



Greater Dayton RTA Board of Trustees

Public Board Meeting

Meeting Packet

Thursday, November 7, 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: **Thursday**, November 7, 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

Thursday, November 7, 2024 – 3 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 October 1, 2024 Board Meeting Minutes **John Lumpkin**
6. Committees Reports

Finance/Personnel Committee

Belinda Matthews-Stenson

- Action Item #2 – 2025 Operating and Capital Budgets
- Action Item #3 – Resolution No. 2024-11-1, 2025 Annual Appropriations
- Action Item #4 – Resolution No. 2024-11-2, Fiscal Years 2025 and 2026,
49 United States Code 5307, 5337, 5339 & Other Federal
Capital Assistance Grants
- Action Item #5 – Resolution No. 2024-11-3, State Fiscal Years 2026 and 2027,
Ohio Urban Public Transportation Grant Program Applications
- Action Item #6 – Wireless Phone & Data Services & Data Service for Vehicles
Change Order
- Action Item #7 – Surveyor Servicees

Report

Planning Committee

Tom Weckesser

- Action Item #8 – Title VI
- Action Item #9 – Record Retention Policy Update
- Action Item #10 – Public Records Policy Update
- Action Item #11 – Masabi Contract Renewal

Report

Greater Dayton RTA Board of Trustees – November 7, 2024

- | | |
|--|----------------------|
| 7. Chief Executive Officer's Report | Bob Ruzinsky |
| 8. Old Business | John Lumpkin |
| 9. New Business
- Nominating Committee Report and Vote – Mr. Al Fullenkamp | John Lumpkin |
| 10. Public Comment | John Lumpkin |
| 11. Board Member Comments - Announcements | Board Members |
| 12. Request for Executive Session – <i>as needed</i>

Reconvene to Regular Session | John Lumpkin |
| 13. Adjourn | John Lumpkin |

Suggested Next Meetings

Committee Meeting

November 19, 2024

Jointly Held Finance/Personnel & Planning- 8:30 a.m.

Board Meeting

December 3, 2024

3 p.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: **Thursday**, November 7, 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

October 1, 2024

Trustees: John A. Lumpkin, Jr., President, *arrived at 3:07 p.m.*
Sharon D. White, Vice President
Al Fullenkamp
Sharon E. Hairston
Nikol M. Miller
Grady L. Mullins
Thomas Weckesser
David P. Williamson

Excused: Belinda Matthews-Stenson

Staff: Bob Ruzinsky, Chief Executive Officer
Christopher Conard, Coolidge Wall, Co. LPA
Cathy Garner, Senior Executive Administrative Assistant
Brandon Policicchio, Chief Customer and Business Development Officer
Mary K. Stanforth, Chief Financial Officer
Lee Stevens, Facilities and Infrastructure Manager
Robert Stevens, Chief Labor Officer
Aaron Taylor, Deputy Chief Transportation Officer

Others: Interested citizens (see attached sheet)

Call Meeting to Order

Ms. White 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

Ms. White led attendees in reciting the Pledge of Allegiance.

ACTION ITEM #2 – RESOLUTION NO. 2024-10-1, AUTHORIZING STAFF TO SEEK FEDERAL INFRASTRUCTURE INVESTMENT AND JOBS ACT FLEXIBLE FUNDING TO SUPPORT TRANSIT PROJECTS

Ms. Hairston stated RTA has been notified by the Miami Valley Regional Planning Commission (MVRPC) regarding the solicitation of new transportation projects under the category of Congestion Mitigation and Air Quality (CMAQ). Once submitted, applications for the proposed new projects will be reviewed and evaluated for inclusion in the State Transportation Improvement Program.

In reviewing the region’s transportation needs, Staff has developed a project eligible for flexible funding. The proposal has been scrutinized in the context of MVRPC practices and policies. The proposed future project will replace 25 small buses and has a total cost of \$3,750,000, with a Federal Share of \$3,000,000.

MOTION MADE by Ms. Hairston and SECONDED by Ms. Miller to APPROVE Resolution No. 2024-10-1, authorizing the submittal of all necessary documents and the fulfillment of all other requirements, in order to obtain additional funding for project(s) approved by the MVRPC.

MOTION CARRIED by voice vote.

Ayes: Seven

Nays: None

ACTION ITEM #6 – OHIO TRANSIT RISK POOL (OTRP) SPECIAL ASSESSMENT AND SHOCK LOSS FUND PAYMENT

Ms. Hairston stated annually an independent professional firm performs a Review of Loss and Loss Expense Reserves to assess OTRP’s available funds for losses. The most recent review concluded that while OTRP is well-positioned overall, Loss Years 2022 - 2024 are underfunded due to higher-than-anticipated losses. Consequently, in September 2024, OTRP voted to assess members \$1,690,000, with RTA’s share equal to \$503,704.

In addition to the Special Assessment, the Chief Executive Officer recommends a Shock Loss Fund Contribution of \$930,000. These funds are available from previous Transit Liability amounts earmarked for pre-OTRP deductible

payments. As a result, the Shock Loss Fund Contribution will not impact expenses.

MOTION MADE by Ms. Hairston and SECONDED by Mr. Williamson to APPROVE payments to the Ohio Transit Risk Pool of \$503,704 for a Special Assessment and \$930,000 for a Shock Loss Fund Contribution. The combined total is \$1,433,704.

MOTION CARRIED by voice vote.

Ayes: Seven

Nays: None

Discussion Items to Mention

Ms. Hairston stated the July 2024 Financial Report, as well as Small Purchases Information, was presented at our meeting and has been included in today's Board package.

Mr. Lumpkin arrived at 3:07 p.m.

PLANNING COMMITTEE REPORT (TOM WECKESSER)

Mr. Weckesser stated the Finance/Personnel and Planning Committees met for a jointly held meeting on September 17th, and as a result, the Planning Committee is recommending three (3) Action Items for the Board's consideration.

ACTION ITEM #3 – REMIX TRANSIT PLANNING SOFTWARE SERVICE

Mr. Weckesser stated the purpose of this procurement is to award a sole source contract to Remix Software Inc. to provide cloud-based transit planning software services for a three (3) year period. This procurement will be funded with operating funds.

Remix's proprietary web-based transit planning software provides rapid route design, analysis, and modification of existing transit routes, demographic analysis, operating cost calculations, and Title VI analysis in a single integrated platform for transit planning.

Since acquiring Remix, it has enhanced results and reduced contracted service costs for RTA. By utilizing the Remix platform, RTA can utilize its resources wisely and apply

best practices with the delivery of its planning and service development functions.

MOTION MADE by Mr. Weckesser and SECONDED by Mr. Fullenkamp to APPROVE an AWARD to Remix Software Inc. for the Remix Transit Planning Software Service for \$37,410 per year, for a three (3) year total of \$112,230.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

ACTION ITEM #4 - PRINTING SERVICES

Mr. Weckesser stated the purpose of this procurement is to select a firm to partner with for the purchase of first class printed materials that represent RTA's professionalism and brand standards to the community.

This contract will include a diverse range of printing materials including flyers, brochures, envelopes, and weatherproof signage and posters. In total, there are 42 individual print materials for which RTA requested pricing. This contract will be funded through the operating budget.

MOTION MADE by Mr. Weckesser and SECONDED by Ms. Miller to AWARD a three (3) year contract to Progressive Printers for printing services in the amount of \$267,062.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

ACTION ITEM # 5 – INTELLIGENT TRANSIT SYSTEMS UPGRADE PROJECT – PHASE 1 OF 3

Mr. Weckesser explained the purpose of this procurement is to award contracts to RTA's existing Intelligent Transportation System, also known as ITS, providers Clever Devices and Trapeze, for the updating of existing platforms that support RTA operations.

ITS components outlined in Phase 1, are targeted for installation and live operation in 2025 and are included in the approved 2024 capital and operating budgets. The total

estimated cost of the upgrade for all three (3) phases is estimated to be roughly \$7 million. The total cost of the previous upgrade in 2016 for components included in these phases was over \$7 million.

This procurement is part of a three phase upgrade project that will take place in 2025, 2026, and 2027. Most ITS platforms were last updated in 2016 and are nearing the end of useful life, and some products will no longer be supported beginning in 2026. Due to this, RTA will be upgrading, replacing, and adding new features to the existing system over the next three (3) years.

A cost analysis was performed, and pricing was determined fair and reasonable based on a comparison to pricing charged to another transit agency for similar ITS solutions. Long-term maintenance for any new software, integrations or equipment added to the overall ITS platform for all three (3) phases will be included in future contracts to be negotiated with the vendors for annual maintenance.

MOTION MADE by Mr. Weckesser and SECONDED by Ms. Hairston to APPROVE AWARDS to:

- Clever Devices LTD in the total amount of \$1,784,902.60;
- Trapeze Software Group, Inc. in the amount of \$158,529.00;
- Ensemble Solutions Group in the amount of \$86,334.40; and
- Black Bear Radio Inc. in the amount of \$52,000.00.

In addition, a total of \$208,176.60 is recommended for a 10% contingency for all related components, for a grand total AWARD of \$2,289,942.60. This procurement will be funded 80% with federal funds except for maintenance costs, which will be funded with operating funds.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

Discussion Items to Mention

Mr. Weckesser stated at the meeting Mr. Policicchio provided a summary document of recent activities going on in the Customer and Business Development Department.

CHIEF EXECUTIVE OFFICER’S REPORT

Mr. Ruzinsky asked Mr. Policicchio to provide an update regarding a American Public Transportation Association (APTA) Award which RTA Staff received earlier today.

Mr. Policicchio stated RTA Staff members are currently attending APTA’s annual conference. This afternoon, about an hour ago, our Marketing Director, Ms. Jessica Olson, and her Staff members received on behalf of RTA the Grand prize Marketing award for the category Community-Based Program - Caring for Our Community! This award relates to the excellent bus wraps Staff created for the various communities in Montgomery County! This is the first time RTA has won this award, so it's an honor!

OLD BUSINESS

None.

NEW BUSINESS

Mr. Ruzinsky turned the microphone over to Mr. Lumpkin for a presentation to Ms. Hairston, whose Board term ends later this month.

Mr. Lumpkin presented Ms. Hairston with flowers and a small token of appreciation for her work and leadership. Mr. Lumpkin thanked Ms. Hairston for her leadership and mentorship during her tenure and for ensuring the community was always served. All Trustees gave farewell messages to Ms. Hairston and shared how her leadership qualities will be greatly missed.

Ms. Hairston thanked the Board of Trustees, Mr. Ruzinsky, and Staff for the great working relationships throughout the many years on the Board. Ms. Hairston stated, “It's been a pleasure!”

Everyone applauded Ms. Hairston.

PUBLIC COMMENT

None

**BOARD MEMBER COMMENTS
- ANNOUNCEMENTS**

Mr. Lumpkin and all Board Trustees expressed congratulations to Ms. Hairston for her excellent service! Board Trustees also congratulated RTA’s Marketing Team on winning the APTA Award.

Mr. Lumpkin asked if the Oath of Office can take place before the Executive Session. Mr. Conard replied that is possible with amending today’s agenda.

MOTION MADE by Mr. Williamson and SECONDED by Mr. Fullenkamp to MODIFY today’s Board Meeting Agenda, allowing the Oath of Office to be conducted for new Trustee, Ashton Scott Dupler, before Executive Session.

MOTION CARRIED by voice vote.

Ayes: Eight

Nays: None

OATH OF OFFICE

Mr. Conard administered the Oath of Office to Mr. Ashton Scott Dupler.

Mr. Dupler stated that it's a great privilege and honor to join the RTA Board, and he is looking forward to serving! He also thanked Mr. Ruzinsky for the wonderful meeting session and RTA tour provided earlier today.

EXECUTIVE SESSION

Mr. Ruzinsky stated there is a request to go into Executive Session to consider the acquisition of real estate property. No Action is expected today.

MOTION MADE by Mr. Williamson and SECONDED by Ms. Hairston to RECESS into Executive Session to discuss the acquisition of real estate property.

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	Excused	Mr. Williamson	Yes
Ms. Miller	Yes		

Mr. Dupler was invited to join the Trustees in Executive Session.

The meeting recessed at 3:45 p.m.

MOTION MADE by Ms. White and SECONDED by Ms. Hairston to RECONVENE into regular session.

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	Excused	Mr. Williamson	Yes
Ms. Miller	Yes		

The meeting was reconvened at 4:06 p.m.

ADJOURNMENT

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

MOTION CARRIED by voice vote.

Ayes: Eight Nays: None

The meeting adjourned at 4:07 p.m.

ATTEST

John A. Lumpkin
President
RTA Board of Trustees

Mary K. Stanforth
Secretary/Treasurer
RTA Board of Trustees

Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 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 Adoption of Fiscal Year 2025 Operating and Capital Budgets

Greater Dayton RTA's total Operating Revenues for 2025 are projected at \$84.4 million while total Operating Expenses are projected at \$84.2 million. This budget scenario reflects a gain of \$164 thousand before local capital charges and a loss of \$3.7 million after local capital charges. Through the 5-year planning window, reserved COVID funds will be utilized to offset projected losses.

Passenger fares represent 8% of projected operating revenues, while sales tax represents 59%, federal and state assistance equal 28%, and investment income and other equal 5%. Regarding operating expenses, wages and fringe benefits are 68% of the projected total, contract services are 9%, materials and supplies (which includes fuel) are 9%, and insurance, utilities and all other are 14%. The 2025 operating budget includes funds for "full employment" levels along with contract wage increases, increased health insurance and other benefit costs.

Regarding the Capital Budget, expenditures for 2025 are projected at \$56.3 million with \$26.7 million funded by RTA. Pandemic funds held in reserve are included in RTA's funding amount. Capital projects include the categories: Electric System Infrastructure, Revenue Vehicles & Equipment, Transit Hubs & Facility Improvements and Equipment, Technology, Amenities & Other. All projects must follow FTA procurement rules and be approved by the Board of Trustees (for individual projects over \$100 thousand) or the Chief Executive Officer (for projects under \$100 thousand). This ensures the Board has a second level of approval, in addition to approving the overall Capital Budget each year.

The Finance/Personnel and Planning Committees discussed this action item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends APPROVAL of the 2025 Operating and Capital Budgets. This APPROVAL allows the Secretary-Treasurer to file the appropriate documents with the Montgomery County Auditor and to receive a certificate authorizing 2025 expenditures.

Attachment

Board Meeting – 11/7/2024
Chief Executive Officer
Chief Financial Officer

GREATER DAYTON RTA

**2025 Final Budget
Revenues & Expenses**

	Projected 2024	Budget 2025	Budget 2026	Budget 2027	Budget 2028	Budget 2029	2025-2029 Totals
Passenger Fares	\$ 5,900,000	\$ 6,440,000	\$ 6,975,000	\$ 7,323,750	\$ 7,689,938	\$ 8,074,434	\$ 36,503,122
Contract Service Fares	5,000	5,000	5,125	5,253	5,384	5,519	26,282
Service Subsidies	15,000	15,000	15,375	15,759	16,153	16,557	78,845
Other Revenue	245,000	245,000	251,125	257,403	263,838	270,434	1,287,800
Investment Earnings	3,775,000	3,600,000	3,600,196	2,545,022	1,905,603	1,498,866	13,149,688
Sales Tax Receipts	49,500,000	49,995,000	51,244,875	52,525,997	53,839,147	55,165,125	262,790,144
5307 Federal Funds - PM Diesel	10,000,000	6,965,388	8,940,000	8,940,000	8,940,000	8,940,000	42,725,388
5337 Federal Funds - PM Trolley	6,518,291	8,000,000	8,160,000	8,160,000	8,160,000	8,160,000	40,640,000
Other Federal / State Funds - PM & Misc.	-	2,534,612	750,000	750,000	750,000	750,000	5,534,612
5307 Federal Funds - ADA	1,000,000	1,800,000	1,836,000	1,836,000	1,836,000	1,836,000	9,144,000
State General Fund Assistance	181,793	2,263,755	2,000,000	2,000,000	2,000,000	2,000,000	10,253,755
Operating Assistance (FTA SR)	-	2,500,000	2,562,500	2,626,563	2,692,227	2,759,532	13,140,821
Total Revenues	\$ 77,140,074	\$ 84,353,755	\$ 86,340,196	\$ 86,985,747	\$ 88,098,290	\$ 89,486,469	\$ 435,274,457
Wages - Time Worked	\$ 33,790,000	\$ 36,274,710	\$ 37,181,578	\$ 38,111,117	\$ 39,063,895	\$ 40,040,493	\$ 190,671,793
Wages - Paid Time Off	5,611,500	5,812,423	5,957,734	6,106,677	6,259,344	6,415,827	30,552,005
Fringe Benefits (Includes Medical Insurance)	14,178,463	15,220,672	15,601,189	15,991,219	16,390,999	16,800,774	80,004,952
Contract Services	7,225,000	7,469,786	7,656,531	7,847,944	8,044,143	8,245,246	39,263,649
Materials & Supplies (Includes Fuel)	7,062,858	7,692,267	7,884,574	8,081,688	8,283,730	8,490,823	40,433,082
Utilities	1,836,000	1,946,688	1,995,355	2,045,239	2,096,370	2,148,779	10,232,432
Insurance (Liability)	2,963,704	2,816,000	2,886,400	1,958,580	2,007,524	2,057,712	11,726,196
Miscellaneous & All Other	4,391,250	4,457,416	4,568,851	4,683,073	4,800,150	4,920,153	23,429,643
Contingency For Service Growth	-	2,500,000	2,562,500	2,626,563	2,692,227	2,759,532	13,140,821
Total Expenses	\$ 77,057,775	\$ 84,189,962	\$ 86,294,711	\$ 87,452,079	\$ 88,638,381	\$ 91,879,340	\$ 439,454,473
Total Revenues	\$ 77,140,074	\$ 84,353,755	\$ 86,340,196	\$ 86,985,747	\$ 88,098,290	\$ 89,486,469	\$ 435,274,457
Total Expenses	\$ 77,057,775	\$ 84,189,962	\$ 86,294,711	\$ 87,452,079	\$ 88,638,381	\$ 91,879,340	\$ 439,454,473
Gain / Loss Before Local Capital Charge *	\$ 82,299	\$ 1,63,793	\$ 45,485	\$ (466,332)	\$ (1,540,091)	\$ (2,382,872)	\$ (4,180,016)
Local Capital Charge (Depr.)	(3,657,501)	(3,887,307)	(4,485,278)	(5,022,086)	(5,134,218)	(5,007,635)	(23,546,525)
Gain / Loss After Local Capital Charge	\$ (3,575,202)	\$ (3,733,514)	\$ (4,439,793)	\$ (5,488,417)	\$ (6,674,309)	\$ (7,390,507)	\$ (27,726,540)

Revenue Notes:

Passenger Fares Increase \$540,000 for 2025, with Add'l Increase of \$535,000 for 2026, as a result of Fare Structure Increases. Grow by 5% thereafter as we work to rebuild ridership, further adjust fares, and limit promotions.

Sales Tax reflects 1% increase for 2025, then grows by 2.5% per year.

* Federal COVID funds were used to supplement budgets through part of 2023. We reserved \$20,000,000 in local funds for future use.

Expense Notes:

2025 Operating Budget includes funds for "full employment" levels along with contract wage increases, increased health insurance and other benefit costs.

Future years project a simple 2.5% growth.

Contingency funds are to grow services in 2025 and then maintain that growth over the planning window.

GREATER DAYTON RTA

2025 Final Budget

Federal & State Grant Funding

	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
Beginning Federal Grant Funds	65,033,410	71,382,601	55,838,108	45,990,245	39,129,125	20,497,563	71,382,601
5307 Formula Funds							
Beginning Balance of Funds	27,244,619	29,361,208	27,582,849	20,685,786	17,156,066	11,239,760	29,361,208
Annual Allocation to GDRTA	17,728,244	18,000,000	18,360,000	18,360,000	18,360,000	18,360,000	91,440,000
Partner System Transfer	-	-	-	-	-	-	-
Used for Operations (FM/SRO)	(10,000,000)	(9,465,388)	(11,502,500)	(11,586,563)	(11,632,227)	(11,699,532)	(55,866,209)
Used for Operations (ADA)	(1,000,000)	(1,800,000)	(1,836,000)	(1,836,000)	(1,836,000)	(1,836,000)	(9,144,000)
Used for Capital Projects	(4,611,655)	(8,512,971)	(11,918,564)	(8,487,157)	(10,808,079)	(12,438,350)	(52,165,121)
Balance of 5307 Funds	29,361,208	27,582,849	20,685,786	17,156,066	11,239,760	3,625,878	3,625,878
5337 Formula Funds (Fixed Guideway)							
Beginning Balance of Funds	28,621,847	34,398,506	26,293,342	20,652,542	15,203,142	9,261,558	34,398,506
Annual Allocation to GDRTA	20,214,916	15,000,000	15,300,000	15,300,000	15,300,000	15,300,000	76,200,000
Used for Operations	(6,518,291)	(8,000,000)	(8,160,000)	(8,160,000)	(8,160,000)	(8,160,000)	(40,640,000)
Used for Capital Projects	(7,919,966)	(15,105,164)	(12,780,800)	(12,589,400)	(13,081,584)	(14,084,248)	(67,641,196)
Balance of 5337 Funds	34,398,506	26,293,342	20,652,542	15,203,142	9,261,558	2,317,310	2,317,310
Other Federal/State Funds							
Beginning Balance of Funds	9,166,944	7,622,887	1,961,917	4,651,917	6,769,917	(3,755)	7,622,887
Bus & Bus Facilities (5339)	1,014,267	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
CMAQ/STP (MVRPC, OEPA, ODOT Fed)	2,627,891	2,043,492	3,440,000	2,868,000	3,600,000	5,900,000	17,851,492
Other FTA Programs (5339b)	-	-	-	-	-	-	-
Other ODOT Oper. Programs - (UTP & OTP2)	181,783	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Used for Operations (PM)	(181,783)	(4,788,367)	(2,750,000)	(2,750,000)	(2,750,000)	(2,750,000)	(15,788,367)
Used for Capital Projects	(5,186,215)	(5,916,095)	(1,000,000)	(1,000,000)	(10,623,672)	(6,400,000)	(24,939,767)
Balance of Other Federal Funds	7,622,887	1,961,917	4,651,917	6,769,917	(3,755)	(253,755)	(253,755)
Ending Balance Federal Grant Funds	71,382,601	55,838,108	45,990,245	39,129,125	20,497,563	5,689,433	5,689,433

Approved Competitive Funding Requests:

- MVRPC - Small Buses
- MVRPC - Large Buses
- ODOT - Infrastructure Rebuild
- ODOT - Preventive Maintenance
- ODOT - Facilities

Pending Competitive Funding Requests:

- MVRPC - Small Buses
- ODOT - Preventive Maintenance

Funding Notes:

A positive federal funds balance is maintained throughout the 5 year window. We will continue to seek out competitive funding for capital projects as opportunities arise. The current federal infrastructure funding cycle runs through 2026, but still requires annual approval by Congress. Held 2027-2029 at the same funding levels.

GREATER DAYTON RTA
2025 Final Budget
Capital Projects - Summary

	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
Summary Listing Of Capital Projects							
Electric System Infrastructure	5,576,470	14,676,000	13,776,000	13,356,750	14,351,980	15,605,310	71,766,040
Revenue Vehicles & Equipment	156,812	250,000	250,000	250,000	16,493,327	20,765,937	38,009,264
Transit Hubs & Facility Improvements	10,794,043	34,656,800	31,398,203	18,435,209	10,336,000	3,207,200	98,083,472
Equipment, Technology, Amenities & Other	5,619,970	6,698,888	6,700,002	5,553,738	1,960,353	1,574,800	22,487,789
Total Capital Projects	22,147,295	56,281,688	52,124,204	37,595,696	43,141,669	41,153,247	230,296,505
Capital Project Funding By Source							
Federal Grant Funding	17,717,336	29,025,350	25,699,364	22,076,557	34,513,335	32,922,598	144,237,204
State Grant Funding	-	508,880	-	-	-	-	508,880
Other - Non RTA Funding	-	-	-	-	-	-	-
Local - RTA Share	4,429,459	26,747,458	26,424,841	15,519,139	8,628,334	8,230,649	85,550,421
Total Capital Expenditures	22,147,295	56,281,688	52,124,204	37,595,696	43,141,669	41,153,247	230,296,505

Notes: Original historical cost of our current investment in assets:
 (based on 2022 Audit TB)

Electric System Infrastructure	52,334,276
Revenue Vehicles & Equipment	121,596,460
Transit Hubs & Facility Improvements	107,143,912
Equipment, Planning, Amenities & Other	48,455,244
Total	329,529,892

Capital Projects Summary Notes:

Largest planned investment is in our Facilities and Electric Overhead Distribution System. We have been planning and lining up funding for this over the past several years. Infrastructure - Route 4 is complete. A large phase of Route 8 and the new Longworth Substation are complete. Route 7 is underway. Work on Route 1 is being planned. Vehicles - Vehicle purchases are much reduced than in the past, as our fleet is young by industry comparison and in exceptional condition.

Our next vehicle purchases will begin in 2028. We continue work now to line up funding. Facilities - Facility improvements include a system-wide HVAC replacement project, and a new roof for 600 Longworth which is nearing completion. The Childrens Interactive Learning Center is underway. An unleased fueling station on campus, a garage for the small buses, a garage project to support downtown development, downtown HVAC replacement, and other projects to support RTA operations and keep our facilities in a state of good repair.

Equipment/Other - We will continue to invest in equipment and technology to meet daily service needs as well as stay up to date on changing technology expected by our customers.

Pages 4-9 show more detailed capital project information as well as planned funding sources for the projects.

This five year budget includes \$50 million in direct local funding (\$35 million for the small bus garage and \$15 million for a downtown project). Funds were part of the federal funds received to support RTA during the pandemic. RTA used the FTA funds for operations and reserved local funds for these planned capital projects.

GREATER DAYTON RTA
 2025 Final Budget
 Capital Projects - Detail

	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
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Electric System Infrastructure

Overhead Distribution System

RTA Route Rebuilds	3,074,232	7,060,000	6,630,000	5,900,000	6,525,000	7,375,000	33,690,000
Feeder System Upgrades	2,302	300,000	300,000	300,000	300,000	300,000	1,500,000
General Overhead System Improvements	25,484	300,000	300,000	300,000	300,000	300,000	1,500,000

Notes: We are working to rehab each of our existing trolley routes one route at a time. We will not be running trolleys on unrenovated routes to allow for quicker rebuilds. A multi-year contract was awarded in April 2020 to support this project. Route 4 is essentially complete. Route 7, Route 8, and the area around our campus is well underway. Route 1 will start in 2024. Other routes are in the planning stages.

General Overhead System Improvements includes projects associated with routine street rebuilds, bridge work, traffic signal projects, and other related projects.

Substations

Replacement Substations (Including SCADA)	53,690	3,750,000	3,750,000	5,275,000	5,539,000	2,908,000	21,222,000
New Substations (Including SCADA)	599,729	1,542,000	970,000	-	-	2,900,000	5,412,000
General Substation Imps.	661,763	150,000	150,000	150,000	150,000	150,000	750,000

Notes: RTA owns 9 substations. 7 are "package" units and will be replaced. 2 are in buildings and will be rebuilt. Others are being added where needed. A new SCADA system is being included to support these substations. Small charging stations may be used to support charging on some off-wire route extensions.

Other Projects - Funded by Partners

N/A

**Project Management
 A&E Services**

	168,000	656,000	615,000	597,000	641,000	697,000	3,206,000
	1,001,272	918,000	861,000	834,750	896,950	975,310	4,486,040

Total Electric System Infrastructure

	5,576,470	14,676,000	13,776,000	13,355,750	14,351,980	15,605,310	71,766,040
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Funding Sources (Anticipated)

Federal - 5307 Funds	-	-	-	-	-	-	-
Federal - 5337 Funds	4,461,176	10,740,800	11,020,800	10,685,400	11,481,584	12,484,248	56,412,832
Other Federal Funds	-	1,000,000	-	-	-	-	1,000,000
State - ODOT	-	508,880	-	-	-	-	508,880
Other Sources	-	-	-	-	-	-	-
Local - GDRTA	1,115,294	2,426,320	2,755,200	2,671,350	2,870,396	3,121,062	13,844,328

Total Funding Sources

	5,576,470	14,676,000	13,776,000	13,356,750	14,351,980	15,605,310	71,766,040
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GREATER DAYTON RTA
2025 Final Budget
Capital Projects - Detail

	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
Revenue Vehicles & Equipment							
Dual Mode Buses (ETB's)							
80% Federal / 20% Local	-	-	-	-	-	-	-
Diesel Buses							
80% Federal / 20% Local	-	-	-	(24)	16,207,327	16,693,547	32,900,874
Small Buses - Demand Response Services							
80% Federal / 20% Local	-	-	-	(25)	-	3,767,641	3,767,641
Vehicle Equipment & Major Components (Radios, Validators, AVL, Batteries, NG Equip. Etc.) Project Management @ \$750 per Small Bus, \$1,500 per Large Bus, \$5,000 per Dual Mode - Inspections, Certs, Etc.	156,812	250,000	250,000	250,000	250,000	250,000	1,250,000
Total Revenue Vehicles & Equipment	156,812	250,000	250,000	250,000	16,493,327	20,765,937	38,009,264
Funding Sources (Anticipated)							
Federal - 5307 Funds	126,450	200,000	200,000	200,000	3,570,989	11,212,750	15,383,739
Federal - 5337 Funds	-	-	-	-	-	-	-
Other Federal Funds	-	-	-	-	9,623,672	5,400,000	15,023,672
State - ODOT/OEPA	-	-	-	-	-	-	-
Other Sources	-	-	-	-	-	-	-
Local - GDRTA	31,362	50,000	50,000	50,000	3,298,666	4,153,187	7,601,853
Total Funding Sources	156,812	250,000	250,000	250,000	16,493,327	20,765,937	38,009,264

Notes: Next set of large and small transit bus purchases will not take place until 2028 based on current service levels. 24 of the 24 are already funded for 2028.
We are applying for competitive grants to fund the buses scheduled for purchases in 2029.
\$250k per year for misc. vehicle equipment needs that may arise.

GREATER DAYTON RTA
 2025 Final Budget
 Capital Projects - Detail

	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
Transit Hubs & Facility Improvements							
Longworth Campus							
600 Longworth	9,216,662	2,890,000	4,225,000	750,000	1,150,000	950,000	9,965,000
601 Longworth	208,318	1,630,000	375,000	75,000	75,000	75,000	2,230,000
701 Longworth	359,063	15,000,000	15,000,000	5,075,000	50,000	50,000	35,175,000
901 Ludlow	50,000	1,125,000	325,000	125,000	1,275,000	125,000	2,975,000
940 Perry	9,834,043	250,000	25,000	25,000	25,000	25,000	350,000
		20,895,000	19,950,000	6,050,000	2,575,000	1,225,000	50,695,000
600 Longworth							
601 Longworth							
701 Longworth							
901 Ludlow							
940 Perry							
Ongoing							
<i>Garage Door Project, Tank Replacements, Floor Repairs Storage Tank Replacements, Fans, PA System (Formerly 705 Longworth) Small Bus Storage Facility, Small Bus Washer, Fueling Station. Interior Improvements, Possible Purchases Completion of Facility Rebuild Project (Training Spaces) Unify Campus to Area Between River and Perry Street, Explore Street Closure of Longworth</i>							
Downtown Campus							
WSP - 4 S. Main	466,500	7,665,000	7,325,449	9,651,347	900,000	900,000	26,641,796
Transit Center	-	25,000	25,000	25,000	25,000	25,000	125,000
Market Street	466,500	7,960,000	7,375,449	9,701,347	950,000	950,000	26,936,796
<i>Center Hall Renovations, Third Floor of the LaFee Building, Fitness Center Upgrades, Platform Upgrades, Parking Project, HVAC State of Good Repair Updates Renovate for Future Use Create a Branded Identity for the Complex, Promote as Downtown Anchor</i>							

Transit Hubs & Facility Improvements (Continued)

	Projected 2024	Budget		2025-2029					Totals
		2025	2026	2027	2028	2029	2025-2029		
Countywide Transit Hubs									
Northwest Hub	65,000	575,000	75,000	75,000	5,000,000	75,000	5,800,000		
East Hub	30,000	260,000	10,000	10,000	50,000	10,000	340,000		
South Hub	10,000	290,000	40,000	40,000	40,000	40,000	450,000		
West Hub	10,000	260,000	10,000	10,000	10,000	10,000	300,000		
Concrete/Asphalt - All Facilities	-	250,000	250,000	250,000	250,000	250,000	1,250,000		
	115,000	1,635,000	385,000	385,000	5,350,000	385,000	8,140,000		
<i>Northwest Hub Interior and Exterior Refresh; Long Term Plan for Relocation of Hub</i>									
<i>East Hub Interior and Exterior Refresh</i>									
<i>South Hub Interior and Exterior Refresh</i>									
<i>West Hub Interior and Exterior Refresh</i>									
<i>Concrete/Asphalt As Needed</i>									
<i>Ongoing Evaluate Use of Hubs and Improve Identity</i>									
Commercial Interior Products & Furnishings <i>(Modular Offices, Furnishings, Flooring, Etc.)</i>	115,000	250,000	100,000	100,000	150,000	100,000	700,000		
Subtotals	10,530,543	30,740,000	27,810,449	16,236,347	9,025,000	2,660,000	86,471,796		
Other Properties <i>Iona, Fauver, Murry, Drury, Maplewood, Fairgreen, and Miller Loops, Dearborn & Lakeview, Broadway & Stewart.</i>	-	25,000	25,000	25,000	25,000	25,000	125,000		
Other Projects									
<i>Project Management @5%</i>	13,500	1,538,250	1,391,772	813,067	452,500	134,250	4,329,840		
<i>A&E Services @7%</i>	250,000	2,153,550	1,970,981	1,160,794	633,500	187,950	6,106,776		
<i>Facility Wide Security Improvements</i>	-	200,000	200,000	200,000	200,000	200,000	1,000,000		
<i>(1% spending of 5307 funds required by FTA)</i>									
Total Transit Hubs & Facility Improvements	10,794,043	34,656,800	31,398,203	18,435,209	10,336,000	3,207,200	98,033,412		
Funding Sources (Anticipated)									
<i>Federal - 5307 Funds</i>	610,441	4,343,225	6,618,562	4,248,167	5,768,800	65,760	21,044,514		
<i>Federal - 5337 Funds</i>	3,000,000	3,000,000	1,500,000	1,500,000	1,500,000	1,500,000	9,000,000		
<i>Other Federal Funds</i>	5,024,793	4,382,215	1,000,000	1,000,000	1,000,000	1,000,000	8,382,215		
<i>State - ODOT</i>	-	-	-	-	-	-	-		
<i>Other Sources</i>	-	-	-	-	-	-	-		
<i>Local - GDRTA</i>	2,158,809	22,931,360	22,279,641	11,637,042	2,067,200	641,440	59,606,682		
Total Funding Sources	10,794,043	34,656,800	31,398,203	18,435,209	10,336,000	3,207,200	98,033,412		

GREATER DAYTON RTA
 2025 Final Budget
 Capital Projects - Detail

	Projected 2024	Budget 2025	2026	2027	2028	2029	Totals 2025-2029
Equipment, Technology, Amenities & Other							
Maintenance (Shop) Equipment							
Portable Vehicle Hoists & Scissor Lifts	283,706		200,000	160,000			360,000
Body Shop Drop Down Hoist and Enlarge Pit	-	500,000	250,000				750,000
Eurovac Vacuum System - Body Shop	14,227						
Large Parts Washer		120,000					120,000
General Equipment Needs							
B&G Shop Equipment	25,000	25,000	25,000	25,000	25,000	25,000	125,000
Maintenance Shop Equipment	-	50,000	50,000	50,000	50,000	50,000	250,000
Inventory Equipment	-	25,000	25,000	25,000	25,000	25,000	125,000
Line Shop Equipment	-	50,000	50,000	50,000	50,000	50,000	250,000
Other Shop Equipment	12,925	25,000	25,000	25,000	25,000	25,000	125,000
Office Equipment & Furnishings							
NexGen Testing & Diagnostic Equipment	-	75,000	75,000	75,000	75,000	75,000	375,000
General Equipment Replacements	330,998	50,000	50,000	50,000	50,000	50,000	280,000
General Furniture Replacements	60,489	50,000	50,000	50,000	50,000	50,000	250,000
Computer Equipment & Software							
Audio & Visual Upgrades to Conference Spaces	86,000	25,000	25,000	25,000	25,000	25,000	250,000
Cameras & Badge Readers for Facilities	-	10,000	10,000	10,000	10,000	10,000	50,000
General Use Software	27,000						
Keywatcher Unit Replacement	-			75,000	75,000		150,000
Network Refresh / Firewall Updates - System Wide	-	25,000	5,000	5,000	5,000	5,000	45,000
Network Systems / Equipment	-	15,000	15,000	15,000	15,000	15,000	75,000
Other Hardware Replacements	-	500,000					500,000
Phone System Replacement	62,843	50,000	50,000	50,000	50,000	50,000	250,000
Server Replacements		250,000					250,000
Site Recovery	24,423	85,000	85,000	85,000	85,000	85,000	425,000
Work Stations and Laptops							
Software Systems / Other Projects							
Backup Systems Upgrade	100,000						
Clearance Program (Video Access)	2,179,093	2,125,000	100,000				100,000
Cleaver Upgrades	500,000	200,000	2,480,757				4,605,757
Demand Response Software Systems	-						
Intranet Rewrite & Document Management	200,000		25,000	150,000			200,000
IREN Upgrade/Replacement	-			300,000			300,000
New Data Center	-			2,000,000			2,000,000
Trapeze EAM/OPS Customizations	-	50,000	50,000	50,000	50,000	50,000	250,000
Vista Upgrade/Replacement	-		500,000				500,000
Wi-Fi Replacement Project	250,000						
Contingency @ 15%	-	537,750	501,864	414,750	47,250	36,000	1,537,614

Equipment, Technology, Amenities & Other (Cont.)	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
Vehicles - Non Revenue (Utility)							
Pool Vehicles	639,210	-	-	-	-	-	-
B&G Vehicle	49,045	-	-	-	-	-	-
Supervisor Vehicles	-	250,000	300,000	-	-	-	550,000
Line Shop Utility Truck	-	200,000	-	-	-	-	200,000
Line Shop Dump Truck	-	-	-	180,000	-	-	180,000
Line Shop Bucket Truck	-	-	-	200,000	-	-	200,000
B & G Bobcats/Kubota's	-	90,000	-	-	-	-	90,000
Floor Scrubbers - Walk Behind Units - Power Boss	144,804	85,000	-	-	-	-	85,000
Passenger Amenities							
Downtown Amenities Program	-	150,000	150,000	-	-	-	450,000
Improve Bus Stops	-	250,000	250,000	-	-	-	750,000
General Transit Enhancements	105,079	250,000	250,000	250,000	250,000	250,000	1,250,000
(Partnership Programs)							
5310/JARC/NF Program (Buses, PM, TE, Admin.)	105,079	-	-	-	-	-	-
5310 Service Subsidy Program	2,791	-	-	-	-	-	-
Community Grants Program	39,000	250,000	250,000	250,000	250,000	250,000	1,250,000
Project Management (5% of Tech Projects)	-	206,138	192,381	168,988	18,113	13,800	589,419
Capital Tire Lease	378,283	415,000	420,000	425,000	430,000	435,000	2,125,000
Total Equipment, Technology, Amenities & Other	5,619,970	6,698,888	6,700,002	5,553,738	1,960,363	1,574,800	22,487,789
Funding Sources (Anticipated)							
Federal - 5307 Funds	3,875,764	3,969,746	5,100,001	4,038,990	1,466,290	1,159,840	15,736,867
Federal - 5337 Funds	458,790	1,364,364	260,000	404,000	100,000	100,000	2,228,364
Other Federal Funds	161,422	25,000	-	-	-	-	25,000
State - ODOT	-	-	-	-	-	-	-
Other Sources	-	-	-	-	-	-	-
Local - GDRTA	1,123,994	1,339,778	1,340,000	1,110,748	392,073	314,960	4,497,556
Total Funding Sources	5,619,970	6,698,888	6,700,002	5,553,738	1,960,363	1,574,800	22,487,789

Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 2024 – 3:00 p.m.

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

ACTION ITEM #3

Next Section



ACTION ITEM #3

Resolution No. 2024-11-1, Fiscal Year (FY) 2025 Annual Appropriations

The Trustees' adoption of the FY 2025 Operating and Capital Budgets will establish budget limits for the upcoming year. Trustees' approval of Resolution No. 2024-11-1 will appropriate the needed funds to conduct the activities approved in the Budget documents.

The Finance/Personnel and Planning Committees discussed this item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends approval of Resolution No. 2024-11-1, Fiscal Year 2025 Annual Appropriations.

Attachment

Board Meeting – 11/7/24
Chief Executive Officer
Chief Financial Officer



**Resolution No. 2024-11-1
FY 2025 Annual Appropriations**

A **RESOLUTION** to make appropriations for current expenses and other expenditures of the Greater Dayton Regional Transit Authority, State of Ohio, for the calendar year ending December 31, 2025.

BE IT RESOLVED:

Section I

That the Board of Trustees of the Greater Dayton Regional Transit Authority, State of Ohio, to provide for the current expenses and other expenditures of the said Authority during the year ending December 31, 2025, appropriates and sets aside the sums as follows:

Section II

That there be appropriated from the General Fund:

Operating Expenses	\$ 84,189,962
Capital Improvements	\$ 26,747,458

Section III

That payments from any of the foregoing appropriations are Authorized upon receiving proper certificates and vouchers approved by the Board or Officers authorized to approve same.

BY ACTION OF the Board of Trustees of the Greater Dayton Regional Transit Authority, November 7, 2024.

John A. Lumpkin, President
Board of Trustees

Resolution No. 2024-11-1

CERTIFICATION

The undersigned duly qualified Secretary-Treasurer of the Greater Dayton Regional Transit Authority hereby 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 on November 7, 2024.

_____ Date _____
Mary K. Stanforth
Secretary-Treasurer

Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 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

**Resolution No. 2024-11-2, Fiscal Years 2025 and 2026,
49 United States Code 5307, 5337, 5339 & Other
Federal Capital Assistance Grants**

49 United States Code (USC) 5307 authorizes grants to public transit systems in urbanized areas for capital, operating, and planning assistance based on formulas used in the statute.

49 USC 5337 and 5339 authorizes grants to public transit systems in urbanized areas for capital assistance to support and maintain fixed guideway assets (5337) and other capital assets (5339) in a state of good repair. The Greater Dayton Regional Transit Authority (RTA) can use this funding for the purchase of electric trolley buses, modernization of trolley infrastructure, the capitalization of maintenance costs, and other supporting facilities & equipment projects as well as to maintain capital assets in a state of good repair. These funds are based on formulas used in the statute.

Resolution No. 2024-11-2 provides authorization to file Fiscal Years 2025 and 2026, USC 5307, 5337, 5339 and other Federal Capital Assistance Grants.

The projects applied for will be consistent with RTA approved capital and operating budgets. Prior year funding levels for programs were \$17.73 million for 5307, \$20.21 million for 5337 and \$1.01 million for 5339. 2025 and 2026 annual funding is anticipated to be similar amounts. All projects will be from RTA approved Fiscal Year 2025 and/or 2026 Capital and Operating Budgets.

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer (CEO) recommends approval of Resolution No. 2024-11-2, authorizing the filing of 49 USC 5307, 5337, 5339 and Other Federal Capital Grant Applications for RTA Fiscal Years 2025 and 2026 with the Federal Transit Administration. Furthermore, the CEO is authorized to provide all necessary documents, execute grant contracts, amend the grant contracts if deemed necessary and fulfill all other requirements of the applications.

Board Meeting – 11/7/2024
Chief Executive Officer



Resolution No. 2024-11-2

A RESOLUTION AUTHORIZING THE FILING WITH THE FEDERAL TRANSIT ADMINISTRATION (FTA), AN OPERATING ADMINISTRATION OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION, CAPITAL ASSISTANCE GRANT APPLICATIONS FOR BOTH FORMULA AND DISCRETIONARY FUNDS, AUTHORIZED UNDER 49 UNITED STATES CODE (USC) 5307, 5337, 5339 AND OTHER FEDERAL PROGRAMS OF THE FEDERAL TRANSIT ADMINISTRATION.

WHEREAS, the Federal Transportation Administrator has been delegated authority to award Federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for Federal Financial Assistance will impose certain obligations upon the Greater Dayton Regional Transit Authority (RTA), and may require the RTA to provide the local share of the project cost;

WHEREAS, the Greater Dayton RTA will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Greater Dayton RTA that:

1. The Chief Executive Officer is authorized to execute and file capital grant applications for Federal assistance on behalf of the Greater Dayton RTA as the Designated Recipient as defined by 49 USC of the Federal Transit Administration for Federal Assistance;
2. The Chief Executive Officer is authorized to execute and file with such application the annual certification and assurances and other documents required by FTA before a Federal assistance grant or cooperative agreement is awarded;
3. The Chief Executive Officer is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the applications for the 49 USC 5307, 5337, 5339 and other Federal Programs; and
4. The Chief Executive Officer is authorized to amend grant applications/contract agreements with the U.S. Department of Transportation on behalf of the Greater Dayton RTA.

BY ACTION OF the Board of Trustees of the Greater Dayton Regional Transit Authority, November 7, 2024.

John A. Lumpkin, President
Board of Trustees

Date _____

Resolution No. 2024-11-2

CERTIFICATION

The undersigned duly qualified Secretary-Treasurer of the Greater Dayton Regional Transit Authority hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Board of Trustees of the Authority held November 7, 2024.

Mary K Stanforth, Secretary-Treasurer

Date _____

Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 2024 – 3:00 p.m.

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

ACTION ITEM # 5

Next Section



ACTION ITEM #5

**Resolution No. 2024-11-3, State Fiscal Years 2026 and 2027
Ohio Urban Public Transportation Grant Program Applications**

The Ohio Department of Transportation (ODOT) provides financial assistance to public transportation systems in Ohio through the Ohio Urban Public Transportation Grant Program. Current funding opportunities are offered under the Urban Formula Program and the Preservation Partnership Program. The Greater Dayton Regional Transit Authority (RTA) intends to use state awarded funds for Preventive Maintenance or other Capital Projects based on budget need. Because of the State Fiscal Year (SFY) (July 1 through June 30), eligible projects can be selected from either the RTA's 2025, 2026, or 2027 list of eligible projects.

Historically RTA has applied under the Urban Transit Program, as well as the Ohio Transit Preservation Partnership Program. In addition, RTA has applied for funding under some Ohio EPA programs, which are open to Ohio public transit systems; other funding opportunities may arise and will be considered for application based on program requirements and current need.

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends approval of Resolution No. 2024-11-3, authorizing the filing of various applications for eligible projects under State of Ohio Public Transportation Grant Programs for State Fiscal Years 2026 (July 2025 – June 2026) and 2027 (July 2026 – June 2027).

Attachment

Board Meeting – 11/7/2024
Chief Executive Officer



Resolution No. 2024-11-3

A RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS FOR GRANT ASSISTANCE FROM THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) AND THE OHIO EPA UNDER THE STATE FISCAL YEAR (SFY) 2026 & SFY 2027 FUNDING PROGRAMS

WHEREAS, the Director of ODOT and the Director of Ohio EPA are authorized to make grants for public transportation projects;

WHEREAS, the SFY 2026 & SFY 2027 Ohio Public Transportation Grant Programs, including transit programs through the Ohio EPA, will provide funding assistance for eligible capital projects;

WHEREAS, the Greater Dayton Regional Transit Authority (RTA) qualifies for formula capital/planning assistance grants to assist in funding of Federal Transit Administration eligible capital project grants, and qualifies for state discretionary funding assistance as well as federal pass-through funding;

NOW, THEREFORE BE IT RESOLVED by the Board of Trustees of the Greater Dayton RTA that:

1. The Chief Executive Officer is authorized to file with ODOT and Ohio EPA, on behalf of the RTA, applications for formula eligible capital assistance grants as listed in the applicable programs, as well as other state assistance;
2. The Chief Executive Officer is authorized to execute and file with such applications, any assurance or other document required by ODOT or Ohio EPA;
3. The Chief Executive Officer is authorized to furnish such additional information as ODOT, or Ohio EPA may require in connection with the applications or the projects;
4. The Chief Executive Officer is authorized to execute grant contract agreements with ODOT or the Ohio EPA on behalf of the RTA for aid in financing capital/planning projects; and
5. The Chief Executive Officer is authorized to amend grant contract agreements with ODOT or Ohio EPA on behalf of the RTA.

BY ACTION OF the Board of Trustees of the Greater Dayton Regional Transit Authority, November 7, 2024.

John A. Lumpkin, President
Board of Trustees

Date _____

Resolution No. 2024-11-3

CERTIFICATION

The undersigned duly qualified Secretary-Treasurer of the Greater Dayton Regional Transit Authority hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Board of Trustees of the Authority held November 7, 2024.

Mary K. Stanforth, Secretary-Treasurer

Date _____

Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 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 Wireless Phone & Data Services & Data Service for Vehicles Change Order

In January of 2021, the Board of Trustees approved the above-named project with AT&T. The purpose of this action item is to execute a change order for that contract. Changes in technology on the buses have steadily increased the amount of data going between the vehicles and Greater Dayton Regional Transit Authority's (RTA) network. This includes video, audio files, general data and soon more dynamic live maps.

The current agreement foresaw no overages on the limited data plans, and as such it was based on an annual spend of less than \$60,000 per year for the vehicle portion of the agreement. Based on current data use, the standard rate plus the overage fees are on track to exceed \$200,000 in an annual term, not including other devices.

To mitigate further overage costs, in September RTA moved all vehicle data plans from the current data limited plans to unlimited plans. This entailed swapping all associated SIMs (cellular ID cards) in the vehicles to which AT&T is including services to perform the physical changes. This put all devices including cell phones, tablets, MiFi hotspots, vehicles, etc., onto a single service plan, all with fixed rates at \$36 per month, negotiated down from \$40, per device, with uncapped, unlimited data. The estimated cost based on current vehicles would move RTA to a fixed annual spend of approximately \$118,000.

With the overage costs and recent change in data plans, this year's spend is expected to be \$148,386 for vehicles and \$33,425 for devices totaling \$181,811. After reviewing the full contract, an increase to the awarded amount is necessary to cover the overages and the renegotiated data plan. The requested award increase can be seen below:

Total Change Order Award	AT&T Wireless Cincinnati, OH
Current Contract Total	\$ 514,556
Requested Increase	\$ 113,839
New Grand Total not to Exceed	\$ 628,395

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends a contract change to AT&T Wireless for \$113,839 to cover current overage costs plus the new rates for the remainder of the Wireless Phone and Data Services and Data Service for Vehicles contract.

Board Meeting – 11/7/2024
Chief Customer and Business Development Officer

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Thursday, November 7, 2024 – 3:00 p.m.

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

ACTION ITEM # 7

Next Section



ACTION ITEM #7

Surveyor Services

The purpose of this procurement is to award a five (5) year contract for professional surveying, engineering and related services to support various projects contemplated by Greater Dayton Regional Transit Authority (RTA). This includes a multi-million-dollar investment in improvements and upgrades to the electrical infrastructure and facilities over a five-year planning window.

A qualification based procurement method was used where evaluation criteria other than price was used to determine the most qualified firm(s). After the top firms were selected by the evaluation team, pricing was requested.

Once RTA identifies a project, the Surveying firms under contract will be requested to submit a proposal for said project. Proposal pricing can either be based on hourly rates or a single fixed cost for the project. The firm determined to be in RTA’s best interest will be selected. RTA will retain the right not to use the firm under contract if an agreement on the proposal cannot be reached.

Proposals for Surveyor Services were solicited in Dayton Daily News, Dayton Weekly News, and Transit Talent. Requests for Proposals were sent to 92 firms.

At 10:00 a.m., on August 29, 2024, three (3) proposals were received. The Evaluation Committee reviewed the proposals to determine the most qualified using the following criteria:

- Understanding of the Scope of Work and RTA’s needs
- Experience with Similar Projects
- Skills and Relevant Affiliations
- Capacity and Job Readiness for Project Turnaround
- Financial and Technical Capability
- References
- Quality of Proposal Preparation

The following firms submitted proposals:

Firm	Location
Environmental Design Group	Akron, OH
Brumbaugh Engineering & Surveying	West Milton, OH
MS Consultants	Moon Township, OH

The two (2) firms ranked the highest by the Evaluation Committee were Environmental Design Group and Brumbaugh Engineering & Surveying. The hourly fee structure proposed by the recommended firms are as follows.

Brumbaugh Engineering & Surveying – Hourly Rates					
Classification	Year 1	Year 2	Year 3	Year 4	Year 5
Principal / Owner	\$ 155	\$ 160	\$ 164	\$ 169	\$ 174
Project Engineer / Surveyor	\$ 136	\$ 140	\$ 144	\$ 149	\$ 153

Survey/Engineering/CAD Technician	\$ 119	\$ 123	\$ 126	\$ 130	\$ 134
Survey Crew (2 People)	\$ 173	\$ 178	\$ 184	\$ 189	\$ 195
Survey Crew (1 Person)	\$ 132	\$ 136	\$ 140	\$ 144	\$ 149
Administration / Clerical Support	\$ 74	\$ 76	\$ 79	\$ 81	\$ 83

Environmental Design Group – Hourly Rates					
Position	Year 1	Year 2	Year 3	Year 4	Year 5
Office / Department Manager	\$ 240	\$ 248	\$ 256	\$ 264	\$ 272
Senior Project Manager	\$ 219	\$ 226	\$ 233	\$ 241	\$ 248
Project Manager	\$ 185	\$ 191	\$ 197	\$ 203	\$ 210
Senior Surveyor	\$ 166	\$ 171	\$ 177	\$ 182	\$ 188
Staff Surveyor	\$ 135	\$ 139	\$ 144	\$ 148	\$ 153
Survey Crew (1 Person)	\$ 152	\$ 157	\$ 162	\$ 167	\$ 172
Survey Crew (2 People)	\$ 203	\$ 209	\$ 216	\$ 223	\$ 230
Junior Field / Office Support	\$ 85	\$ 88	\$ 91	\$ 93	\$ 96
Senior Civil Engineer / Surveyor	\$ 180	\$ 186	\$ 192	\$ 198	\$ 204
Civil Engineer 1	\$ 130	\$ 134	\$ 138	\$ 143	\$ 147
Office Technician	\$ 105	\$ 108	\$ 112	\$ 115	\$ 119
Planner	\$ 225	\$ 232	\$ 240	\$ 247	\$ 255
Admin / Clerical Support	\$ 86	\$ 89	\$ 92	\$ 94	\$ 98
Subcontractor: MAJ Consulting – Hourly Rates					
Project Manager	\$ 150	\$ 155	\$ 160	\$ 165	\$ 170
Admin Assistant	\$ 50	\$ 52	\$ 53	\$ 55	\$ 57
Land / Title Researcher	\$ 50	\$ 52	\$ 53	\$ 55	\$ 57
Sr. Right of Way Agent	\$ 110	\$ 114	\$ 117	\$ 121	\$ 125
Drone Operator	\$ 450	\$ 464	\$ 479	\$ 494	\$ 510
Subcontractor: Geopro Consultants – Hourly Rates					
Principal	\$ 204	\$ 211	\$ 217	\$ 224	\$ 231
Project Manager	\$ 172	\$ 177	\$ 183	\$ 189	\$ 195
Professional Surveyor	\$ 136	\$ 140	\$ 145	\$ 149	\$ 154
Crew Chief	\$ 120	\$ 124	\$ 128	\$ 132	\$ 136
Survey Technician	\$ 78	\$ 80	\$ 83	\$ 86	\$ 88
Survey Crew (2 People)	\$ 199	\$ 205	\$ 212	\$ 219	\$ 226
UAS Crew - LIDAR	\$ 405	\$ 418	\$ 431	\$ 445	\$ 459
UAS Crew - Photogrammetry	\$ 325	\$ 335	\$ 346	\$ 357	\$ 368
Photogrammetrist	\$ 104	\$ 107	\$ 111	\$ 114	\$ 118
GIS Analyst	\$ 78	\$ 80	\$ 83	\$ 86	\$ 88
Clerical	\$ 68	\$ 70	\$ 72	\$ 75	\$ 77

Reimbursable supplies and expenses are to be billed at direct cost with no mark up. Mileage will be billed at the current GAO/IRS rate.

A cost analysis was conducted which considered previous rates paid by RTA and regional averages. The hourly rates provided to RTA were found to be fair and reasonable. This contract will be funded with operating and capital funds if services are part of a larger capital project.

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends five (5) year contracts be awarded to Brumbaugh Engineering & Surveying and Environmental Design Group for the hourly rates listed above for a total amount of \$350,000 for Surveyor Services.

Board Meeting – 11/7/2024
Chief Executive Officer

#	GD 24-32 Surveyor Services Bid List
1	2LMN
2	A2H Inc.
3	ACEC Ohio
4	Admiral Engineering & Surveying
5	AECOM
6	Allen & Hoshall Inc.
7	Alliance Engineering
8	Alpha & Omega
9	ALT Architecture Inc.
10	American Congress of Surveying and Mapping
11	Andover Associates, Ltd.
12	App Architecture
13	Architects Associated Inc.
14	AST Environmental
15	Atlas Technical Consultants
16	Barge Design Solutions
17	Bedell Tucci
18	Boutwell & Associates
19	Briggs Creative Services LLC
20	Browne E & C Services
21	Burkhardt Inc.
22	Calibre Engineering*
23	CCI Engineering Services
24	Cermak Rhoades Architects
25	CESCO
26	Cherokee Enterprises
27	Concurrent Technologies Corp.
28	Consulting Engineering
29	DESMAN Inc.
30	DHDC Engineering Consulting Services
31	DPRA Architects
32	Dynamix Engineering-LTD
33	DYNOTEC Inc.
34	E. C. Purdy & Associates

35	Eggeman Engineering and Consulting
36	ESA Engineers, Surveyors & Associates
37	Fisher Group Architects
38	Foursquare Integrated Transportation Planning
39	Freytag & Associates Inc.
40	G & T Associates
41	Garcia Surveyors
42	Glaserworks: Architecture & Urban Design
43	Great Lakes Marketing Research
44	Haley-Dusa Engineering & Surveying
45	Heapy Engineering
46	Helmig, Lienesch LLC
47	HKI Associates
48	HLB Lighting
49	IBI Group
50	Interbrand Design Forum
51	JMT
52	John Poe Architects
53	K & A Architecture
54	Kabil Associates
55	Kleingers Group, The
56	Levin Porter Associates Inc.
57	Luis G. Riancho & Associates
58	LWC Inc.
59	McGuiness Unlimited
60	M-Engineering
61	Metropolitan Architecture Studio
62	Miller Consulting & Visualization Service
63	MODA4 Design
64	MS Consultants
65	National Council of Examiners for Engineering and Surveying
66	National Engineering & Architectural Services Inc.
67	Norfleet, Brown & Petkewicz
68	Northeastern Archeology
69	Oregon Group Architects

70	Parsons Brinckerhoff
71	Patriot Engineering and Environmental
72	PE-Services Inc.
73	Pinnacle Architects Inc.
74	Process Plus
75	QEI Engineers Inc.
76	RDA Group Architects
77	Reinke Group
78	Ribway Engineering Group
79	Richard L. Bowen & Associates Inc.
80	Roll & Associates Inc.
81	Schaeffer Engineering
82	SE-RA Architecture
83	Sharp Conway Architects*
84	Shell + Meyer Associates
85	Stonehenge Company
86	TranSystems
87	Tri-Tech Associates Inc.
88	Virginkar & Associates
89	Vivian Llambi & Associates
90	W. V. Mathews Company
91	Wiss, Janney, Elstner Associates
92	Woolpert

Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 2024 – 3:00 p.m.

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

ACTION ITEM # 8

Next Section



Action Item #8 – Approval of Title VI Program

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

While the RTA is in compliance with the FTA Title VI program through November 30, 2024 it is required that the Board review and approve the Title VI Program, and supporting service and fare equity reviews since the last submission in October, 2021.

The RTA is requesting RTA Board of Trustees review and give approval to submit RTA Title VI Program included with this action item.

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends approval of the 2024 Title VI Program including the supporting service and fare equity reviews since the last submittal during the third quarter of 2021.

**Board Meeting – 11/7/2024
Chief Customer and Business Development Officer**

Attachment

Title VI Program Report – October 2024

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Thursday, November 7, 2024 – 3:00 p.m.

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

ACTION ITEM # 9

Next Section



Action Item #9 – Record Retention Policy

The purpose of this action item is to create an agency-wide record retention policy. The policy will regulate record retention and disposal in accordance with record retention schedules developed by the Ohio Department of Administrative Services for general business functions of a government agency and Federal Transit Administration retention requirements.

The record retention schedules serve as a procedure for managing RTA records. It specifies the minimum length of time each type of record should be retained and outlines what should happen once the retention period has been met.

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends approval of the Customer and Business Development, Record Retention Policy #9.

**Board Meeting – 11/7/2024
Chief Customer and Business Development Officer**

Attachment

Record Retention Policy



Type: Policy	Number: 10
Department: Customer and Business Development	
Focus: Record Retention	
Document History: Approved: 11/7/2024 Effective: 11/7/2024 Revisions:	Pages: 1 of 1

PURPOSE

This policy regulates record retention and disposal in accordance with record retention schedules developed by the Ohio Department of Administrative Services (DAS) for general business functions of a government agency and Federal Transit Administration (FTA) retention requirements. Record retention schedules serve as a procedure for managing RTA records. It specifies the minimum length of time each type of record should be retained and outlines what should happen once the retention period has been met.

POLICY

Retention schedules are required for all documents, digital and written, created and/or received by RTA or submitted by employees and/or vendors, and all other administrative records.

- All RTA departments or functional areas who access, contribute, or manage any documents related to digital or written records must have retention and destruction procedures that follow the schedules developed by DAS. Retention Schedules must be reviewed and updated every 2 years or as required and approved by the Chief of the department.
- Records shall be deemed of no continuing value to RTA upon expiration of the record schedule. Unless otherwise specified, all records listed shall be destroyed within sixty (60) days after the period of retention.

Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 2024 – 3:00 p.m.

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

ACTION ITEM #10

Next Section



Action Item #10 – Public Records Policy

The purpose of this action item is to update the RTA's current public records policy. The policy is being updated to align with current Ohio Law.

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends approval of the Human Resources, Public Records Policy #1.

Board Meeting – 11/7/2024
Chief Customer and Business Development Officer

Attachment
Public Records Policy



Type: Policy	Number: 1
Department: Human Resources	
Focus: Public Records	
Document History Approved: 11/07 Effective: 11/07 Revisions: 7/17; <u>11/24</u>	Pages: 1 of <u>43</u>

Introduction:

It is the policy of the Greater Dayton Regional Transit Authority (GDRTA) that openness leads to a better informed citizenry, which leads to better government and better public policy. It is the policy of GDRTA to comply with Ohio's Public Records Act.

Section 1. Public records

The GDRTA, in accordance with the Ohio Revised Code, defines records as including the following: Any document – paper, electronic (including, but not limited to, business e-mail), or other format – that is created or received by, or comes under the jurisdiction of ~~a public office~~ the GDRTA that documents the organization, functions, policies, decisions, procedures, operations, or other activities of the GDRTA office. All records of the GDRTA are public unless they are ~~specifically exempt~~ subject to applicable exemptions from disclosure under ~~the Ohio Revised Code~~ Ohio law.

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Section 1.1

It is the policy of the GDRTA that, as required by Ohio law, records will be organized and maintained so that they are readily available for inspection and copying (See Section 4 for the e-mail record policy). Record retention schedules are to be updated regularly and posted prominently.

Section 2. Record requests

Each request for public records should be evaluated for a response using the following guidelines:

Section 2.1

Although no specific language is required to make a request, the requester must at least identify the records requested with sufficient clarity to allow the GDRTA to identify, retrieve, and review the records. If it is not clear what records are being sought, the records custodian must contact the requester for clarification, and should assist the ~~requester~~ requester in revising the request by informing the ~~requester~~ requester of the manner in which the GDRTA keeps its records.

Section 2.2

There is no requirement that an individual making a public records request put the request in writing or provide his/her identity, or the intended use of the requested public records. However, the GDRTA may ask a requester to make a request in writing, may ask the requester's identity, and may inquire about the intended use, but only after disclosing to the requester that a written request is not mandatory and that the requester may decline to reveal the requester's identity or intended use and when a written request or disclosure of the identity or intended use would benefit the requester by enhancing the ability of the GDRTA to identify, locate, or deliver the public records sought by the requester.

Section 2.3

Public records are to be available for inspection during regular business hours, with the exception of published holidays. Public records must be made available for inspection promptly. Copies of public records must be made available within a reasonable period of time. "Prompt" and "reasonable" take into account the volume of records requested, the proximity of the location where the records are stored, and the necessity for any legal review and redaction, and other facts and circumstances, of the records requested.

Section 2.4

Any denial of public records requested must include an explanation, including citation to legal authority. If portions of a record are public and portions are exempt, the exempt portions are to be redacted and the public portions released. If there are redactions, each redaction must be accompanied by a supporting explanation, including citation to legal authority.

Section 2.5

GDRTA is under no obligation to create documents, reports, data files, or records that do not exist in the requested format. GDRTA will make the requester aware of the format available upon request. GDRTA is also under no obligation to compile records into various requested report formats, to summarize or analyze data, or convert data into another format as may be requested.

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Section 3. Costs for Public Records

Those seeking public records will be charged only the actual cost of making copies. The GDRTA may require the costs of copying and/or delivery to be paid in advance.

Section 3.1

The charge for paper copies is ~~10.25~~ cents per page for each 8 ½ x 11, 8 ½ x 14, or 11 x 17 size impression. The charge for larger format copies will be based on the actual cost of producing the copies \$1.00 per copy.

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Section 3.2

The charge for downloaded computer files to a compact disc is \$1 per disc, or the actual cost of a USB drive, or alternate device.

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Section 3.3

For records that GDRTA maintains electronically, there is no charge for documents e-mailed or provided electronically. GDRTA has no obligation to create electronic records or PDF versions of print records that do not already exist.

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Section 3.4

Depending upon the circumstances, the GDRTA may have an outside contractor make copies of public records in accordance with a request, and pass on the cost of the service directly to the requester. Such decision must be reasonable, based upon limited internal copying resources or labor, and may not be made for the purpose of making it more difficult or creating an unreasonable obstacle for the requester seeking to obtain copies of public records.

Section 3.5

Requesters may ask that documents be mailed to them. They will be charged the actual cost of the postage and mailing supplies.

Section 4. E-mail

Documents in electronic mail format are records as defined by the Ohio Revised Code when their content relates to the business of the GDRTA. E-mail is to be treated in the same fashion as records in other formats and should follow the same retention schedules.

Section 4.1

Records in private e-mail accounts used to conduct public business or to document the activities of the GDRTA are subject to disclosure, and all employees or representatives of the GDRTA are instructed to retain their e-mails that relate to public business (see Section 1 Public Records) and to copy them to their business e-mail accounts and/or to the GDRTA's records custodian.

Section 4.2

The records custodian is to treat the e-mails from private accounts as records of the GDRTA, filing them in the appropriate way, retaining them per established schedules and making them available for inspection and copying in accordance with [the Ohio's](#) Public Records Act.

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Section 5. Failure to respond to a public records request

The GDRTA recognizes the legal and non-legal consequences of [a](#) failure to properly respond to a public records request. In addition to the distrust in government that failure to comply may cause, the GDRTA's failure to comply with a request may result in a court ordering the GDRTA to comply with the law and to pay the requester attorney's fees and damages.

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Greater Dayton RTA Board of Trustees Packet

Meeting Date: **Thursday**, November 7, 2024 – 3:00 p.m.

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

ACTION ITEM #11

Next Section



ACTION ITEM #11

Masabi Contract Renewal

Greater Dayton Regional Transit Authority (RTA) intends to renew, and add to its current fare payment system, Tapp Pay. RTA's current fare payment system provider is Masabi. Masabi was awarded a five-year contract in May 2019, for a grand total of \$2,377,612. To date, RTA has remained under budget and has achieved its original commitment to spending no more than 7% of all passenger fare revenues collected on the management of the fare collection system, and this will be possible again, under the proposed renewal with Masabi.

Since its implementation of Tapp Pay, RTA has found the Masabi system to be reliable, and has met the agency's goals of (1) providing an open and nonproprietary architecture; (2) enhancing ease of use for customer convenience through universal design, ensuring all customers have the ability to access; (3) increase operational efficiencies; (4) providing a seamless integration with Transit to allow fare purchasing in the app; (5) phasing out and ultimately eliminating on-board cash transactions. In addition, the system design has delivered increased access to all, including low-income, unbanked, and underbanked customers, reduced fare collection costs reductions, provided more streamlined operating processes, and greater customer and operational efficiencies.

RTA's contract renewal includes the addition of cEMV. cEMV is payment technology that uses near field communication to allow customers to make payments without inserting or swiping a debit/credit card and allows for the usage of smartphone to pays with Apple or Google Pay. cEMV technology is designed to make payments more secure and facilitate the payment process faster. Customers utilizing cEMV will receive the benefit of fare capping, providing the lowest daily or monthly fare.

RTA conducted a fare survey earlier this year, and 60% of customers surveyed utilize a debit or credit card, and of those customers over 40% indicated interest in utilizing their debit or credit card to pay fare. Not only would this offer a more secure and convenient way to pay, but it would assist in the reduction of costs associated with the management, distribution, and material costs of smartcards.

Masabi's current contract includes the installation and implementation of the on-board fare payment readers and ticket-vending machines, for which this renewal contract does not include. RTA anticipates that the payment readers, and some ticket-vending machines will likely be upgraded within the span of this new five-year agreement. In addition, RTA anticipates potential fare integration costs with its demand response system to fully integrate services.

A detailed breakdown of Masabi's pricing is as follows:

Initial cEMV Costs						
Deployment Services	\$35,200					
Integrations	\$10,170					
PCI Compliance for Hardware	\$19,620					
TOTAL Initial Costs	\$64,990					
Ongoing & Variable Costs	Year 1	Year 2	Year 3	Year 4	Year 5	
Revenue Share	\$328,000	\$346,800	\$366,612	\$387,489	\$409,486	
Main Platform Support Fees	\$54,000	\$55,620	\$57,289	\$59,007	\$60,777	
TVM Integration Fees	\$18,000	\$18,540	\$19,096	\$19,669	\$20,259	
TVM Support Fees	\$12,000	\$12,360	\$12,731	\$13,113	\$13,506	
cEMV Maintenance & Support Fees	\$36,000	\$37,080	\$38,192	\$39,338	\$40,518	
¹ TOTAL Ongoing & Variable Costs	\$448,000	\$470,400	\$493,920	\$518,616	\$544,547	
TOTAL Initial, Ongoing & Variable Costs (Years 1-5)				\$2,540,473		

¹ Actual ongoing and variable costs will depend on the account-based passenger fares sold. Masabi's revenue share of Commission (2.8%) and Processing Fees (4.7%), and retail outlet processing fees of 8.8% apply only to account-based fare revenues received.

A cost analysis was performed which compared the proposals' software, implementation, and warranty costs, as well as revenue sharing, mobile transaction processing, and retail transaction processing costs, and Masabi's pricing was found to be fair and reasonable.

The Finance/Personnel and Planning Committees discussed this Action Item on October 22, 2024 and support the Chief Executive Officer's recommendation to the Board of Trustees.

After reviewing and evaluating the proposals submitted, the Chief Executive Officer recommends an AWARD be made to Masabi, LLC for an estimated grand total cost not to exceed \$2,540,473. Initial cEMV costs are fixed. Actual ongoing and variable costs will depend on the fares sold.

Board Meeting – 11/7/2024
Chief Customer and Business Development Officer

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Thursday, November 7, 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**

October 22, 2024

Members Present: Sharon D. White, Chair
Ashton Dupler
Al Fullenkamp
John A. Lumpkin, Jr.
Belinda Matthews-Stenson (arrived 8:32 a.m.)
Nikol Miller
Grady Mullins
David P. Williamson

Excused: Thomas Weckesser

Staff in Attendance: Bob Ruzinsky
Daron Brown
Roland Caldwell
Chris Conard, Coolidge Wall
Deborah Howard
Shanel Kilgore
Brandon Policicchio
Shawn Prince
Alex Smith
Mary K. Stanforth

Ms. White called the meeting to order at 8:30 a.m. and roll call was taken:

Roll Call

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

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

Approval of September 17, 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, a MOTION was made by Mr. Williamson and SECONDED by Mr. Lumpkin to APPROVE the September 17, 2024 minutes.

The MOTION was APPROVED by voice vote 7-0.

Ms. Matthews-Stenson arrived at the meeting at 8:32 a.m.

November 2024 Board Action Items

Action Item #2 – 2025 Operating and Capital Budgets

Mr. Ruzinsky made a detailed presentation regarding Greater Dayton Regional Transit Authority's (RTA) proposed 2025 Operating and Capital Budgets. RTA's total Operating Revenues for 2025 are projected at \$84.4 million while total Operating Expenses are projected at \$84.2 million. This budget scenario reflects a gain of \$164 thousand before local capital charges and a loss of \$3.7 million after local capital charges.

Passenger fares represent 8% of projected operating revenues, while sales tax represents 59%, federal and state assistance equal 28%, and investment income and other equal 5%. Regarding operating expenses, wages and fringe benefits are 68% of the projected total, contract services are 9%, materials and supplies (which includes fuel) are 9%, and insurance, utilities and all other are 14%. The 2025 operating budget includes funds for "full employment" levels along with contract wage increases, increased health insurance and other benefit costs.

Regarding the Capital Budget, expenditures for 2025 are projected at \$56.3 million with \$26.7 million funded by RTA. Pandemic funds held in reserve are included in RTA's funding amount. Capital projects include the categories: Electric System Infrastructure, Revenue Vehicles & Equipment, Transit Hubs & Facility Improvements and Equipment, Technology, Amenities & Other. All projects must follow FTA procurement rules and be approved by the Board of Trustees (for individual projects over \$100 thousand) or the Chief Executive Officer (for projects under \$100 thousand). This ensures the Board has a second level of approval, in addition to approving the overall Capital Budget each year.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Williamson that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of the 2025 Operating and Capital Budgets. This APPROVAL allows the Secretary-Treasurer to file the appropriate documents with the Montgomery County Auditor and to receive a certificate authorizing 2025 expenditures.

The MOTION was APPROVED by voice vote 8-0.

Action Item #3 – Resolution No. 2024-11-1, Fiscal Year (FY) 2025 Annual Appropriations

Ms. Stanforth stated the Board of Trustees' adoption of the FY 2025 Operating and Capital Budgets will establish budget limits for the upcoming year. Trustees' approval of Resolution No. 2024-11-1 will appropriate the needed funds to conduct the activities approved in the Budget documents.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Fullenkamp that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of Resolution No. 2024-11-1, Fiscal Year 2025 Annual Appropriations.

The MOTION was APPROVED by voice vote 8-0.

Action Item #4 – Resolution No. 2024-11-2, Fiscal Years 2025 and 2026, 49 United States Code 5307, 5337, 5339 & Other Federal Capital Assistance Grants

Mr. Ruzinsky stated 49 United States Code (USC) 5307 authorizes grants to public transit systems in urbanized areas for capital, operating, and planning assistance based on formulas used in the statute.

49 USC 5337 and 5339 authorizes grants to public transit systems in urbanized areas for capital assistance to support and maintain fixed guideway assets (5337) and other capital assets (5339) in a state of good repair. RTA can use this funding for the purchase of electric trolley buses, modernization of trolley infrastructure, the capitalization of maintenance costs, and other supporting facilities & equipment projects as well as to maintain capital assets in a state of good repair. These funds are based on formulas used in the statute.

Resolution No. 2024-11-2 provides authorization to file Fiscal Years 2025 and 2026, USC 5307, 5337, 5339 and other Federal Capital Assistance Grants.

The projects applied for will be consistent with RTA approved capital and operating budgets. Prior year funding levels for programs were \$17.73 million for 5307, \$20.21 million for 5337 and \$1.01 million for 5339. 2025 and 2026 annual funding is anticipated to be similar amounts. All projects will be from RTA approved Fiscal Year 2025 and/or 2026 Capital and Operating Budgets.

MOTION made by Ms. Matthews-Stenson and SECONDED by Ms. Miller that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of Resolution No. 2024-11-2, authorizing the filing of 49 USC 5307, 5337, 5339 and Other Federal Capital Grant Applications for RTA Fiscal Years 2025 and 2026 with the Federal Transit Administration. Furthermore, the Chief Executive Officer is authorized to provide all necessary documents, execute grant contracts, amend the grant contracts if deemed necessary and fulfill all other requirements of the applications.

The MOTION was APPROVED by voice vote 8-0.

Action Item #5 – Resolution No. 2024-11-3, State Fiscal Years 2026 & 2027 Ohio Urban Public Transportation Grant Program Applications

Mr. Ruzinsky stated the Ohio Department of Transportation (ODOT) provides financial assistance to public transportation systems in Ohio through the Ohio Urban Public Transportation Grant Program. Current funding opportunities are offered under the Urban Formula Program and the Preservation Partnership Program. RTA intends to use state awarded funds for Preventive Maintenance or other Capital Projects based on budget need. Because of the State Fiscal Year (SFY) (July 1 through June 30), eligible projects can be selected from either the RTA's 2025, 2026, or 2027 list of eligible projects.

Historically RTA has applied under the Urban Transit Program, as well as the Ohio Transit Preservation Partnership Program. In addition, we have applied for funding under some Ohio EPA programs, which are open to Ohio public transit systems; other funding opportunities may arise and will be considered for application based on program requirements and current need.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Lumpkin that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of Resolution No. 2024-11-3, authorizing the filing of various applications for eligible projects under State of Ohio Public Transportation Grant Programs for State Fiscal Years 2026 (July 2025 – June 2026) and 2027 (July 2026 – June 2027).

The MOTION was APPROVED by voice vote 8-0.

Action Item #6 – Wireless Phone & Data Services & Data Service for Vehicles Change Order

Mr. Prince stated in January of 2021, the Board of Trustees approved the above-named project with AT&T. The purpose of this action item is to execute a change order for that contract. Changes in technology on the buses have steadily increased the amount of data going between the vehicles and RTA’s network. This includes video, audio files, general data and soon more dynamic live maps.

The current agreement foresaw no overages on the limited data plans, and as such it was based on an annual spend of less than \$60,000 per year for the vehicle portion of the agreement. Based on current data use, the standard rate plus the overage fees are on track to exceed \$200,000 in an annual term, not including other devices.

To mitigate further overage costs, in September 2024, RTA moved all vehicle data plans from the current data limited plans to unlimited plans. This entailed swapping all associated SIMs (cellular ID cards) in the vehicles to which AT&T is including services to perform the physical changes. This put all devices including cell phones, tablets, MiFi hotspots, vehicles, etc., onto a single service plan, all with fixed rates at \$36 per month, negotiated down from \$40, per device, with uncapped, unlimited data. The estimated cost based on current vehicles would move RTA to a fixed annual spend of approximately \$118,000.

With the overage costs and recent change in data plans, this year’s spend is expected to be \$148,386 for vehicles and \$33,425 for devices totaling \$181,811. After reviewing the full contract, an increase to the awarded amount is necessary to cover the overages and the renegotiated data plan. The requested award increase can be seen below:

Total Change Order Award	AT&T Wireless Cincinnati, OH
Current Contract Total	\$ 514,556
Requested Increase	\$ 113,839
New Grand Total not to Exceed	\$ 628,395

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Lumpkin that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of a contract change to AT&T Wireless for \$113,839 to cover current overage costs plus the new rates for the remainder of the Wireless Phone & Data Services & Data Service for Vehicles contract.

The MOTION was APPROVED by voice vote 8-0.

Action Item #7 – Surveyor Services

Mr. Smith stated the purpose of this procurement is to award a five (5) year contract for professional surveying, engineering and related services to support various projects contemplated by RTA. This includes a multi-million-dollar investment in improvements and upgrades to the electrical infrastructure and facilities over a five-year planning window.

A qualification-based procurement method was used where evaluation criteria other than price is used to determine the most qualified firm(s). After the top firms were selected by the evaluation team, pricing was requested.

Once RTA identifies a project, the Surveying firms under contract will be requested to submit a proposal for said project. Proposal pricing can either be based on hourly rates or a single fixed cost for the project. The firm determined to be in RTA’s best interest will be selected. RTA will retain the right not to use the firm under contract if an agreement on the proposal cannot be reached.

Proposals for Surveyor Services were solicited in Dayton Daily News, Dayton Weekly News, and Transit Talent. Requests for Proposals were sent to 92 firms.

At 10:00 a.m., on August 29, 2024, three (3) proposals were received. The Evaluation Committee reviewed the proposals to determine the most qualified using the following criteria:

- Understanding of the Scope of Work and RTA’s needs
- Experience with Similar Projects
- Skills and Relevant Affiliations
- Capacity and Job Readiness for Project Turnaround
- Financial and Technical Capability
- References
- Quality of Proposal Preparation

The following firms submitted proposals:

Firm	Location
Environmental Design Group	Akron, OH
Brumbaugh Engineering & Surveying	West Milton, OH
MS Consultants	Moon Township, OH

The two (2) firms ranked the highest by the Evaluation Committee were Environmental Design Group and Brumbaugh Engineering & Surveying. The hourly fee structure proposed by the recommended firms are as follows.

Brumbaugh Engineering & Surveying – Hourly Rates					
Classification	Year 1	Year 2	Year 3	Year 4	Year 5
Principal / Owner	\$ 155	\$ 160	\$ 164	\$ 169	\$ 174
Project Engineer / Surveyor	\$ 136	\$ 140	\$ 144	\$ 149	\$ 153
Survey/Engineering/CAD Technician	\$ 119	\$ 123	\$ 126	\$ 130	\$ 134
Survey Crew (2 People)	\$ 173	\$ 178	\$ 184	\$ 189	\$ 195
Survey Crew (1 Person)	\$ 132	\$ 136	\$ 140	\$ 144	\$ 149
Administration / Clerical Support	\$ 74	\$ 76	\$ 79	\$ 81	\$ 83

Environmental Design Group – Hourly Rates					
Position	Year 1	Year 2	Year 3	Year 4	Year 5
Office / Department Manager	\$ 240	\$ 248	\$ 256	\$ 264	\$ 272
Senior Project Manager	\$ 219	\$ 226	\$ 233	\$ 241	\$ 248
Project Manager	\$ 185	\$ 191	\$ 197	\$ 203	\$ 210

Senior Surveyor	\$ 166	\$ 171	\$ 177	\$ 182	\$ 188
Staff Surveyor	\$ 135	\$ 139	\$ 144	\$ 148	\$ 153
Survey Crew (1 Person)	\$ 152	\$ 157	\$ 162	\$ 167	\$ 172
Survey Crew (2 People)	\$ 203	\$ 209	\$ 216	\$ 223	\$ 230
Junior Field / Office Support	\$ 85	\$ 88	\$ 91	\$ 93	\$ 96
Senior Civil Engineer / Surveyor	\$ 180	\$ 186	\$ 192	\$ 198	\$ 204
Civil Engineer 1	\$ 130	\$ 134	\$ 138	\$ 143	\$ 147
Office Technician	\$ 105	\$ 108	\$ 112	\$ 115	\$ 119
Planner	\$ 225	\$ 232	\$ 240	\$ 247	\$ 255
Admin / Clerical Support	\$ 86	\$ 89	\$ 92	\$ 94	\$ 98
Subcontractor: MAJ Consulting – Hourly Rates					
Project Manager	\$ 150	\$ 155	\$ 160	\$ 165	\$ 170
Admin Assistant	\$ 50	\$ 52	\$ 53	\$ 55	\$ 57
Land / Title Researcher	\$ 50	\$ 52	\$ 53	\$ 55	\$ 57
Sr. Right of Way Agent	\$ 110	\$ 114	\$ 117	\$ 121	\$ 125
Drone Operator	\$ 450	\$ 464	\$ 479	\$ 494	\$ 510
Subcontractor: Geopro Consultants – Hourly Rates					
Principal	\$ 204	\$ 211	\$ 217	\$ 224	\$ 231
Project Manager	\$ 172	\$ 177	\$ 183	\$ 189	\$ 195
Professional Surveyor	\$ 136	\$ 140	\$ 145	\$ 149	\$ 154
Crew Chief	\$ 120	\$ 124	\$ 128	\$ 132	\$ 136
Survey Technician	\$ 78	\$ 80	\$ 83	\$ 86	\$ 88
Survey Crew (2 People)	\$ 199	\$ 205	\$ 212	\$ 219	\$ 226
UAS Crew - LIDAR	\$ 405	\$ 418	\$ 431	\$ 445	\$ 459
UAS Crew - Photogrammetry	\$ 325	\$ 335	\$ 346	\$ 357	\$ 368
Photogrammetrist	\$ 104	\$ 107	\$ 111	\$ 114	\$ 118
GIS Analyst	\$ 78	\$ 80	\$ 83	\$ 86	\$ 88
Clerical	\$ 68	\$ 70	\$ 72	\$ 75	\$ 77

Reimbursable supplies and expenses are to be billed at direct cost with no mark up. Mileage will be billed at the current GAO/IRS rate.

A cost analysis was conducted which considered previous rates paid by RTA and regional averages. The hourly rates provided to RTA were found to be fair and reasonable. This contract will be funded with operating and capital funds if services are part of a larger capital project.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Fullenkamp that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees five (5) year contract AWARDS to Brumbaugh Engineering & Surveying and Environmental Design Group for the hourly rates listed above for a total amount of \$350,000 for Surveyor Services.

The MOTION was APPROVED by voice vote 6-1-1. Ms. Matthews-Stenson abstained from the vote.

Action Item #8 – Approval of Title VI Program

Mr. Policicchio explained RTA is a recipient of U.S. Department of Transportation (USDOT), and Federal Transit Administration (FTA) funding, and therefore must comply with Title VI and Environmental Justice

regulations. This is to ensure RTA provides fair and equitable service and amenities delivery and installation, meaningful customer outreach plans, and periodic service equity review processes.

While the RTA is in compliance with the FTA Title VI program through November 30, 2024 it is required that the Board review and approve the Title VI Program, and supporting service and fare equity reviews since the last submission October, 2021.

Mr. Policicchio requests Board of Trustee approval to submit RTA's Title VI Program.

MOTION made by Mr. Lumpkin and SECONDED by Ms. White that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of the 2024 Title VI Program including the supporting service and fare equity reviews since the last submittal during the third quarter of 2021.

The MOTION was APPROVED by voice vote 8-0.

Action Item #9 – Record Retention Policy Update

Mr. Policicchio explained the purpose of this action item is to create an agency-wide record retention policy. The policy will regulate record retention and disposal in accordance with record retention schedules developed by the Ohio Department of Administrative Services for general business functions of a government agency and Federal Transit Administration retention requirements.

The record retention schedules serve as a procedure for managing RTA records. It specifies the minimum length of time each type of record should be retained and outlines what should happen once the retention period has been met.

MOTION made by Mr. Lumpkin and SECONDED by Ms. Miller that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of the Customer and Business Development, Record Retention Policy #9.

The MOTION was APPROVED by voice vote 8-0.

Action Item #10 – Public Records Policy Update

Mr. Policicchio explained the purpose of this action item is to update RTA's public records policy. The policy is being updated to align with current Ohio Law.

MOTION made by Mr. Lumpkin and SECONDED by Ms. Matthews-Stenson that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of Human Resources, Public Records Policy #1.

The MOTION was APPROVED by voice vote 8-0.

Action Item #11 – Masabi Contract Renewal

Mr. Policicchio stated RTA intends to renew, and add to its current fare payment system, Tapp Pay. RTA's current fare payment system provider is Masabi. Masabi was awarded a five-year contract in May 2019, for a grand total of \$2,377,612. To date, RTA has remained under budget and has achieved its original commitment to spending no more than 7% of all passenger fare revenues collected on the management of the fare collection system, and this will be possible again, under the proposed renewal with Masabi.

Since its implementation of Tapp Pay, RTA has found the Masabi system to be reliable, and has met the agency’s goals of (1) providing an open and nonproprietary architecture; (2) enhancing ease of use for customer convenience through universal design, ensuring all customers have the ability to access; (3) increase operational efficiencies; (4) providing a seamless integration with Transit to allow fare purchasing in the app; (5) phasing out and ultimately eliminating on-board cash transactions. In addition, the system design has delivered increased access to all, including low-income, unbanked, and underbanked customers, reduced fare collection costs reductions, provided more streamlined operating processes, and greater customer and operational efficiencies.

RTA’s contract renewal includes the addition of cEMV. cEMV is payment technology that uses near field communication to allow customers to make payments without inserting or swiping a debit/credit card and allows for the usage of a smartphone to pay with Apple or Google Pay. cEMV technology is designed to make payments more secure and facilitate the payment process faster. Customers utilizing cEMV will receive the benefit of fare capping, providing the lowest daily or monthly fare.

RTA conducted a fare survey earlier this year, and 60% of customers surveyed utilize a debit or credit card, and of those customers over 40% indicated interest in utilizing their debit or credit card to pay fare. Not only would this offer a more secure and convenient way to pay, but it would assist in the reduction of costs associated with the management, distribution, and material costs of smartcards.

Masabi’s current contract includes the installation and implementation of the on-board fare payment readers and ticket-vending machines, for which this renewal contract does not include. RTA anticipates that the payment readers, and some ticket-vending machines will likely be upgraded within the span of this new five-year agreement. In addition, RTA anticipates potential fare integration costs with its demand response system to fully integrate services.

A detailed breakdown of Masabi’s pricing is as follows:

Initial cEMV Costs					
Deployment Services		\$35,200			
Integrations		\$10,170			
PCI Compliance for Hardware		\$19,620			
TOTAL Initial Costs		\$64,990			
Ongoing & Variable Costs					
	Year 1	Year 2	Year 3	Year 4	Year 5
Revenue Share	\$328,000	\$346,800	\$366,612	\$387,489	\$409,486
Main Platform Support Fees	\$54,000	\$55,620	\$57,289	\$59,007	\$60,777
TVM Integration Fees	\$18,000	\$18,540	\$19,096	\$19,669	\$20,259
TVM Support Fees	\$12,000	\$12,360	\$12,731	\$13,113	\$13,506
cEMV Maintenance & Support Fees	\$36,000	\$37,080	\$38,192	\$39,338	\$40,518
(1) TOTAL Ongoing & Variable Costs	\$448,000	\$470,400	\$493,920	\$518,616	\$544,547
TOTAL Initial, Ongoing & Variable Costs (Years 1-5)				\$2,540,473	

(1) Actual ongoing and variable costs will depend on the account-based passenger fares sold. Masabi’s revenue share of Commission (2.8%) and Processing Fees (4.7%), and retail outlet processing fees of 8.8% apply only to account-based fare revenues received.

A cost analysis was performed which compared the proposals' software, implementation, and warranty costs, as well as revenue sharing, mobile transaction processing, and retail transaction processing costs, and Masabi's pricing was found to be fair and reasonable.

MOTION made by Mr. Lumpkin and SECONDED by Ms. Matthews-Stenson that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD to Masabi, LLC for an estimated grand total not to exceed \$2,540,473. Initial cEMV costs are fixed. Actual ongoing and variable costs will depend on the fares sold.

The MOTION was APPROVED by voice vote 8-0.

Customer and Business Development Updates

Mr. Policicchio stated the Customer and Business Development Department updates are included in today's meeting packet.

August 2024 Financial Report

Ms. Stanforth stated the August 2024 Financial Report was provided in today's meeting packet. Total revenues are \$190 thousand over budget as a result of higher passenger fares and sales tax, offset by lower federal assistance. Total expenses are \$2.5 million under budget as a result of lower fringe benefits, services, materials & supplies and miscellaneous expense, offset by higher purchased transportation. RTA's service loss is \$672 thousand after eight months, which compares to a budgeted loss of \$3.7 million. The overall financial result is tracking 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.

Next Meeting

The upcoming jointly held Finance/Personnel and Planning Committee meeting is scheduled for November 19, 2024.

Adjournment

Ms. White DECLARED the meeting ADJOURNED at 9:40 a.m.

ATTEST

Sharon D. White, Chair

Mary Kay Stanforth, 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, October 22, 2024 – 8:30 a.m.**

Call Meeting to Order	Sharon White, Chair
Roll Call/Declare Quorum	White
I. Approval of September 17, 2024 Jointly Held Finance/Personnel and Planning Committees Meeting Minutes	White
II. November 2024 Board Action Items	
Finance/Personnel	Matthews-Stenson
• Action Item #2 – 2025 Operating and Capital Budgets	Ruzinsky / Stanforth
• Action Item #3 – Resolution No. 2024-11-1, 2025 Annual Appropriations	Stanforth
• Action Item #4 – Resolution No. 2024-11-2, Fiscal Years 2025 and 2026, 49 United States Code 5307, 5337, 5339 & Other Federal Capital Assistance Grants	Ruzinsky
• Action Item #5 – Resolution No. 2024-11-3, State Fiscal Years 2026 and 2027 Ohio Urban Public Transportation Grant Program Applications	Ruzinsky
• Action Item #6 – Wireless Phone & Data Services & Data Service for Vehicles Change Order	Policicchio
• Action Item #7 – Surveyor Services	Smith
Planning	Weckesser
• Action Item #8 - Title VI	Policicchio
• Action Item #9 – Record Retention Policy Update	Policicchio
• Action Item #10 – Public Records Policy Update	Policicchio
• Action Item #11 – Masabi Contract Renewal	Policicchio
III. Informational / Discussion Items	
Planning	Weckesser
• Customer and Business Development Update	Policicchio
• Ridership Update	Policicchio
Finance/Personnel	Matthews-Stenson
• August 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 – November 19 and December 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**

September 17, 2024

Members Present: Sharon D. White, Chair
Al Fullenkamp
Sharon Hairston
John A. Lumpkin, Jr. (arrived at 8:40a)
Belinda Matthews-Stenson
Grady Mullins
Thomas Weckesser
David P. Williamson

Excused: Nikol Miller

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

Ms. White called the meeting to order at 8:30 a.m. and roll call was taken:

Roll Call

Mr. Fullenkamp -	Yes
Ms. Hairston -	Yes
Mr. Lumpkin	No
Ms. Matthews-Stenson -	Yes
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 August 20, 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 none, MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Fullenkamp to APPROVE the August 20, 2024 Committees Meeting minutes as presented.

The MOTION was APPROVED by voice vote 7-0.

Mr. Lumpkin arrived at the meeting at 8:40 a.m.

Board Action Items

Action Item #2 – Resolution No. 2024-10-1, Authorizing Staff to Seek Federal Infrastructure Investment and Jobs Act Flexible Funding to Support Transit Projects

Mr. Ruzinsky stated RTA was notified by the Miami Valley Regional Planning Commission (MVRPC) regarding the solicitation of new transportation projects under the category of Congestion Mitigation and Air Quality (CMAQ). Once submitted, applications for the proposed new projects are to be reviewed and evaluated for possible inclusion in the State Transportation Improvement Program (TIP).

In reviewing the region's transportation needs, Staff has developed a project that is eligible for flexible funding, and the proposal has been scrutinized in the context of MVRPC practices and policies. The proposed project has a total cost of \$3,750,000 with a Federal Share of \$3,000,000.

Competition for these funds is expected to be substantial; applications are due on October 10, 2024 and require the Board's approval of the attached resolution that was provided.

MOTION made by Ms. Hairston and SECONDED by Mr. Williamson that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees APPROVAL of Resolution No. 2024-10-1, authorizing the submittal of all necessary documents and the fulfillment of all other requirements, in order to obtain additional funding for project(s) approved by the MVRPC.

The MOTION was APPROVED by voice vote 8-0.

Action Item #3 – Remix Transit Planning Software Service

Mr. Policicchio stated the purpose of this procurement is to award a sole source contract to Remix Software Inc. to provide cloud-based transit planning software services to Greater Dayton RTA for a three (3) year period.

Remix's proprietary web-based transit planning software platform provides rapid route design, import/analysis/modification of existing transit routes, demographic analysis, operating cost calculations, travel time visualizations, demand response service planning, and Title VI analysis into a single integrated platform for transit planning.

Since acquiring Remix, it has enhanced results and reduced contracted service costs. By utilizing the Remix platform, RTA is able to utilize its resources wisely and apply best practices with the delivery of its planning and service development functions. Remix has allowed RTA staff to effectively communicate the benefits of service changes that are often invisible and hard to explain. Through the Remix customer engagement platform, customers and employees are able to visualize and compare current and future travel times as a result of service changes.

Software Capabilities Included with Contract

- Software as a Service: fully hosted, unlimited agency user licenses, a cloud-based web platform that can be accessed from anywhere.
- Dedicated customer service to assist with specific projects, track success criteria, and “Enterprise Support” to respond to requests within one (1) business day.
- Annual subscription with no maintenance fees.
- Regular no-cost automatic updates, improvements, and new feature launches.
- Unlimited file type exports, custom data layers, and General Transit Feed Specification (GTFS) uploads.
- Demand response service analysis.

RTA is anticipating an award based on a three-year period of peak performance for 74 fixed route vehicles at a cost of \$37,410 per year for a total dollar amount of \$112,230. Based on a cost comparison for the current contract, there was a 14.7% reduction in cost for the first year due to the reduction in peak vehicles.

This procurement will be funded with operating funds.

MOTION made by Mr. Weckesser and SECONDED by Ms. Hairston that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD to Remix Software Inc. for the Remix Transit Planning Software Service for \$37,410 per year, for a three (3) year total of \$112,230.

The MOTION was APPROVED by voice vote 8-0.

Action Item #4 – Printing Services

Mr. Policicchio explained the purpose of this procurement is to select a firm to partner with Greater Dayton RTA for the purchase of first class printed materials that represent the agency’s professionalism and brand standards to the community.

This contract would include a diverse range of printing materials including flyers, brochures, envelopes, and weatherproof signage and posters. In total, there are 42 individual print materials for which RTA requested pricing.

Proposals for Printing Services were solicited through *Dayton Daily News*, *Dayton Weekly News*, and *Transit Talent*. Requests for Proposals were sent to 65 firms.

At 10:00 a.m., on August 1, 2024, three (3) proposals were received. The Evaluation Committee reviewed the proposals to determine the most qualified and reasonably priced using the following criteria:

- Background and Experience
- Quality of Samples Submitted
- Capacity to Perform the Work Specified
- Reasonableness of Cost
- Quality of Proposals

The following firms submitted a proposal:

Proposal Pricing Three (3) Years	Progressive Printers Dayton, OH	Commodity Management Services (CMS) North Canton, OH	Promotional Spring Miamisburg, OH
Total Amount	\$ 267,062	**	**

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

This project is being funded through the Operating budget.

MOTION made by Mr. Weckesser and SECONDED by Mr. Fullenkamp that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD for three years to Progressive Printers for printing services in the amount of \$267,062.

The MOTION was APPROVED by voice vote 8-0.

Action Item #5 – Intelligent Transit Systems (ITS) Upgrade Project – Phase 1 of 3

Mr. Policicchio explained the purpose of this procurement is to award contracts to our existing Intelligent Transportation System (ITS) solution providers Clever Devices and Trapeze, for the updating of existing platforms that support the operations of Greater Dayton RTA.

ITS components outlined in Phase 1, are targeted for installation and live operations in 2025 and are included in the approved 2024 capital and operating budgets. The total estimated cost of the upgrade, for all three (3) phases, is estimated to be roughly \$7 million. The total cost of the previous upgrade in 2016 for components included in these phases was over \$7 million.

This procurement is part of a three-phase upgrade project that will take place in 2025, 2026, and 2027. Most ITS platforms were last updated in 2016, and are nearing the end of useful life, and some products will no longer be supported beginning in 2026. Due to this, we will be upgrading, replacing, and adding new features to the existing system over the next three (3) years.

It is important to note that due to constant changes in technology, and software security, the useful life of most ITS platforms no longer lasts the life of a typical transit bus (10 to 15 years). Moving forward, we expect the useful life of most ITS software, and some equipment, to last no more than five (5) years. However, we will work with vendors, when available, with options to extend the useful life of equipment and software beyond five (5) years when possible.

Phase 1 System Components

Clever Devices LTD

Fixed Route On-Board Computer System: We will be updating 150 fixed-route vehicles with new on-board computer systems (i.e., IVN5), this includes 11 spare units. Note, 46 existing fixed route vehicles already have the updated system installed. The useful life and support for these existing systems will end in 2026.

Bus-In-A-Box: A single full on-board computer system, which includes other ITS related items for training, testing and troubleshooting, also known as a bus-in-a-box or “BiB.”

Replace EOL URLC3's with URLC4's: We will be updating all 185 fixed route vehicles with the latest radio integration component. This allows the on-board computer to communicate with radio systems. In addition to 15 spare units. The useful life for these existing systems will end in 2026.

Qty	Description	Total Price
150	IVN4 to IVN5 Migration, includes: <ul style="list-style-type: none"> ▪ IVN5 Controller, Hardware, and other Installation Supplies ▪ Design, Configuration & Testing ▪ Year 1 of Hardware Warranty included at no charge 	\$1,668,300.00
150	Management IVN Upgrade Discount	(\$120,000.00)
1	BIB Model and Hardware	\$31,833.60
1	BiB Design, Build, Configuration, Testing and Project Management	\$13,368.00
1	BiB Setup and Final On-Site	\$9,438.00
200	URLC3 to URLC4 Replacement	\$115,400.00
1	Design, Configuration, Installation Supervision & Testing	\$66,563.00
GRAND TOTAL		\$1,784,902.60

Trapeze Software Group, Inc.

Demand Response On-Board System: Our current vendor for the on-board computer system, Clever Devices, no longer supports this platform, and we are experiencing performance issues as a result. Clever Devices' recommended replacement does not align with our future operational and technology infrastructure goals, and as a result we are currently piloting the replacement system, DriverMate, provided by Trapeze. Trapeze is our existing provider of demand response scheduling and dispatching software, which provides information to the current on-board demand response system. Following the successful completion of the pilot, we are recommending the replacement of the on-board computer system with DriverMate. The DriverMate system will be installed on all 75-demand response vehicles, in addition to 10 spare units. Note, we already have five (5) tablets for the pilot test, and the additional five (5) software licenses are for training and testing, as well as demand response services that may be completed by additional vehicles.

Qty	Description	Total Price
80	Software Licenses	\$72,056.00
1	Installation Services	\$44,857.00
1	Year 1 Maintenance	\$14,411.00
1	90-Day Warranty	Included
1	Optional Training Services	\$7,018.00
1	Optional WVM Implementation Services	\$20,187.00
GRAND TOTAL		\$158,529.00

Ensemble Solutions Group

Qty	Description	Total Price
80	Tablets to Operate DriverMate Software, Tablet Protector, and 1 Year Support Services	\$86,334.40

Tablets: The DriverMate system will be installed on all 75-demand response vehicles, in addition to 10 spare units. Note, we already have five (5) tablets for the pilot test.

Black Bear Radio Inc.

Installation of ITS Upgrade Components: We are already under contract with Black Bear and have the budget to complete all installations under this ITS Upgrade Project Phase 1 of 3. Our existing agreement with Black Bear includes the ability to add projects such as those outlined in this action item. Phases 2 and 3 of the ITS Upgrade Project will have their own associated installation costs.

Qty	Description	Total Price
185	Installation – Fixed Route Vehicles	\$37,000.00
75	Installation – Demand Response Vehicles	\$15,000.00
GRAND TOTAL		\$52,000.00

A cost analysis was performed, and pricing was determined fair and reasonable based on comparison to pricing charged to another transit agency for similar ITS solutions. Long-term maintenance for any new software, integrations or equipment added to the overall ITS platform for all three (3) phases will be included in future contracts to be negotiated with the vendors for annual maintenance.

This procurement will be funded 80% with federal funds, except for Maintenance costs, which will be funded with operating funds.

MOTION made by Mr. Weckesser and SECONDED by Ms. Matthews-Stenson that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees contract AWARDS be made to:

- Clever Devices LTD in the total amount of \$1,784,902.60;
- Trapeze Software Group, Inc. in the amount of \$158,529.00;
- Ensemble Solutions Group in the amount of \$86,334.40; and
- Black Bear Radio Inc. in the amount of \$52,000.00.

In addition, a total of \$208,176.60 is recommended for a 10% contingency for all related components, for a grand total award amount of \$2,289,942.60.

The MOTION was APPROVED by voice vote 8-0.

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 the ridership update will be made available very soon.

Ohio Transit Risk Pool Special Assessment and Shock Loss Fund Payment

Ms. Stanforth stated the Ohio Transit Risk Pool (OTRP) is an Ohio self-insurance pool organized under Ohio statutes established to administer a joint risk pool and purchase insurance. OTRP's membership includes 15 Regional Transit Authorities.

Annually an independent professional firm performs a Review of Loss and Loss Expense Reserves to assess OTRP's available funds for losses. The review relies on industry benchmarks and OTRP loss experience to estimate ultimate losses. The most recent review concluded that while in total OTRP is well-positioned, Loss Years 2022 - 2024 are underfunded due to higher than anticipated losses. Consequently, in September 2024 OTRP voted to assess members \$1,690,000 with RTA's share equal to \$503,704. RTA's share of the pool is 30% which is based upon factors including population, revenue miles of service, number of vehicles, and property values.

In addition to the Special Assessment the Chief Executive Officer recommends a Shock Loss Fund Contribution of \$930,000. These funds are available from previous Transit Liability amounts earmarked for pre-OTRP deductible payments. As a result, the Shock Loss Fund Contribution will not impact expenses.

The Committees agreed to move this item forward as an action item at the upcoming October 1, 2024 Board of Trustees meeting.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Lumpkin that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees payments to the Ohio Transit Risk Pool in the amount of \$503,704 for a Special Assessment and \$930,000 for a Shock Loss Fund Contribution. The combined amounts total \$1,433,704.

The MOTION was APPROVED by voice vote 8-0.

July 2024 Financial Report

Ms. Stanforth stated the July 2024 Financial Report was provided in today's meeting packet. Total revenues are \$216 thousand over budget due to higher passenger fares, interest income and sales tax offset by lower federal assistance. Total expenses are \$2.0 million under budget due to lower fringe benefits, services, materials & supplies, casualty & liability and miscellaneous expense. Those positive expense variances are offset by higher purchased transportation. RTA's local capital charge (depreciation) is \$380 thousand under budget. In summary, RTA's service loss is \$600 thousand after seven months, which compares to a budgeted service loss of \$3.2 million. The overall financial result is tracking very favorably as compared to the 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 the RTA Christmas Bus and shared the future vision for the concourse which will become an Interactive Transit Children's Center.

Request for Executive Session

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Lumpkin to RECESS into Executive Session for the purpose of discussing security concerns.

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 -	Yes
Mr. Williamson -	Yes

The MOTION was APPROVED 8-0. The Meeting RECESSED into Executive Session at 9:10 a.m.

Reconvene to Regular Session

MOTION made by Mr. Lumpkin and SECONDED by Ms. Matthews-Stenson to RECONVENE into Regular Session.

Roll Call

Mr. Fullenkamp -	Yes
Ms. Hairston -	No (left during Executive Session)
Mr. Lumpkin	Yes
Ms. Matthews-Stenson -	Yes
Ms. Miller -	Excused
Mr. Mullins -	Yes
Mr. Weckesser -	Yes
Ms. White -	Yes
Mr. Williamson -	Yes

The MOTION was APPROVED 7-0.

The regular meeting RECONVENED at 9:59 a.m.

Next Meeting

The upcoming jointly held Finance/Personnel and Planning Committees meetings are scheduled for October 15, 2024 and November 19, 2024.

Adjournment

With no further business, the meeting was ADJOURNED by Ms. White at 10:00 a.m.

ATTEST

Sharon D. White, Chair

Brandon Policicchio, Committee Secretary

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Thursday, November 7, 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 – 10/22/2024

RTA OFFERING FREE CLASSES ON HOW TO RIDE

RTA heard feedback that the public would like more education on how to use our services, how to pay with Tapp Pay, reload money onto a Tapp Pay account, how to use the Transit app and more. In response, Communications Specialist Michael Everman is holding a series of free how-to-ride classes.

The classes are on the first Tuesday of every month from 11 a.m. to noon in the multipurpose room at Wright Stop Plaza.

By attending the class, new, current, and returning riders will gain skills and confidence to navigate Montgomery County's public transit system.

The class will cover what riders need to know, from what to do before boarding the bus to how to let the driver know you're ready to exit at your stop. Topics of discussion will include Tapp Pay, fare and fare capping, trip planning via the Transit app, Google, and/or RTA's website, as well as a brief overview of



RTA's other services like RTA Connect, Connect On-Demand and the 5310 program.

Class dates are Tuesday, Oct. 1, Tuesday, Nov. 5, Tuesday, Dec. 3, and Tuesday, Jan. 7.

Registered participants can enter through the side door of the concourse next to RTA's parking lot located along Third Street. Signage will be posted indicating where to enter, and a transit ambassador will also be available to assist with directions.

Participants must register in advance due to the limited amount of seating. Attendees must register on RTA's website or by contacting Everman no later than the Thursday before their desired class

by 4 p.m. He can be reached at 937-425-8374 or meverman@greaterdaytonrt.org.

The classes are being advertised to the public via a press release, social media posts, audio announcements, and posters on buses and in transit centers. Everman also sent information to RTA's community partners.

Additionally, Everman and Communications Specialist Katie Wedell will be offering a similar class in-

ternally to RTA staff who have expressed interest in getting a refresher on these topics.

They'll also be setting up tables in employee break areas to answer common questions about fares and Tapp Pay that have come up during drivers' routes.

A goal is to make sure all employees feel confident answering questions they may get from the public about how to ride at the RTA.



Social media post promoting How-to-Ride classes.

RTA RECOGNIZES BREAST CANCER AWARENESS MONTH



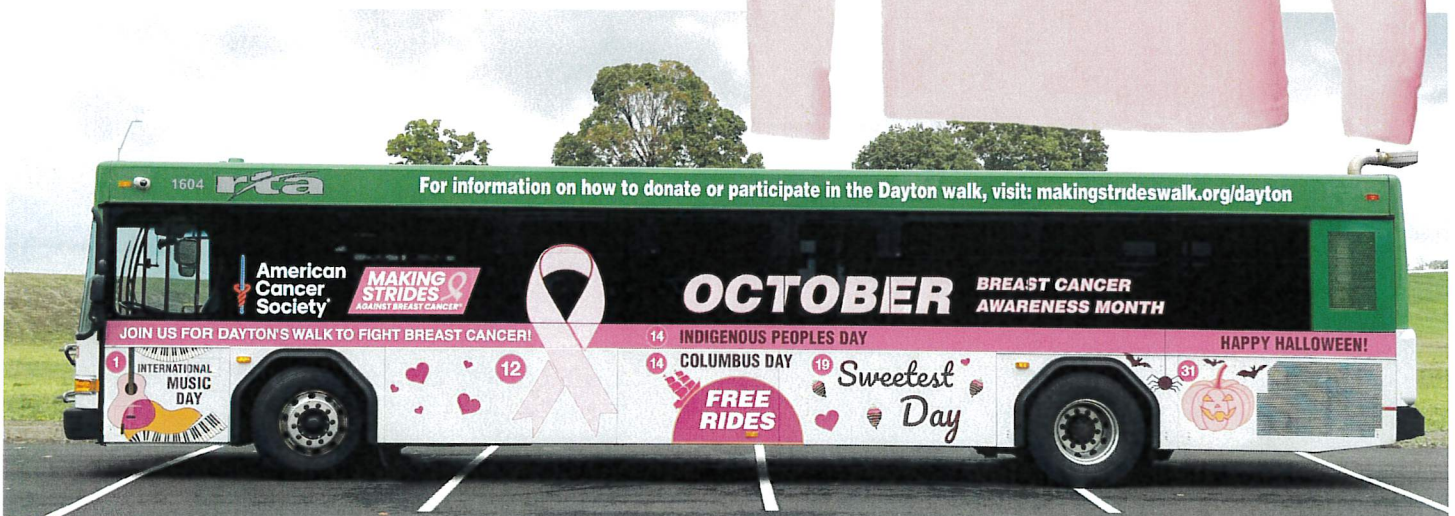
RTA is a proud sponsor of the American Cancer Society's Making Strides Against Breast Cancer Walk, Oct. 12, at Day Air Ballpark.

Employees and their families were invited to walk in this year's event.

The October bus, which features a pink ribbon design recognizing Breast Cancer Awareness Month, was again featured at the halfway point of the walk for people to use as a photo backdrop.

RTA's Wellness Program is hosting a virtual class on Oct. 23 called "Let's Beat Breast Cancer: Foods and Breast Cancer Survival" which explores the science behind cancer prevention and survival rates related to diet. The Premier Health Mobile Mammogram coach will be at RTA on Oct. 21 from 8 a.m. to 5 p.m.

Additionally, RTA staff can wear pink all month long to help raise awareness.



All employees joining the Making Strides Against Breast Cancer walk got an RTA pink ribbon logo fleece headband (pictured above). Staff participating in the walk were encouraged to wear their pink RTA T-shirt from last year, designed by Graphic Designer Carmen Gaines. The October bus, designed by Senior Graphic Designer Cara Wood includes the website for those interested in joining or donating, makingstrideswalk.org/Dayton. The bus also features International Music Day, Indigenous Peoples Day, Columbus Day, Sweetest Day and Halloween.

MAKING STRIDES AGAINST BREAST CANCER

More than a dozen RTA employees and their family members took part in the American Cancer Society's Making Strides Against Breast Cancer 5K in downtown Dayton on Oct. 12. RTA's logo was featured at the starting line and the October bus was a big hit as a photo backdrop at the halfway mark.



OPEN INTERVIEWS BRING IN DOZENS OF NEW HIRES

RTA has been holding open interviews for bus driver positions each Tuesday and Thursday since mid-August and on Oct. 7 onboarded the largest class of new hires since last year.

Each open interview day has attracted an average of 10 candidates, according to human resources data.

More than two dozen individuals were extended offers of employment in September. The first incoming Training Academy class in October included 13 CDL

drivers and five non-CDL drivers.

Human resources representatives also attended the Montgomery County Job Fair at the Dayton Convention Center on Sept. 18 to recruit new hires.

While open interviews are being advertised on social media, RTA's website and elsewhere, positive word-of-mouth referrals from our current employees continue to be the most common way candidates hear about opportunities at RTA.

Greater Dayton RTA
2 days ago

The RTA is hosting open interviews for CDL driver positions on Tuesdays and Thursdays. Stop by our offices at 600 Longworth St., Dayton, OH, between 10 a.m. and 2 p.m. You can also apply at www.iriderta.org/careers.



RTA IS HIRING BUS DRIVERS!

Every Tuesday and Thursday
10 a.m. - 2 p.m.

at 600 Longworth St.
Dayton, OH 45402



RTA WINS NATIONAL MARKETING AWARD

After winning an AdWheel Award for the “Caring for Our Community” campaign in New Orleans earlier this year, RTA was awarded an additional designation as a Grand Award winner in the American Public Transportation Association’s 2024 AdWheel Awards competition for marketing, communications, and customer experience.

The campaign has included TV ads, billboards, a bus wrap and interior bus ads highlighting RTA employees who have gone the extra mile for our customers and the greater Dayton community.

The campaign won Best Marketing and Communications Educational Initiative.

RTA's win was announced Oct. 1 at a luncheon during APTA's TRANSform conference in Anaheim, California.

Director of Communications & Training Jessica Olson is pictured second from the right, accepting the award.

VIDEO TUTORIALS DEMONSTRATE UPGRADED EMPLOYEE PORTAL

New look, same VISTA®

RTA's employee portal is getting an upgrade Oct. 4.

For video tutorials on how to enter your time, watch wellness videos, view your paycheck and leave, scan here:

You can also find the videos on Info Hub.

The VISTA portal underwent a software upgrade on Oct. 4.

To help employees navigate the new look and feel of the site, Senior Graphic Designer Cara Wood worked with IT Business Analyst Kyra Kahrerl to create video tutorials for common functions like entering time,

viewing paychecks and watching wellness videos.

The tutorials show how to navigate VISTA on both mobile and desktop.

The tutorials were posted to YouTube and Info Hub. Wood created digital signs with QR codes that linked directly to the videos.

WELCOME NEW GRADUATES



RTA celebrated the latest group of Training Academy graduates on Sept. 9. Recognized were fixed-route operators Robby Heard, Christopher Bonds-Minter and Lawrence Tucker. Not pictured are Fixed-Route Operator Bradford McFarland and Connect Operator Victoria Robinson.

14

COLUMBUS DAY

FREE RIDES FOR THE FEDERAL HOLIDAY ON OCT. 14

RTA ENCOURAGING LINKING EMAIL TO TAPP PAY ACCOUNTS WITH \$10 INCENTIVES



As RTA prepares to increase fares for the first time since 2018, the

sessions. The money will be added to their account onsite.

All sessions will be held in the passenger waiting area at Wright Stop Plaza.

communications team is scheduling a series of info sessions to answer customer questions about fares and Tapp Pay.

A \$10 incentive will be offered to customers who link an email address to their Tapp Pay account or verify one is already linked at one of these

The sessions are Monday, Dec. 2 from 9 a.m. to 11 a.m., Wednesday, Dec. 4 from 2 p.m. to 4 p.m. and Friday, Dec. 6 from 11 a.m. to 1 p.m.

The events will be advertised in November via news media, social media, bus audio and signage.

It's beginning to look a lot like...

Photo: daytontrolleys.net

Have you spotted the Christmas Trolley around town? We've got more holiday season fun in store for this 1947 bus so stay tuned!

COMMUNITY OUTREACH: RTA BUSES AND STAFF SPOTTED AT EVENTS THROUGHOUT MONTGOMERY CO.



Clockwise from top left: RTA buses offered free shuttle service from downtown to the Dayton Art Institute’s Oktoberfest on Sept. 27-29. Communications Specialists Michael Everman and Katie Wedell represented RTA at the Dayton Arcade for “Startup the Block” on Sept. 12. Wedell is pictured at RTA’s table during the Montgomery County Board of Developmental Disabilities Community Resource Fair on Oct. 1. RTA provided shuttles for Centerville’s Fall Fest on Oct. 5. And Everman is pictured at the Rose Music Center at the Heights where RTA passed out T-shirts and information regarding RTA services before the Cole Swindell concert on Sept. 5.

Trunk-or-Treats

RTA will have community buses or the October bus at these events with our drivers’ handing out Halloween treats and stickers.



**Centerville/
Washington Twp.
Trunk-or-Treat**
Saturday, Oct. 12
10 a.m.— noon
Oak Grove Park, 1790
E Social Row Rd.

**McAfee
Trunk-or-Treat**
Saturday, Oct. 19
1 p.m.— 4 p.m.
4750 Hempstead Sta-
tion Dr, Kettering

Kroctober Fall Fest
Saturday, Oct. 26
1 p.m.
The Salvation Army
Kroc Center Dayton,
1000 N Keowee St.

**St. Vincent de Paul
Trunk-or-Treat**
Saturday, Oct. 26
1:30 p.m.— 3:30 p.m.
120 W. Apple St.

A GREAT DAY FOR A HAYRIDE

The Employee Benefit Fund Committee's outing to Sizemore Farm on Oct. 13, which included free hayrides for RTA employees and up to 5 guests, was attended by more than 150 people. Fall fun was enjoyed by all on a spectacular weather day.



EMPLOYEE BENEFIT FUND COMMITTEE HOSTING TWO OCTOBER EVENTS

UPCOMING INTERNAL EVENTS



Hayride

Enjoy a free hayride for you and up to 6 guests compliments of your EBF Committee.

Sizemore Farms in Miamisburg
October 13th • 10 a.m. - 7 p.m. (Rain date is October 20)
No cost to visit the Farm.

Pumpkins, food and beverages are not included.

Children 19 months and up require coupons. See any EBF member to get your coupon for a free hayride.

SIZEMORE FARMS
EST. 2007



Social Security Benefits

Featuring
Theresa Busher

Social Security Public Affairs Specialist

Tuesday, October 22nd • 12 p.m. - 1:30 p.m.
3rd floor Multipurpose room - WSP

Come and learn if you are eligible for Social Security Benefits, Medicare A and B enrollment.



This is a working lunch.

Oct. 21 — Mobile mammograms
8 a.m. to 5 p.m. the Premier Health mobile mammogram coach will be outside 600 Longworth St. Employees can reserve an appointment in advance.

Oct. 22 — EBF Life Lessons Session on Social Security

Noon to 1:30 p.m. in the WSP multipurpose room.

Nov. 12 — RTA Training Academy graduation

1:30 to 3 p.m. in the WSP multipurpose room.

Graphic Designer Carmen Gaines created digital posters promoting two upcoming internal events hosted by the Employee Benefit Fund Committee. The hayride event is free for all employees to attend with up to 6 guests. The lunch and learn life lessons event will feature Theresa Busher, social security public affairs specialist.

Social Media

Facebook September

Reach: 30,978

Avg.: 70,026

Engagement: 3,331

Avg.: 5,197

Minutes Viewed: 856

Avg.: 1,554

Total Followers: 7,129

Instagram September

Reach: 1,388

Avg.: 1,012

Accounts engaged: 59

Avg.: 84

Impressions: 4,766

Avg.: 5,340

Total Followers: 1,639

Avg's are first half 2024

Reach = # unique users

Impressions = # times post displays on screen

Engagement = # comments, shares, clicks, likes

Info Hub

September

Page views: 2,141

Unique hits: 1,174

Pages created/edited:
24

Push notifications
sent: 11

Total Active Users: 211



Greater Dayton Regional Transit Authority
Financial Report
August 2024

Financial Summary
Comparative Data
Departmental Detail
 Balance Sheets
 Sales Tax Receipts

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

Revenues

Passenger Fares	4,230,960	8.1%
Contract Service Fares	4,917	0.0%
Service Subsidies	10,261	0.0%
Interest	2,508,690	4.8%
Other	207,337	0.4%
Sales Tax - Net	32,506,118	62.5%
State Assistance	181,783	0.3%
Federal Assistance	12,359,530	23.8%
Total Revenue	52,009,596	100%

Total Revenues are \$190k over budget as a result of higher passenger fares and sales tax, offset by lower federal assistance.

Expenses

Wages	22,133,597	43.8%
Paid Absences	3,640,989	7.2%
Fringe Benefits	9,318,975	18.4%
Services	4,815,857	9.5%
Materials & Supplies	4,675,239	9.3%
Utilities & Power	1,223,076	2.4%
Casualty & Liability Costs	1,837,526	3.6%
Taxes	155,421	0.3%
Purchased Transportation	1,990,857	3.9%
Miscellaneous	748,003	1.5%
Total Expenses	50,539,540	100%

Total Expenses are \$2.5M under budget as a result of lower fringe benefits, services, materials & supplies and miscellaneous expense, offset by higher purchased transportation.

Pre Local Capital - Gain (Loss)

Less - Local Capital Charge

2,142,011

RTA Service - Gain (Loss)

(671,955)

Local Capital Charge is \$296k under budget.

RTA Service Loss after Local Capital Charge is \$3.0M under budget.

Audit & GASB Items

Less - Market to Market Adjustment	-
Plus - Market to Market Adjustment	1,257,323
Less - Federal/State Depreciation	10,213,731
Less - GASB 68 & 74 (Pensions) Charge	-
Plus - GASB 68 & 74 (Pensions) Credit	-

Audit Adjusted - Gain (Loss)

(9,628,363)

Plus - Non-RTA Capital Grants Received

5,488,139

Balance Sheet - Change in Net Position

(4,140,224)

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

	Actual Aug 2024	Budget Aug 2024	Actual Aug 2023
Revenues			
Passenger Fares	4,230,960	3,933,332	4,214,620
Contract Service Fares	4,917	3,480	2,895
Service Subsidies	10,261	10,006	9,962
Interest	2,508,690	2,386,668	1,486,862
Other	207,337	163,328	156,196
Sales Tax - Net	32,506,118	32,273,956	31,682,429
State Assistance	181,783	181,783	493,390
Federal Assistance	12,359,530	12,866,664	10,861,291
Total Revenue	52,009,596	51,819,217	48,907,645
	100%	100%	100%
Expenses			
Wages	22,133,597	22,045,210	20,883,203
Paid Absences	3,640,989	3,862,759	3,085,689
Fringe Benefits	9,318,975	9,812,001	8,401,645
Services	4,815,857	5,182,531	4,057,123
Materials & Supplies	4,675,239	5,818,633	4,770,933
Utilities & Power	1,223,076	1,263,468	1,059,829
Casualty & Liability Costs	1,837,526	1,973,336	704,106
Taxes	155,421	150,004	158,506
Purchased Transportation	1,990,857	1,685,336	2,577,672
Miscellaneous	748,003	1,246,834	1,127,882
Total Expenses	50,539,540	53,040,112	46,826,588
	100%	100%	100%
Pre Local Capital - Gain (Loss)	1,470,056	(1,220,895)	2,081,057
Less - Local Capital Charge	2,142,011	2,438,336	1,975,696
RTA Service - Gain (Loss)	(671,955)	(3,659,231)	105,361
Audit & GASB Items			
Less - Market to Market Adjustment			
Plus - Market to Market Adjustment	1,257,323		901,535
Less - Federal/State Depreciation	10,213,731	10,127,664	9,756,454
Less - GASB 68 & 74 (Pensions) Charge			
Plus - GASB 68 & 74 (Pensions) Credit			
Audit Adjusted - Gain (Loss)	(9,628,363)	(13,786,895)	(8,749,558)
Plus - Non-RTA Capital Grants Received	5,488,139	-	15,664,431
Balance Sheet - Change in Net Position	(4,140,224)	(13,786,895)	6,914,873

Greater Dayton RTA
Departmental Budget Summary
August 31, 2024

Department	#
Board of Trustees	11
Chief Executive Officer	21
Labor Relations	55
Chief Capital Officer	92
Engineering	24
Corporate Dept.	98
Chief Financial Officer	19
Claims	66
Procurement	77
Accounting & Payroll	91
Transportation Administration	60-61
Revenue Vehicle Ops	63
Security	88
Maintenance Administration	71
Repair Shops	72
Inventory	73
Line Shop	75
Facility Maintenance	76
Transit Hubs	81-85
Facility Cleaning	89
Customer & Business Dev.	41
Communications	43
Quality Service	44
Planning & Scheduling	45
Human Resources	31
Information Technology (IT)	58
Training, Safety & Risk	65

Current Month		Actual	Budget	Variance
		5	6	(1)
		57	52	5
		98	92	6
		155	144	11
		(50)	56	(106)
		64	40	24
		10	8	2
		24	104	(80)
		67	51	16
		129	146	(17)
		41	47	(6)
		94	119	(25)
		331	363	(32)
		565	599	(34)
		2,594	2,808	(214)
		-	8	(8)
		3,159	3,415	(256)
		154	177	(23)
		983	904	79
		67	85	(18)
		102	220	(118)
		176	217	(41)
		110	138	(28)
		47	45	2
		1,639	1,786	(147)
		44	48	(4)
		68	81	(13)
		104	114	(10)
		39	39	-
		91	149	(58)
		310	203	107
		115	93	22
		771	727	44
		6,084	6,545	(461)

Year to Date		Actual	Budget	Variance
		41	46	(5)
		451	434	17
		664	734	(70)
		1,115	1,168	(53)
		254	447	(193)
		232	314	(82)
		126	209	(83)
		612	970	(358)
		397	412	(15)
		2,045	2,166	(121)
		338	371	(33)
		751	940	(189)
		3,531	3,889	(358)
		4,740	4,740	-
		21,262	22,004	(742)
		2	67	(65)
		26,004	26,811	(807)
		1,245	1,402	(157)
		7,803	7,192	611
		630	675	(45)
		1,237	1,757	(520)
		1,855	1,908	(53)
		893	1,097	(204)
		356	365	(9)
		14,019	14,396	(377)
		307	381	(74)
		550	645	(95)
		826	899	(73)
		320	305	15
		703	1,184	(481)
		1,761	1,613	148
		752	734	18
		5,219	5,761	(542)
		50,541	53,041	(2,500)

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

(Dollars in Thousands, Bracketed Variances are Favorable)

RTA Totals

**Greater Dayton RTA
Balance Sheets
August 2024 and Year End 2023**

Assets and Deferred Outflows of Resources

	As of 8/31/2024	PRE-AUDIT As of 12/30/2023
Current assets:		
Cash and cash equivalents	\$ 20,296,528	\$ 18,071,933
Short-term investments	20,439,782	27,387,926
Accounts receivable, less allowance for doubtful accounts	16,831,450	15,122,905
Materials and supplies, net	9,644,709	7,978,214
Prepaid expenses and deposits	1,380,895	2,683,600
	<u>68,593,364</u>	<u>71,244,577</u>
Total current assets		
Non-current assets:		
Long-term investments	70,533,497	64,139,376
Net pension /OPEB assets	-	7,727,516
Capital assets:		
Land	7,361,536	7,361,536
Revenue producing and service equipment	131,300,979	124,364,793
Buildings and structures	163,362,271	156,570,410
Office furnishings, shop equipment and other	29,059,506	29,298,917
Construction in progress	36,383,074	42,826,575
Less accumulated depreciation	<u>(167,348,440)</u>	<u>(159,949,688)</u>
	<u>200,118,926</u>	<u>200,472,545</u>
Total capital assets - net		
Total non-current assets	<u>270,652,423</u>	<u>272,339,436</u>
Total assets	<u>339,245,787</u>	<u>343,584,014</u>
	<u>27,333,870</u>	<u>8,494,257</u>
	<u>\$ 366,579,657</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	\$ 1,955,543	\$ 2,163,194
Accrued payroll and related benefits	5,622,660	6,064,217
Accrued self-insurance	6,030,250	5,916,426
Unearned fares	227,483	150,002
Other accrued expenses	2,101,803	1,948,690
	<u>15,937,739</u>	<u>16,242,528</u>
Total current liabilities		
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>
Total non-current liabilities		
Total liabilities	<u>75,699,357</u>	<u>36,748,133</u>
	4,037,743	33,335,322
Deferred inflows of resources - pensions/OPEB		
Net position:		
Invested in capital assets	200,118,926	200,472,545
Unrestricted	86,723,631	81,522,271
	<u>286,842,557</u>	<u>281,994,816</u>
Total liabilities, deferred inflows of resources and net position	<u>\$ 366,579,657</u>	<u>\$ 352,078,271</u>



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	4,280,129	\$ 4,205,720	\$ 10,724,507	\$ 11,130,128	\$ 11,338,911	\$ 11,713,305	\$ 11,452,301
APRIL	JULY	\$ 3,960,624	\$ 4,023,682	\$ 4,096,524	4,090,033	\$ 4,137,489	\$ 14,685,131	\$ 15,153,810	\$ 15,435,435	\$ 15,803,338	\$ 15,589,790
MAY	AUGUST	\$ 4,174,409	\$ 4,292,382	\$ 4,190,742	4,251,263	\$ 4,232,649	\$ 18,859,540	\$ 19,446,192	\$ 19,626,177	\$ 20,054,601	\$ 19,822,439
JUNE	SEPTEMBER	\$ 3,995,835	\$ 4,073,673	\$ 4,340,913	\$ 4,384,322	Increased \$61k or 1.4% versus 2023	\$ 22,855,374	\$ 23,519,865	\$ 23,967,090	Increased \$428k or 2.2% versus 2023	\$ 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	\$ 28,271,867	\$ 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	\$ 32,273,956	\$ 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	\$ 36,178,375	\$ 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	\$ 40,108,525	\$ 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	\$ 44,122,845	\$ 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	\$ 48,783,607	\$ 48,783,607
Totals		\$ 46,869,794	\$ 48,467,713	\$ 48,852,790	\$ 20,054,601	\$ 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
6/5/2024	Maintenance	Scrubber - Ride On	M.H. Equipment Corporation	74,896
6/13/2024	IT	Trapeze Drivermate Pilot	Trapeze Software Grp. Inc	36,650
6/20/2024	IT	CDWG Server Implementation	CDWG	41,895
7/22/2024	Maintenance	Bus Wash Preventive Maintenance Inspection Program	Westmatic Corporation	75,861
7/31/2024	IT	Microsoft Ea True-Up	Insight Public Sector	41,569
8/2/2024	IT	Cisco Switch Annual Maint	Cbts Technology Solutions Llc	65,374
8/6/2024	Maintenance	Rolling Sliding Doors Of Dayton	Rolling Sliding Doors Of Dayton	25,000
8/14/2024	Maintenance	HVAC Eastown Transit Ctr	Osterfeld Champion Service Inc	46,075
8/19/2024	IT	Bus Internet & Web Host	Donet Incorporated	34,000
9/3/2024	Maintenance	Replace 600 Air Comp. & Drier	Ingersoll-Rand Company	74,000
9/5/2024	Inventory	2024 Air Dryer Filters	Vehicle Maint. Prog. Inc.	41,036
9/5/2024	IT	Parts For Wifi Project	CDWG	61,350
9/5/2024	IT	Dell PC & Laptop Replacement	Dell Computer Corp	84,250
9/5/2024	IT	Netapp Storage For Veeam	CDWG	99,717
9/6/2024	Maintenance	Floor Scrubbers - Walk Behind	M.H. Equipment Corporation	25,958
			TOTAL	\$1,545,730

Board Meeting - 11/07/2024
Chief Financial Officer

Greater Dayton RTA Board of Trustees Packet

Meeting Date: Thursday, November 7, 2024 – 3:00 p.m.

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

**Investment Advisory Committee
Informational Item**





OCTOBER 17, 2024

Greater Dayton RTA Investment Strategy Update

PRESENTED BY:

EILEEN STANIC, CTP
REGIONAL DIRECTOR, ADVISORY SERVICES



MEEDER

PUBLIC FUNDS



Executive Summary

Economic Update

Second quarter GDP growth increased by 3.0% from the first quarter's pace of 1.6% primarily due to an upturn in consumer spending. The latest Bloomberg survey projects a slower pace of economic growth in the second half of 2024 and into 2025. Disruption to the economy due to the recent hurricane devastation and anticipated eventual rebuilding efforts may present challenges in parsing future quarter's data for sustainable trends.

The labor market has made progress towards a more balanced state. Job growth over the quarter averaged 185,000 per month, on top of the 12 month average of 183,000. Job openings dropped to 8.0 million, in line with pre-pandemic levels. The unemployment rate remains at 4.1%.

Recent inflation data has moderated. The Federal Reserve's favored measure of inflation, the Core Personal Consumption Expenditures (Core PCE) index reflects inflation increasing at 2.7% year over year, still exceeding the Fed's mandate of 2%.

The Federal Reserve met September 17-18 and voted to reduce the fed funds rate by 0.50% to a range of 5.00%-4.75%. The Fed's updated forecast now signals two additional rate cuts in 2024 and four more rate cuts in 2025. The long-term target for the fed funds rate has crept up to 2.90%. The Federal Reserve's next meeting is November 6-7.

The yield curve remains slightly inverted with the yield on the 10 year US Treasury 0.05% less than the 2 year US Treasury. Yields moved lower across the curve during the month, reflecting market expectations for a faster pace of rate cuts in 2024. As of 9/30/2024, the 2 year US Treasury yielded 3.55% and the 5 year US Treasury yielded 3.50%. The yield on STAR Ohio has dropped to 5.04% from 5.45%.



Executive Summary

Portfolio Review

During the quarter \$2,338,597 was withdrawn from the investment portfolio, resulting in total principal cost of securities of \$89,866,974. Investments during the quarter yielded 3.64% thereby reducing the overall portfolio yield by 0.04% to its current yield of 3.32%.

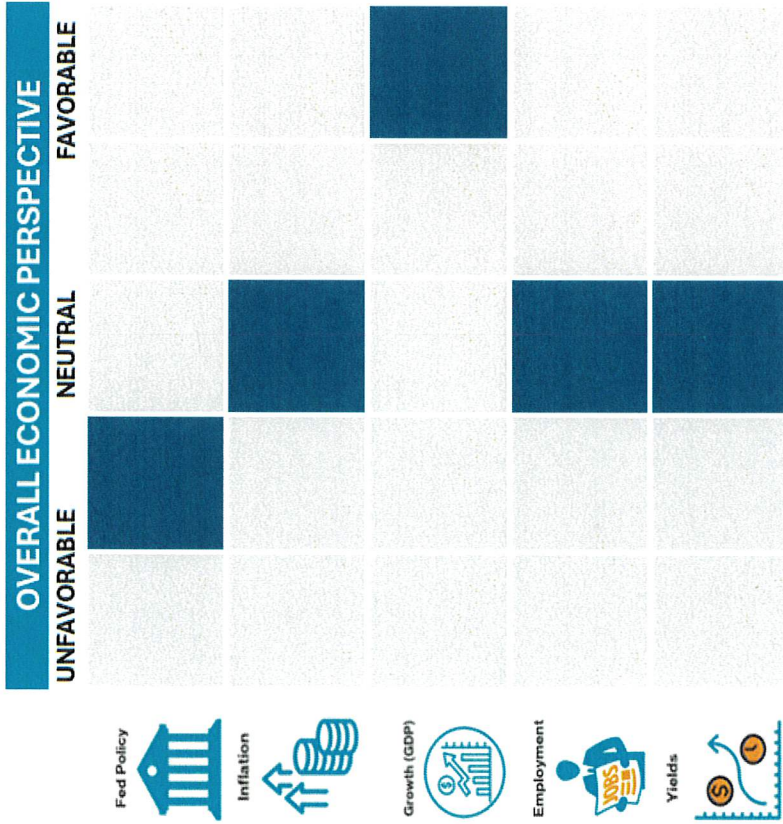
Securities set to mature in the 3rd quarter of 2024 total \$5,215,000 with an average yield to maturity of 1.97%. In view of the outlook for additional rate reductions in 2024 and continuing into 2025, our bias is to continue balancing the portfolio across the maturity spectrum. As longer-term rates 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 Outlook and Commentary



Some consider the current Fed Funds rate in the restrictive category even after the Fed lowered the rate. The Fed Funds futures market is pricing in about two more .25% cuts in 2024, the Federal Reserve is also projecting two more .25% cuts this year.

The Fed's preferred inflation gauge, Core PCE YoY, has dropped from its cycle high of 5.6% to 2.7%. The Fed is expecting this inflation metric to decline to 2.2% in 2025, getting close to their 2% target rate.

GDP had another stellar quarter (Q2 2024), growing by 3%. The Atlanta Fed's GPNowcast is projecting a 3.1% rate for Q3 2024. Additionally, the Fed is expecting the GDP YoY rate for 2025 to be 2.0%.

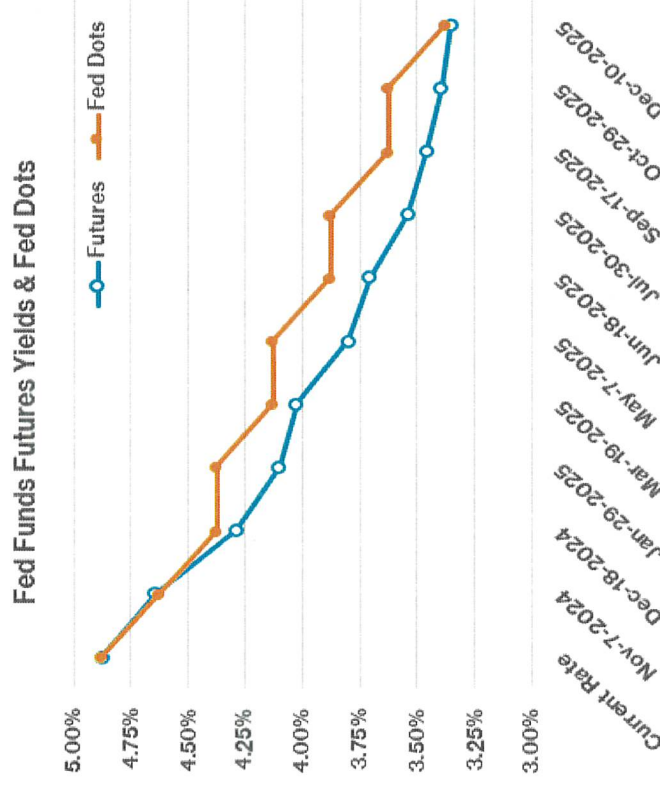
Nonfarm payrolls have slowed in from earlier this year, but picked up in September. The unemployment rate remains historically low. The Federal Reserve projects the unemployment rate will rise slightly from its current 4.1% to 4.4% in 2025.

The 2-year Treasury yield has dropped about 125 basis points from its cycle high (Oct 2023), but is still approximately 200 basis points above its average of the past 20 years.

Fed Funds



FOMC Meeting Dates	Futures Implied Rate	Change from Current	Approx. 25 BP Cuts from Today	Fed Dots
Current Rate	4.88%			4.88%
Nov-7-2024	4.64%	(0.24%)	(0.9)	4.63%
Dec-18-2024	4.29%	(0.59%)	(2.4)	4.38%
Jan-29-2025	4.10%	(0.78%)	(3.1)	4.38%
Mar-19-2025	4.02%	(0.85%)	(3.4)	4.13%
May-7-2025	3.80%	(1.08%)	(4.3)	4.13%
Jun-18-2025	3.71%	(1.17%)	(4.7)	3.88%
Jul-30-2025	3.54%	(1.34%)	(5.3)	3.88%
Sep-17-2025	3.46%	(1.42%)	(5.7)	3.63%
Oct-29-2025	3.39%	(1.49%)	(5.9)	3.63%
Dec-10-2025	3.35%	(1.53%)	(6.1)	3.38%

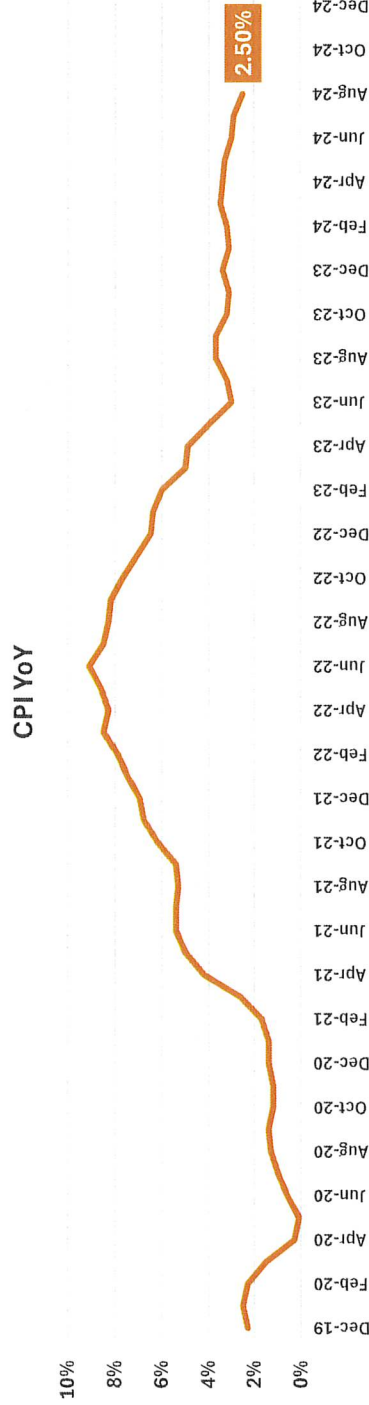
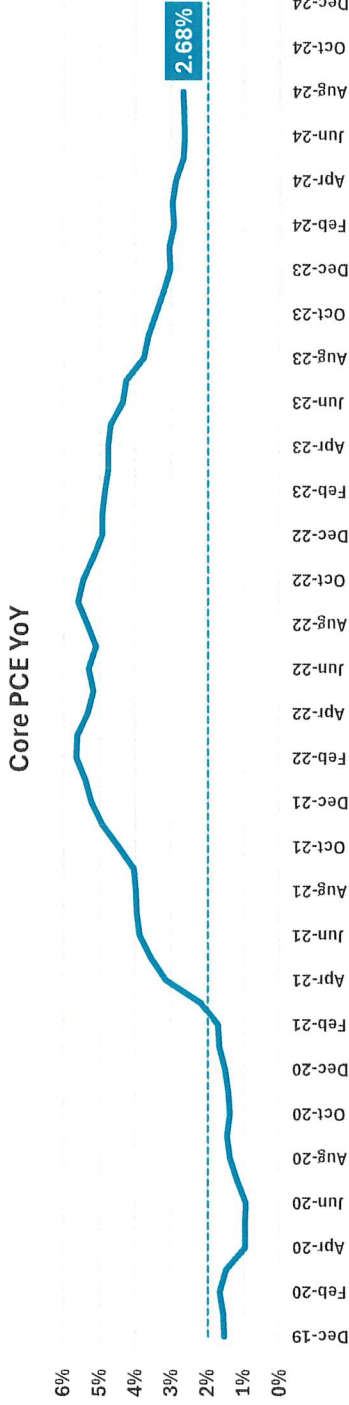


- The Federal Reserve executed the first lowering of the Fed Funds rate since 2020 at the September 18th meeting.
- The Fed expects to cut the Fed Funds rate by .50% or 50 basis points by the end of 2024 and then by another 1.00% by the end of 2025.
- The Fed Funds futures market is pricing in even more cuts by the end of 2025.
- It will be interesting to see which is more correct.

Inflation



MEEDER



- The Fed's preferred inflation gauge, Core Personal Consumption Expenditure, has dropped materially from its 2022 high, but has remain somewhat sticky in the mid-2 percent range.

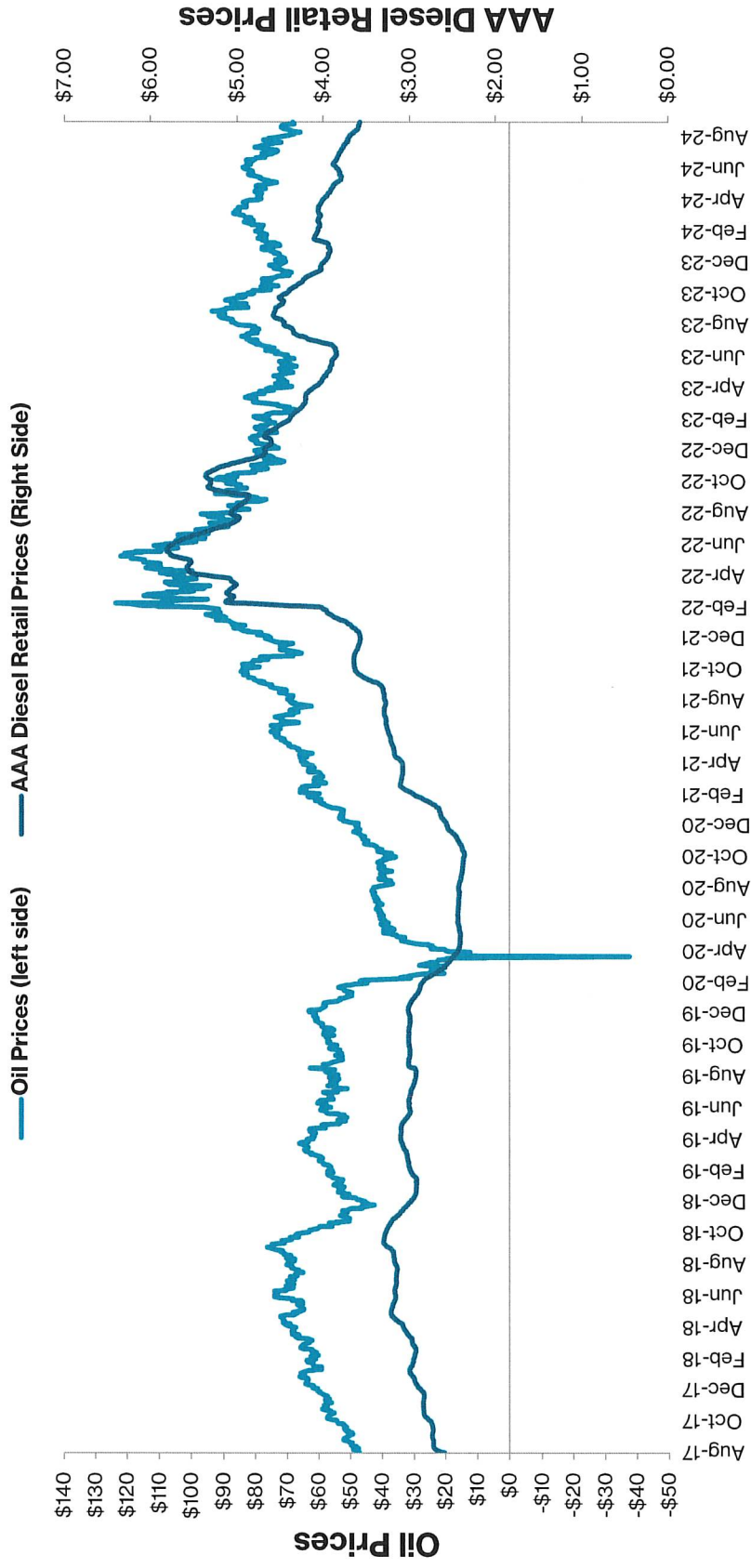
- The year-over-year Consumer Price Index continues its decline, also in the mid-2 percent range.

- Even though inflation's year-over-year rate of change has dropped, overall inflation is up about 20 percent from pre-COVID levels.

Oil & Diesel Prices



MEEDER

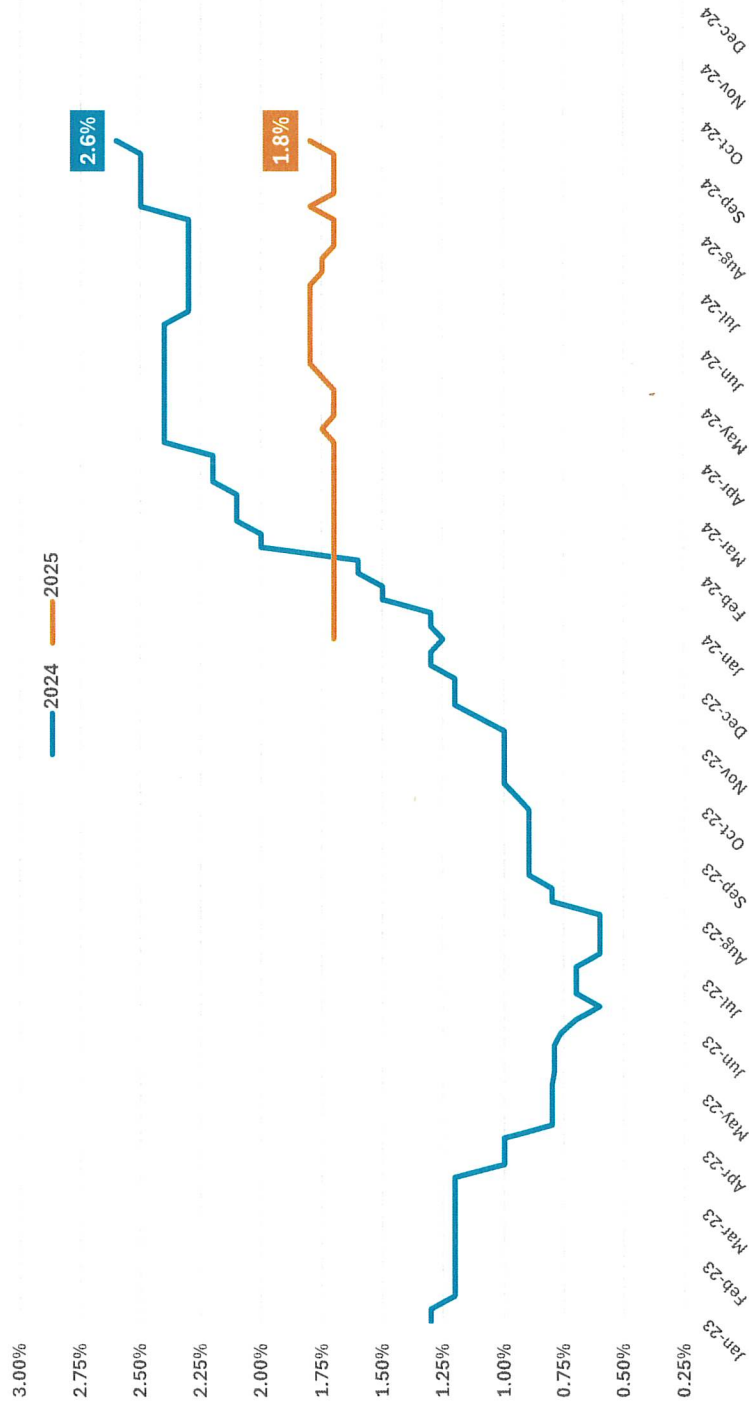


Source: Bloomberg
 i) Oil prices based on Crude Oil Prices: West Texas Intermediate (WTI) - Cushing, Oklahoma
 ii) Diesel prices based on the American Automobile Association Daily National Average

Growth

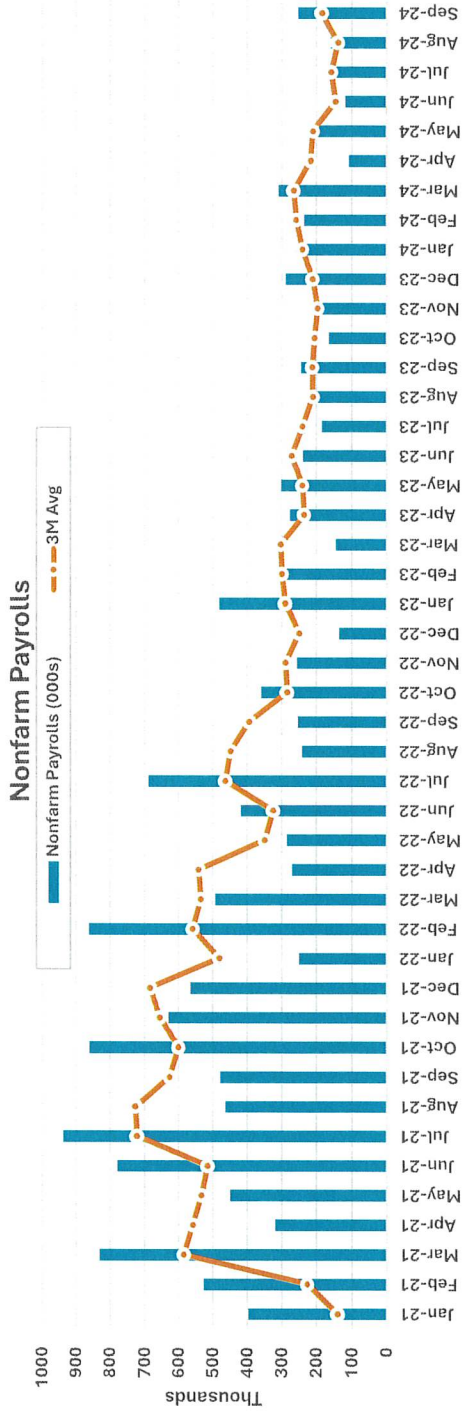


Bloomberg's Survey of Economists for 2024 & 2025 GDP

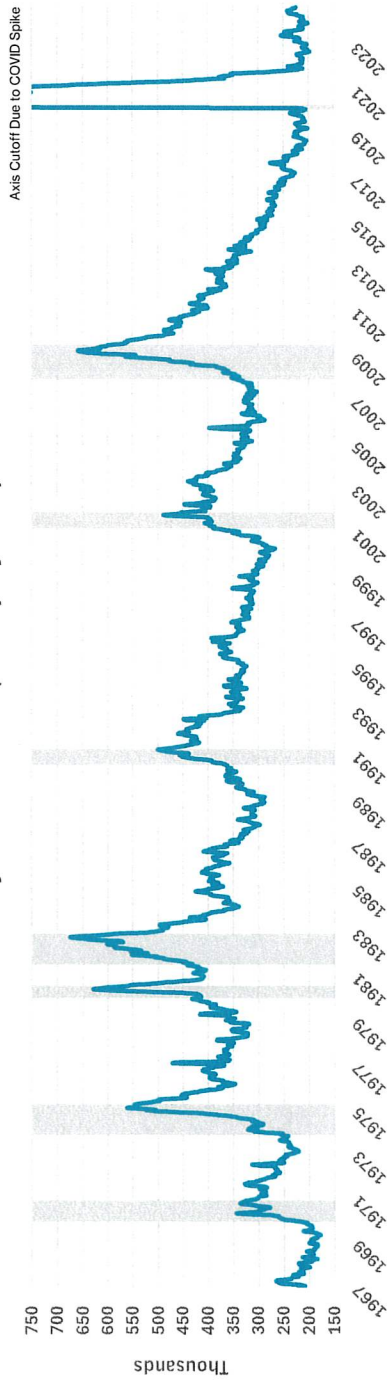


- For the past few years, economists surveyed by Bloomberg have been underestimating U.S. economic growth.
- During mid-2023, this survey showed Gross Domestic Product (GDP) would be less than 1 percent for 2024.
- High levels of federal spending and spending from higher-income households have helped keep 2024's GDP at an elevated level.
- These economists are currently expecting sub-2 percent GDP for 2025. Hopefully, that is underestimating next year's economic growth as well.

Employment



Weekly Initial Jobless (Unemployment) Claims



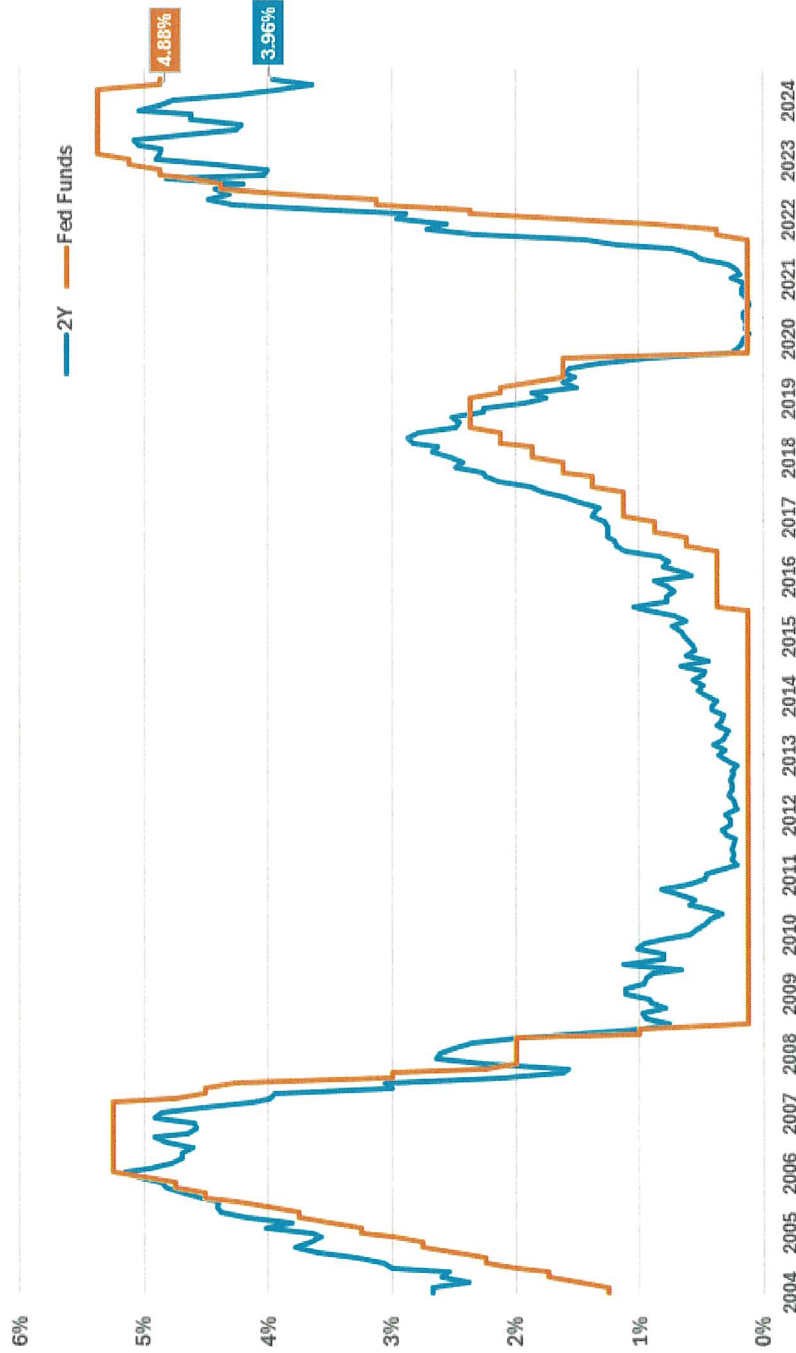
- Job growth has slowed from earlier this year but has increased at almost 200,000 per month the past three months.
- The unemployment rate has risen to 4.1% from last year's low of 3.4%.
- A 4.1% unemployment rate is very low historically.
- Weekly Initial Jobless (unemployment) Claims remain at historically low levels.

Yields



MEEDER

Fed Funds and 2 Year Treasury Yields Past 20 Years



- Intermediate-term interest rates peaked in October of 2023, with the 2-year Treasury hitting a cycle high of 5.22%.
- Even though interest rates have declined with lower inflation, they are still materially higher than the average the past 20 years.
- We expect the short-term rates (one year and in) to continue their recent decline with future Fed rate cuts on the horizon.
- Intermediate-term rates may pause their decline as market participants evaluate the balance between economic growth and inflation.



M E E D E R
PUBLIC FUNDS

PORTFOLIO REVIEW

Current Portfolio

Greater Dayton RTA portfolio as of 9/30/2024

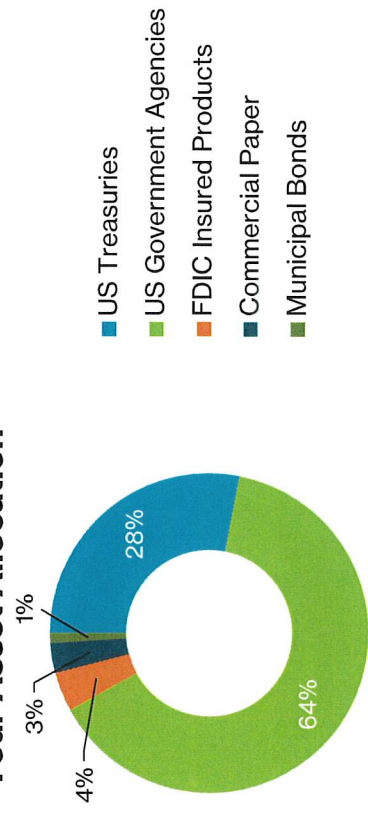
Your Portfolio

STAR Ohio	\$16,066,144
Securities	\$89,866,974
Total	\$105,933,118

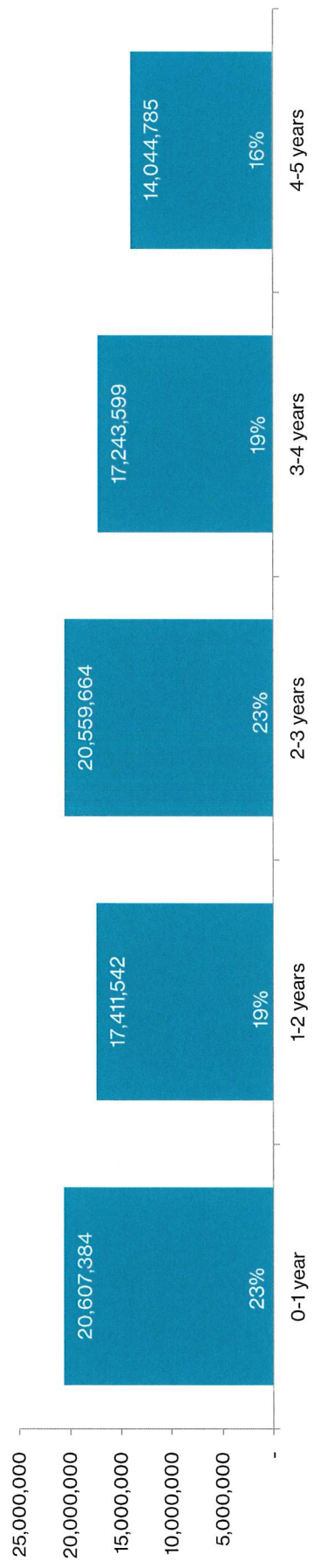
Your Securities

Weighted Average Maturity	2.40 years
Effective Duration	2.25 years
Weighted Average Yield	3.32%

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.



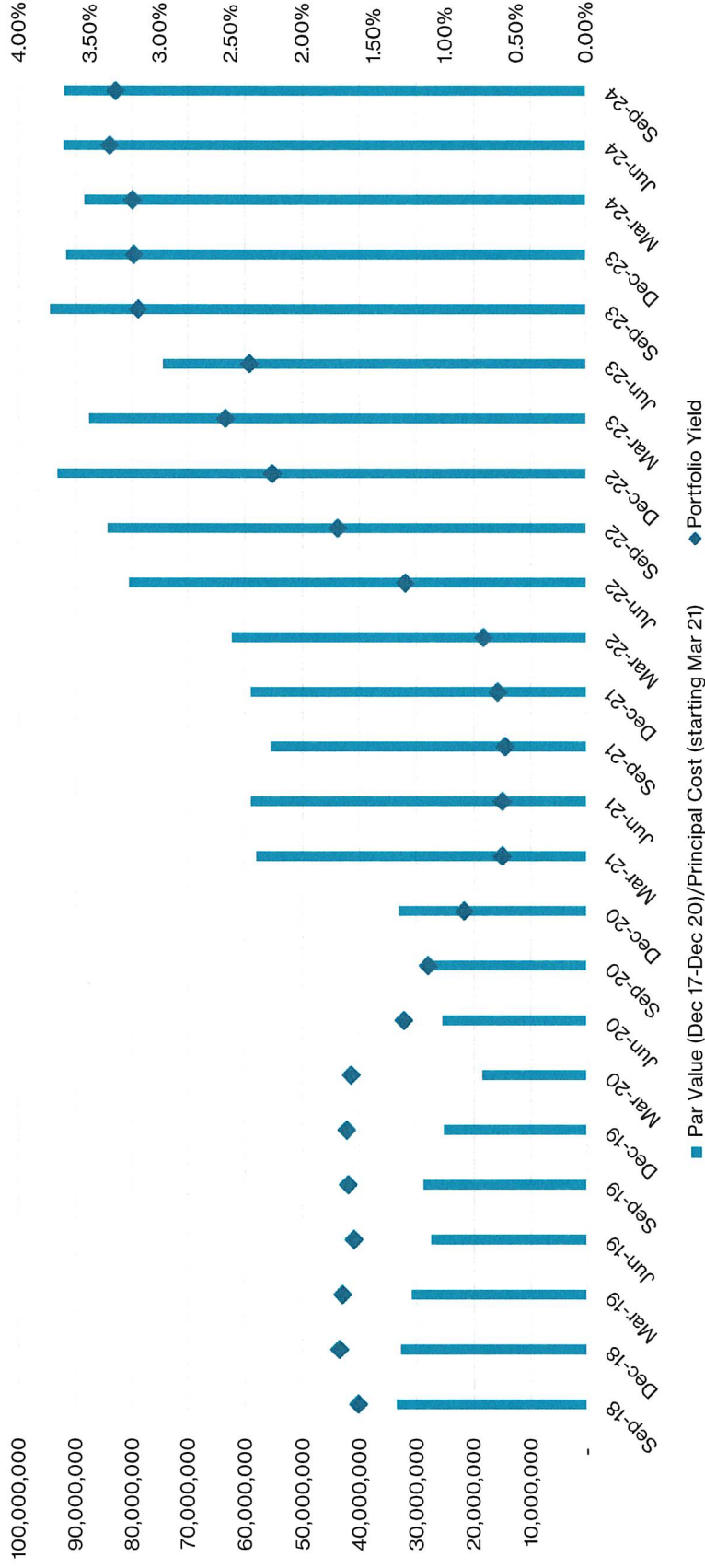
Recent Purchases

Greater Dayton RTA 7/1/2024 - 9/30/2024

ACQUIRED DATE	CUSIP	SECURITY DESCRIPTION	TYPE	PAR	MATURITY DATE	YIELD
09/30/2024	3133EKA30	FFCB 2.250% 08/15/2029	U.S. Agencies	1,200,000	8/15/29	3.64%

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.



M E E D E R
PUBLIC FUNDS

HOLDINGS 9/30/2024

Greater Dayton Regional Transit Authority Operating Account

POSITION STATEMENT

As of September 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 XX422	9/30/2024	\$13,059,295.98	\$13,059,295.98	\$13,059,295.98	5.08%	0.003	\$1.00	\$0.00	12.22%	AAAmm
		9/30/2024					0.003	\$13,059,295.98			
STAROHIO	STAR Ohio XX306	9/30/2024	\$3,006,847.57	\$3,006,847.57	\$3,006,847.57	5.08%	0.003	\$1.00	\$0.00	2.81%	AAAmm
		9/30/2024					0.003	\$3,006,847.57			
	SubTotal		\$16,066,143.55	\$16,066,143.55	\$16,066,143.55	5.08%		\$16,066,143.55	\$0.00	15.03%	
Agency Bond											
3133EMFP2	FFCB 0.440% 11/04/2024	11/3/2020 11/4/2020	\$860,000.00	\$868,925.00	\$868,925.00	0.47%	0.096 0.094	\$99.57 \$856,310.60	(\$2,614.40)	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%	0.096 0.094	\$99.57 \$741,803.95	(\$2,823.55)	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%	0.134 0.133	\$99.47 \$497,355.00	(\$2,260.00)	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%	0.153 0.153	\$99.30 \$387,277.80	(\$2,722.20)	0.36%	Aaa AA+
3133EMLP6	FFCB 0.320% 12/23/2024	12/24/2020 12/28/2020	\$500,000.00	\$499,625.00	\$499,625.00	0.34%	0.230 0.231	\$98.97 \$494,845.00	(\$4,780.00)	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%	0.241 0.242	\$98.82 \$711,504.00	\$25,668.00	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%	0.326 0.325	\$98.60 \$788,768.00	\$39,064.00	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%	0.345 0.342	\$98.50 \$985,010.00	(\$13,740.00)	0.92%	Aaa AA+
3135G03U5		8/23/2022 8/24/2022	\$265,000.00	\$246,677.11	\$246,677.11	3.36%	0.559	\$97.94 \$259,533.05	\$12,855.94	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%	0.567 0.563	\$99.09 \$847,219.50	(\$6,745.95)	0.79%	Aaa AA+
3134G0VX3	FMCC 0.750% 05/28/2025	5/27/2020 5/28/2020	\$250,000.00	\$249,875.00	\$249,875.00	0.76%	0.658 0.659	\$97.54 \$243,837.50	(\$6,037.50)	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%	0.712 0.713	\$97.46 \$1,798,081.65	(\$36,364.95)	1.68%	Aaa AA+
3130AJRE1	FHFB 0.750% 06/24/2025	6/23/2020 6/24/2020	\$173,611.11	\$173,611.11	\$173,611.11	0.75%	0.732 0.731	\$97.23 \$168,802.08	(\$4,809.03)	0.16%	Aaa AA+

Greater Dayton Regional Transit Authority Operating Account

POSITION STATEMENT

As of September 30, 2024

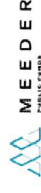


CUSIP	Security Description	Trade Date/ Settlement Date	Par Value	Principal Cost/ Purchased Interest	Total Cost	Yield at Cost	Maturity/ Duration	Market Price/ Market Value	Unrealized Gain/ (Loss)	% of Assets	Moody's/ S&P Rating
3135G05C3	FNMA 0.750% 06/30/2025	8/23/2022 8/24/2022	\$600,000.00	\$555,222.00	\$555,222.00	3.53%	0.748 0.748	\$97.27 \$583,638.00	\$28,416.00	0.55%	Aaa AAA
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%	0.751 0.746	\$100.97 \$530,092.50	\$5,323.50	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%	0.866 0.865	\$96.79 \$725,940.00	(\$24,060.00)	0.68%	Aaa AAA
3133EL3H5	FFCB 0.570% 08/12/2025	8/10/2020 8/12/2020	\$500,000.00	\$499,500.00	\$499,500.00	0.59%	0.866 0.865	\$96.79 \$483,960.00	(\$15,540.00)	0.45%	Aaa AAA
31422XD74	AGM 3.000% 08/15/2025	8/22/2022 8/23/2022	\$865,000.00	\$853,815.55	\$853,815.55	3.46%	0.874 0.868	\$98.97 \$866,055.90	\$2,240.35	0.80%	
3135G05X7	FNMA 0.375% 08/25/2025	2/4/2021 2/5/2021	\$250,000.00	\$249,055.00	\$249,055.00	0.46%	0.901 0.902	\$96.82 \$242,055.75	(\$6,999.25)	0.23%	Aaa AAA
3136G4S87	FNMA 0.650% 08/27/2025	8/13/2020 8/27/2020	\$250,000.00	\$250,000.00	\$250,000.00	0.65%	0.907 0.907	\$96.74 \$241,860.00	(\$8,140.00)	0.23%	Aaa AAA
3130AWS92	FHFB 4.875% 09/12/2025	9/28/2023 9/29/2023	\$525,000.00	\$521,792.25	\$521,792.25	5.20%	0.951 0.938	\$100.79 \$529,158.00	\$7,365.75	0.50%	Aaa AAA
3130ANVB3	FHFB 0.800% 09/17/2025	9/1/2021 9/17/2021	\$750,000.00	\$750,000.00	\$750,000.00	0.80%	0.964 0.962	\$96.83 \$726,210.00	(\$23,790.00)	0.68%	Aaa AAA
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%	1.055 1.051	\$96.23 \$1,202,812.50	(\$46,250.00)	1.13%	Aaa AAA
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%	1.104 1.099	\$96.41 \$964,140.00	(\$34,230.00)	0.90%	Aaa AAA
3135GAZ23	FNMA 0.560% 11/17/2025	11/27/2020 12/1/2020	\$500,000.00	\$499,625.00	\$499,625.00	0.58%	1.132 1.126	\$96.04 \$480,200.00	(\$19,425.00)	0.45%	Aaa AAA
3130AKJR8	FHFB 0.570% 12/16/2025	12/16/2020 12/17/2020	\$500,000.00	\$499,875.00	\$499,875.00	0.58%	1.211 1.207	\$95.87 \$479,374.00	(\$20,501.00)	0.45%	Aaa AAA
3130AKKG0	FHFB 0.520% 12/30/2025	12/18/2020 12/30/2020	\$500,000.00	\$499,975.00	\$499,975.00	0.52%	1.249 1.246	\$95.62 \$478,085.00	(\$21,890.00)	0.45%	Aaa AAA
31422B6K1	AGM 0.480% 01/15/2026	2/4/2021 2/5/2021	\$750,000.00	\$749,775.00	\$749,775.00	0.49%	1.293 1.288	\$95.60 \$717,007.50	(\$32,767.50)	0.67%	
3130AKQX7	FHFB 0.700% 01/28/2026	1/12/2021 1/28/2021	\$825,000.00	\$825,000.00	\$825,000.00	0.70%	1.329 1.322	\$95.69 \$789,401.25	(\$35,598.75)	0.74%	Aaa AAA
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%	1.384 1.376	\$95.04 \$950,430.00	(\$45,660.00)	0.89%	Aaa AAA
3130AL7M0	FHFB 0.625% 02/24/2026	2/18/2021 2/24/2021	\$1,000,000.00	\$997,000.00	\$997,000.00	0.69%	1.403 1.395	\$95.53 \$955,250.00	(\$41,750.00)	0.89%	Aaa AAA

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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%	1.482 1.478	\$95.80 \$958,020.00	(\$41,980.00)	0.90%	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%	1.501 1.437	\$101.27 \$1,772,277.50	\$31,493.00	1.66%	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%	1.699 1.632	\$101.72 \$1,017,240.00	\$21,225.00	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	\$1,744,219.00	4.85%	1.751 1.739	\$95.28 \$1,810,225.00	\$66,006.00	1.69%	Aaa AA+
3130ANHR4	FHLB 1.250% 08/26/2026	5/10/2022 5/11/2022	\$500,000.00	\$460,060.00	\$460,060.00	3.11%	1.904 1.885	\$95.50 \$477,520.00	\$17,460.00	0.45%	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%	1.948 1.881	\$101.92 \$662,467.00	\$14,153.75	0.62%	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%	2.055 2.026	\$94.70 \$473,495.00	(\$24,505.00)	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%	2.148 2.111	\$94.87 \$426,897.45	\$7,101.45	0.40%	Aaa AA+
3133G06L2	FNMA 0.875% 12/18/2026	9/15/2022 9/16/2022	\$825,000.00	\$724,754.25	\$724,754.25	4.01%	2.216 2.194	\$93.57 \$771,985.50	\$47,231.25	0.72%	Aaa AA+
3133ENUC5	FFCB 1.290% 12/22/2026	12/20/2021 12/22/2021	\$500,000.00	\$500,000.00	\$500,000.00	1.29%	2.227 2.195	\$94.36 \$471,805.00	(\$28,195.00)	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%	2.447 2.352	\$101.18 \$1,011,810.00	\$19,780.00	0.95%	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%	2.512 2.417	\$97.35 \$486,745.00	(\$12,855.00)	0.46%	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%	2.559 2.494	\$95.11 \$713,347.50	\$20,227.50	0.67%	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%	2.581 2.526	\$94.46 \$1,416,825.00	\$73,890.00	1.33%	Aaa AA+
3133ENEQ9	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%	2.647 2.587	\$94.33 \$1,108,401.00	\$78,760.25	1.04%	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%	2.655 2.605	\$94.03 \$1,335,155.00	\$64,056.20	1.25%	Aaa AA+
31422XZK3	AGM 3.560% 06/28/2027	6/16/2022 6/28/2022	\$525,000.00	\$525,000.00	\$525,000.00	3.56%	2.742 2.616	\$99.74 \$523,650.75	(\$1,349.25)	0.49%	Aaa AA+
3133ENG87	FFCB 2.920% 08/17/2027	8/19/2022 8/22/2022	\$815,000.00	\$805,448.20	\$805,448.20	3.18%	2.879 2.773	\$98.14 \$799,808.40	(\$5,639.80)	0.75%	Aaa AA+

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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%	2.896 2.751	\$101.39 \$1,013,910.00	\$21,297.00	0.95%	Aaa Aaa
3133ENJ50	FFCB 3.125% 08/26/2027	8/22/2022 8/26/2022	\$700,000.00	\$696,878.00	\$696,878.00	3.22%	2.904 2.792	\$98.68 \$690,753.00	(\$6,125.00)	0.65%	Aaa Aaa
3130AT7E1	FHILB 3.250% 09/10/2027	9/13/2022 9/16/2022	\$850,000.00	\$834,071.00	\$834,071.00	3.66%	2.945 2.826	\$98.92 \$840,820.00	\$6,749.00	0.79%	Aaa Aaa
3133ENW63	FFCB 4.375% 10/27/2027	10/26/2022 10/27/2022	\$990,000.00	\$993,788.73	\$993,788.73	4.29%	3.074 2.861	\$102.24 \$1,012,195.80	\$18,407.07	0.95%	Aaa Aaa
3130ATU54	FHILB 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%	3.195 2.986	\$102.04 \$1,020,390.00	\$14,460.00	0.95%	Aaa Aaa
31422XW99	AGM 3.860% 02/14/2028	2/27/2023 2/28/2023	\$869,000.00	\$842,292.45	\$842,292.45	4.29%	3.375 3.181	\$100.63 \$864,411.70	\$22,119.25	0.81%	
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%	3.458 3.266	\$101.11 \$1,162,723.60	\$44,233.60	1.09%	Aaa Aaa
3130AWC24	FHILB 4.000% 06/09/2028	7/7/2023 7/10/2023	\$1,255,000.00	\$1,233,740.30	\$1,233,740.30	4.36%	3.693 3.430	\$101.66 \$1,275,858.10	\$42,117.80	1.19%	Aaa Aaa
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%	3.797 3.521	\$102.14 \$628,142.55	\$15,006.00	0.59%	Aaa Aaa
3133EPSK2	FFCB 4.250 08/07/28	8/18/2023 8/21/2023	\$1,500,000.00	\$1,487,520.50	\$1,487,520.50	4.43%	3.855 3.577	\$102.22 \$1,533,330.00	\$45,409.50	1.43%	Aaa Aaa
3133EM5P3	FFCB 1.300% 09/20/2028	5/28/2024 5/29/2024	\$1,500,000.00	\$1,300,455.00	\$1,300,455.00	4.75%	3.975 3.877	\$90.71 \$1,360,635.00	\$60,180.00	1.27%	Aaa Aaa
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%	4.211 3.857	\$102.45 \$1,280,625.00	\$15,350.00	1.20%	Aaa Aaa
3133EPW84	FFCB 3.875% 01/18/29	1/18/2024 1/19/2024	\$1,250,000.00	\$1,238,625.00	\$1,238,625.00	4.08%	4.304 3.975	\$101.03 \$1,262,862.50	\$24,227.50	1.18%	Aaa Aaa
3133EP3B9	FFCB 4.125% 02/13/2029	3/15/2024 3/18/2024	\$750,000.00	\$742,275.00	\$742,275.00	4.36%	4.375 4.027	\$101.98 \$764,823.75	\$22,548.75	0.72%	Aaa Aaa
3130AQUV3	FHILB 2.150% 02/23/2029	3/13/2024 3/14/2024	\$1,000,000.00	\$902,530.00	\$902,530.00	4.36%	4.403 4.201	\$92.75 \$927,510.00	\$24,980.00	0.87%	Aaa Aaa
3133EP5U5	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%	4.471 4.129	\$102.07 \$1,428,980.00	\$35,420.00	1.34%	Aaa Aaa
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%	4.529 4.082	\$103.10 \$1,546,549.50	\$61,264.50	1.45%	Aaa Aaa
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%	4.699 4.262	\$102.75 \$1,181,648.00	\$37,122.00	1.11%	Aaa Aaa

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3133EKA30	FFCB 2.250% 08/15/2029	9/27/2024 9/30/2024	\$1,200,000.00	\$1,125,984.00 \$3,375.00	\$1,129,359.00	3.64%	4.877 4.622	\$93.77 \$1,125,180.00	(\$804.00)	1.05%	Aaa Aaa
	SubTotal		\$58,922,611.11	\$57,362,774.35 \$6,704.86	\$57,369,479.21	3.11%		\$57,875,032.13	\$512,257.78	54.15%	
Commercial Paper											
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%	0.068 0.069	\$99.59 \$995,920.00	\$22,968.89	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%	0.260 0.264	\$98.60 \$986,043.00	\$24,605.22	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%	0.367 0.372	\$98.02 \$980,242.00	\$19,031.17	0.92%	P-1 A-1
	SubTotal		\$3,000,000.00	\$2,895,599.72	\$2,895,599.72	5.47%		\$2,962,205.00	\$66,605.28	2.77%	
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%	2.501 2.329	\$102.62 \$1,077,537.30	\$28,650.30	1.01%	Aa1
	SubTotal		\$1,050,000.00	\$1,048,887.00	\$1,048,887.00	5.03%		\$1,077,537.30	\$28,650.30	1.01%	
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%	0.655 0.653	\$97.54 \$241,896.72	(\$6,103.28)	0.23%	
56102AAJ5	Malaga 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%	0.660 0.659	\$96.91 \$241,315.86	(\$7,186.14)	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%	0.671 0.669	\$97.18 \$241,985.67	(\$6,578.58)	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%	0.808 0.809	\$96.59 \$240,519.06	(\$8,107.44)	0.23%	
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%	0.940 0.938	\$95.86 \$238,686.42	(\$9,691.08)	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%	1.573 1.559	\$93.98 \$233,058.00	(\$14,322.00)	0.22%	

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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%	3.973 3.633	\$99.68 \$248,208.43	\$204.43	0.23%	
15118RJ32	Celtic Bank Corporation 4.600% 09/19/2028	9/12/2023 9/19/2023	\$249,000.00	\$248,004.00	\$248,004.00	4.69%	3.973 3.633	\$99.68 \$248,208.43	\$204.43	0.23%	
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%	3.975 3.632	\$99.64 \$248,108.83	\$229.33	0.23%	
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%	3.965 3.655	\$99.68 \$248,204.20	\$200.20	0.23%	
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%	4.471 4.069	\$99.41 \$247,520.94	(\$358.56)	0.23%	
61690DR17	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%	4.666 4.183	\$99.60 \$243,031.81	\$68.81	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%	4.666 4.186	\$99.60 \$243,028.88	\$65.88	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%	4.666 4.186	\$99.60 \$243,028.88	\$65.88	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%	4.666 4.183	\$99.60 \$243,031.81	\$68.81	0.23%	
SubTotal			\$3,713,000.00	\$3,701,073.25	\$3,701,073.25	3.17%		\$3,649,833.94	(\$51,239.31)	3.41%	
U.S. Treasury Bond											
9128283D0	UST 2.250% 10/31/2024	3/30/2022 3/31/2022	\$500,000.00	\$496,894.53	\$496,894.53	2.50%	0.085 0.084	\$99.77 \$498,828.00	\$1,933.47	0.47%	Aaa AA+
91282CEH0	UST 2.625% 04/15/2025	5/12/2022 5/13/2022	\$750,000.00	\$747,128.91	\$747,128.91	2.76%	0.540 0.534	\$99.14 \$743,553.00	(\$3,575.91)	0.70%	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%	1.666 1.622	\$96.34 \$953,443.00	(\$46,361.69)	0.89%	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%	2.000 1.975	\$96.30 \$529,675.85	\$8,271.55	0.50%	Aaa AA+
SubTotal			\$2,800,000.00	\$2,765,232.43	\$2,765,232.43	2.04%		\$2,725,499.85	(\$39,732.58)	2.55%	

Greater Dayton Regional Transit Authority Operating Account

POSITION STATEMENT

As of September 30, 2024

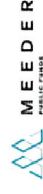


CUSIP	Security Description	Trade Date/ Settlement Date	Par Value	Principal Cost/ Purchased Interest	Total Cost	Yield at Cost	Maturity/ Duration	Market Price/ Market Value	Unrealized Gain/ (Loss)	% of Assets	Moody's/ S&P Rating
U.S. Treasury Note											
9128284F4	UST 2.625% 03/31/2025	5/13/2022 5/16/2022	\$750,000.00	\$746,748.05	\$746,748.05	2.78%	0.499 0.500	\$99.19 \$743,899.50	(\$2,848.55)	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%	0.833 0.834	\$96.95 \$727,151.25	(\$11,979.61)	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%	1.499 1.494	\$95.76 \$718,188.00	(\$28,062.00)	0.67%	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%	1.833 1.825	\$94.76 \$947,617.00	(\$44,922.06)	0.89%	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%	2.085 2.055	\$95.14 \$475,703.00	(\$25,293.10)	0.45%	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%	2.126 2.075	\$96.80 \$484,022.50	\$17,811.56	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%	2.337 2.296	\$95.48 \$477,422.00	\$10,039.19	0.45%	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%	2.337 2.296	\$95.48 \$381,937.60	\$24,765.72	0.36%	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%	2.296 2.296	\$95.48 \$95,484.40	\$5,636.74	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%	2.378 2.319	\$97.10 \$485,508.00	(\$6,796.69)	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%	2.378 2.319	\$97.10 \$242,754.00	\$3,877.05	0.23%	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%	2.378 2.319	\$97.10 \$145,652.40	\$6,111.38	0.14%	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%	2.378 2.319	\$97.10 \$97,101.60	\$4,585.97	0.09%	Aaa AA+
91282CEF4	UST 2.500% 03/31/2027	5/9/2022 5/10/2022	\$500,000.00	\$489,238.28	\$489,238.28	2.98%	2.499 2.438	\$97.63 \$488,125.00	(\$1,113.28)	0.46%	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%	2.499 2.438	\$97.63 \$244,062.50	\$2,138.67	0.23%	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%	2.499 2.438	\$97.63 \$146,437.50	\$5,548.83	0.14%	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%	2.499 2.438	\$97.63 \$97,625.00	\$4,382.81	0.09%	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
91282CET4	UST 2.625% 05/31/2027	7/27/2022 7/29/2022	\$740,000.00	\$732,600.00	\$732,600.00	2.85%	2.666 2.570	\$97.76 \$723,397.36	(\$9,202.64)	0.68%	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%	2.666 2.570	\$97.76 \$254,166.64	\$10,944.76	0.24%	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%	2.748 2.632	\$99.36 \$993,594.00	\$34,492.44	0.93%	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%	2.833 2.733	\$97.97 \$808,242.60	\$26,265.06	0.76%	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%	2.833 2.733	\$97.97 \$171,445.40	\$7,109.46	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%	3.000 2.854	\$101.81 \$1,018,104.00	\$23,689.94	0.95%	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%	3.167 2.975	\$101.11 \$1,011,053.00	\$29,256.12	0.95%	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%	3.337 3.159	\$100.01 \$1,000,078.00	\$30,937.37	0.94%	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%	3.416 3.220	\$101.60 \$1,015,988.00	\$23,722.37	0.95%	Aaa AA+
91282CCGP0	UST 4.000% 02/29/2028	12/15/2023 12/18/2023	\$375,000.00	\$375,205.08	\$375,205.08	3.98%	3.416 3.220	\$101.60 \$380,995.50	\$5,790.42	0.36%	Aaa AA+
91282CHAZ	UST 3.500% 04/30/2028	9/12/2023 9/13/2023	\$1,000,000.00	\$959,687.50	\$959,687.50	4.47%	3.584 3.352	\$100.00 \$1,000,000.00	\$40,312.50	0.94%	Aaa AA+
91282CHAZ	UST 3.500% 04/30/2028	12/15/2023 12/18/2023	\$375,000.00	\$367,939.45	\$367,939.45	3.97%	3.584 3.352	\$100.00 \$375,000.00	\$7,060.55	0.35%	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%	3.668 3.427	\$100.35 \$1,279,519.88	\$45,608.75	1.20%	Aaa AA+
91282CHG7	UST 4.125% 07/31/2028	4/11/2024 4/12/2024	\$1,000,000.00	\$979,765.63	\$979,765.63	4.65%	3.836 3.566	\$102.20 \$1,022,009.00	\$42,243.37	0.96%	Aaa AA+
91282CJAO	UST 4.625% 09/30/2028	4/12/2024 4/15/2024	\$795,000.00	\$796,242.19	\$796,242.19	4.59%	4.003 3.705	\$104.15 \$827,979.78	\$31,737.59	0.77%	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%	4.088 3.692	\$105.10 \$1,550,195.50	\$47,769.72	1.45%	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%	4.170 3.808	\$103.32 \$1,105,505.81	\$28,609.33	1.03%	Aaa AA+

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POSITION STATEMENT
 As of September 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
91282CJN2	UST 4.375% 11/30/2028	4/29/2024 4/30/2024	\$430,000.00	\$424,742.58	\$424,742.58	4.67%	4.170 3.808	\$103.32 \$444,268.69	\$19,526.11	0.42%	Aaa AA+
91282CKT7		5/29/2024 5/31/2024	\$525,000.00	\$522,928.71	\$522,928.71	4.59%	4.668	\$104.28 \$547,476.83	\$24,548.12	0.51%	Aaa
	SubTotal		\$22,570,000.00	\$22,093,407.27	\$22,096,371.75	3.67%		\$22,527,711.24	\$434,303.97	21.08%	
Grand Total			\$108,121,754.66	\$105,933,117.57	\$105,942,786.91	3.58%		\$106,883,963.01	\$950,845.44	100.00%	

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