



Greater Dayton RTA Board of Trustees

**Jointly held Finance, Personnel and Planning Committees
Meeting Packet**

Tuesday, October 22, 2024 – 8:30 a.m.

Wright Stop Plaza – 4 S. Main Street, Dayton, Ohio 45402
2nd Floor Multipurpose Room

Interpreters for hearing-impaired individuals are available upon request. Requests should be made at least five days before the meeting's date. For more information, contact Cathy Garner at 425-8392.

Thank you.

**Greater Dayton RTA Board of Trustees Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose Room

Agenda

Next Section





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.

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Approval of Minutes
Next Section





**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 statues 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

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Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
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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 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	55,185,125	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	181,783	2,253,755	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	\$ 89,496,469	\$ 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	80,004,852
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	1,835,000	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	1,958,560	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	\$ 89,496,469	\$ 435,274,457
Total Expenses	77,057,775	84,189,962	86,294,711	87,452,079	89,638,381	91,879,340	439,454,473
Gain / Loss Before Local Capital Charge *	\$ 82,299	\$ 163,793	\$ 45,485	\$ (466,332)	\$ (1,540,091)	\$ (2,382,872)	\$ (4,180,016)
Local Capital Charge (Depr.)	(3,657,501)	(3,897,307)	(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 (PM/SRO)	(10,000,000)	(9,465,388)	(11,502,500)	(11,566,563)	(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			2,940,000	2,368,000	3,100,000	2,400,000	
ODOT - Infrastructure Rebuild		508,880					
ODOT - Preventive Maintenance	1,000,000	1,534,612					
ODOT - Facilities	1,627,891						
Pending Competitive Funding Requests:							
MVRPC - Small Buses			750,000	750,000	750,000	3,000,000	
ODOT - Preventive Maintenance						750,000	

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	98,033,412
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
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	17,717,836	29,025,350	25,699,364	22,076,557	34,513,335	32,922,598	144,237,204
Slate 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
	<u>329,529,892</u>

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 unleaded 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	6,830,000	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.	651,763	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	-	-	-	-	-	-	-
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**Project Management
 A&E Services**

Project Management	168,000	656,000	615,000	597,000	641,000	697,000	3,206,000
A&E Services	1,001,272	918,000	861,000	834,750	896,980	975,310	4,486,040

Total Electric System Infrastructure

	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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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	-	-	-	-	(24)	(24)	32,900,874
80% Federal / 20% Local	-	-	-	-	16,207,327	16,693,547	
Small Buses - Demand Response Services	-	-	-	-	-	(25)	3,767,641
80% Federal / 20% Local	-	-	-	-	-	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	125,450	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	3,298,665	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
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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		1,125,000	325,000	125,000	1,275,000	125,000	2,975,000
940 Perry	50,000	250,000	25,000	25,000	25,000	25,000	350,000
	9,834,043	20,895,000	19,950,000	6,050,000	2,575,000	1,225,000	50,695,000

600 Longworth Garage Door Project, Tank Replacements, Floor Repairs

601 Longworth Storage Tank Replacements, Fans, PA System

701 Longworth (Formerly 705 Longworth) Small Bus Storage Facility, Small Bus Washer, Fueling Station.

901 Ludlow Interior Improvements, Possible Purchases

940 Perry Completion of Facility Rebuild Project (Training Spaces)

Ongoing Unify Campus to Area Between River and Perry Street, Explore Street Closure of Longworth

Downtown Campus

WSP - 4 S. Main	466,500	7,865,000	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		70,000	25,000	25,000	25,000	25,000	170,000
	466,500	7,960,000	7,375,449	9,701,347	950,000	950,000	26,936,796

WSP - 4 S. Main Center Hall Renovations, Third Floor of the LaFee Building, Fitness Center Upgrades, Platform Upgrades, Parking Project, HVAC

Transit Center State of Good Repair Updates

Market Street Renovate for Future Use

Ongoing Create a Branded Identity for the Complex, Promote as Downtown Anchor

Transit Hubs & Facility Improvements (Continued)

	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
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
Northwest Hub Interior and Exterior Refresh; Long Term Plan for Relocation of Hub							
East Hub Interior and Exterior Refresh							
South Hub Interior and Exterior Refresh							
West Hub Interior and Exterior Refresh							
Concrete/Asphalt As Needed							
Ongoing Evaluate Use of Hubs and Improve Identity							
	115,000	250,000	100,000	100,000	150,000	100,000	700,000
Commercial Interior Products & Furnishings (Modular Offices, Furnishings, Flooring, Etc.)							
	10,530,543	30,740,000	27,810,449	16,236,347	9,025,000	2,660,000	86,471,796
Other Properties Iona, Fauver, Murry, Drury, Maplewood, Fairgreen, and Miller Loops. Dearborn & Lakeview. Broadway & Stewart.		25,000	25,000	25,000	25,000	25,000	125,000
Other Projects Project Management @5% A&E Services @7% Facility Wide Security Improvements (1% spending of 5307 funds required by FTA)	13,500 250,000 - -	1,538,250 2,153,550 200,000 -	1,391,772 1,970,981 200,000 -	813,067 1,160,794 200,000 -	452,500 633,500 200,000 -	134,250 187,950 200,000 -	4,329,840 6,106,776 1,000,000 -
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)							
Federal - 5307 Funds	610,441	4,343,225	6,618,562	4,248,167	5,768,800	65,760	21,044,514
Federal - 5337 Funds	3,000,000	3,000,000	1,500,000	1,500,000	1,500,000	1,500,000	9,000,000
Other Federal Funds	5,024,793	4,382,215	1,000,000	1,000,000	1,000,000	1,000,000	8,382,215
State - ODOT	-	-	-	-	-	-	-
Other Sources	2,158,809	22,931,360	22,279,641	11,687,042	2,067,200	641,440	59,606,662
Local - GDRTA	10,794,043	34,656,800	31,398,203	18,435,209	10,336,000	3,207,200	98,033,412
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

Equipment, Technology, Amenities & Other

Maintenance (Shop) Equipment

	Projected 2024	Budget 2025	2026	2027	2028	2029	2025-2029 Totals
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	250,000
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		250,000					250,000
Cameras & Badge Readers for Facilities	88,000	25,000	25,000	25,000	25,000	25,000	125,000
General Use Software	-	10,000	10,000	10,000	10,000	10,000	50,000
Keywatcher Unit Replacement	27,000		-	-	-	-	-
Network Refresh / Firewall Updates - System Wide	-	-	-	75,000	75,000	-	150,000
Network Systems / Equipment	-	25,000	5,000	5,000	5,000	5,000	45,000
Other Hardware Replacements	-	15,000	15,000	15,000	15,000	15,000	75,000
Phone System Replacement	-	500,000	-	-	-	-	500,000
Server Replacements	62,843	50,000	50,000	50,000	50,000	50,000	250,000
Site Recovery		250,000					250,000
Work Stations and Laptops	24,423	85,000	85,000	85,000	85,000	85,000	425,000

Software Systems / Other Projects

Backup Systems Upgrade	100,000						100,000
Clearance Program (Video Access)	2,179,093	2,125,000	100,000	-	-	-	4,605,757
Clever Upgrades	500,000	200,000	2,480,757	-	-	-	200,000
Demand Response Software Systems	-	25,000	-	150,000	-	-	175,000
Intranet Rewrite & Document Management	-	-	-	300,000	-	-	300,000
IREN Upgrade/Replacement	200,000	-	-	2,000,000	-	-	2,000,000
New Data Center	-	-	-	-	-	-	-
Trapeze EAM/OPS Customizations	-	50,000	50,000	50,000	50,000	50,000	250,000
Vista Upgrade/Replacement	-	500,000	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	150,000	-	-	450,000
Improve Bus Stops	-	250,000	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)							
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	1,468,290	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
Slate - ODOT	-	-	-	-	-	-	-
Other Sources	-	-	-	-	-	-	-
Local - GDRTA	1,123,994	1,339,778	1,340,000	1,110,748	392,073	314,960	4,497,558
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 Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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.

Mary K. Stanforth
Secretary-Treasurer

Date _____

**Greater Dayton RTA Board of Trustees Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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 Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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 Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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 Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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	McGuinness 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 Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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 Regional Transit Authority

Title VI Program Report

October 2024



Table of Contents

Introduction	3
General Reporting Requirements	3
Title VI Notice to the Public	3
Procedures For Filing a Civil Rights Complaint	4
Title VI Complaints Received	5
Public Participation Plan	5
Plan for Access to Activities and Programs for Persons with Limited English Proficiency	9
Factors and Framework of the Analysis	9
Limited English Proficiency Implementation Plan	19
Program Monitoring and Feedback	21
Membership of Non-Elected Committees and Councils	21
Analysis of Construction Projects	22
Board Meeting for Approval of Title VI Program Update	22
Program Specific Requirements	22
System-wide Service Standards	22
Service Policies and Practices	23
Demographic Data and Maps	23
Board Approval of Analysis and Results of Program	24
Public Engagement for Major Service and Disparate Impact Polices	24
Results of Service Analysis Since Last Title VI Reports	25
Conclusion	25

Appendices

- A. Title VI Notice
- B. Complaint and Compliment Procedure
- C. Title VI Complaint Form
- D. Public Notifications of Service and Fare Change
- E1. WPAFB 2019 American Community Survey 5 Year
- E2. Wright State Newsroom Factsheet
- E3. 2019 American Community Survey 5 Year Estimates on English Proficiency in Montgomery County
- E4. Language Proficiency in Dayton, Ohio
- E.5 Department of Education Data
- E.6 Spanish Title VI Notice
- E.7 LEP Household Map and RTA Service
- E.8 Language Assistance Procedure
- F. Transit Accessibility in Montgomery County Map
- G. Amenities Policy
- H. Vehicle Assignment Policy
- I. Board Approval of Title VI Program
- J. Title VI – Service Analysis and Board Approval Minutes
- K. Title VI – Fare Analysis and Board Approval Minutes

I. Introduction

Since 1972, the Federal Transit Administration (FTA) has required applicants, recipients and sub-recipients of federal assistance to provide assessments of compliance with Title VI as part of the grant approval process.

Section 601 of the Title VI of the Civil Rights Act of 1964 states the following:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Since 1980, the RTA has been a countywide transit provider that serves Montgomery County and Wright Patterson Air Force Base (WPAFB) and Wright State University (WSU) in Greene County.

Montgomery County is in the southwestern portion of the State of Ohio and includes most of the Dayton Urbanized area. The western townships of Montgomery County are basically rural in character and devoted primarily to agriculture; while the eastern and southeastern area is experiencing suburban growth extending into parts of Greene County not currently served by the RTA. Growth is also occurring in the northeast and northwest corridors of Montgomery County along with area immediately south of the Montgomery County line. The RTA operates a regional hub network to address these trends in growth and population shifts.

II. General Reporting Requirements

Title VI requires all applicants, recipients and sub-recipients to provide A) a copy of procedures for filing a Title VI complaint, B) a list of any Title VI investigations, complaints, or lawsuits filed with the agency since the time of the last submittal, C) a copy of the agency’s plan, if determined to be necessary, for providing access to meaningful activities and programs for persons with limited English proficiency, D) a notice that the agency complies with Title VI and a list of the procedures the public may follow to file a discrimination complaint, and E) a summary of public outreach and involvement activities undertaken since the last submission and a description of steps taken to ensure that minority persons had meaningful access to these activities.

Other information required by Title VI to be maintained is on file at the RTA.

During this period, RTA had no subrecipients and had no new facilities constructed.

A. Title VI Notice to the Public

A copy of the notification that advises RTA customers of their rights is included in Appendix A. This notification has been placed at each of RTA’s transit hubs and RTA

vehicles. RTA also reviews other methods of notification that will provide additional opportunities to communicate to the riding public of their rights under Title VI. The locations that it can be found include all the Transit Centers, public gathering places, which include the building lobbies of 600 Longworth Street and Wright Stop Plaza, boardroom, schedules, and the website which links to a complaint form.

B. Procedures for Filing a Civil Rights Complaint

It is RTA's policy to provide outstanding customer service to all passengers, employees, and the general public. It is the responsibility of all RTA employees to insure professional, timely and accurate responses to customer concerns and suggestions. RTA will investigate and respond to every customer complaint or public inquiry. To this end, RTA has established procedures (see Appendix B) for the investigation of complaints as well as the receipt of compliments. Appendix C is the actual complaint form. Within these procedures, specific actions are to be taken if a complainant alleges discrimination.

Procedures

All customer complaints/suggestions must be logged into the Customer Response System (CRS). Complaints that can be verified "invalid" during the initial contact will require documentation in CRS as to why the complaint is not valid. The final action on an invalid complaint requires the customer service representative or the complaint coordinator to follow up by telephone or other means preferred by the contact within one business day.

The customer service or other RTA representative will input all needed information into (CRS) including the complaint code type using a Customer Service Key. If the complainant alleges discrimination, the Equal Employment Opportunity (EEO) Officer, or designee, must be notified immediately of any such complaints. Complaints dealing with discrimination, as one specific type of complaint, require notification of department managers immediately.

The representative must send e-mail notification to the designated department complaint coordinator responsible for investigating the concern. The complaint coordinator is responsible for investigating and/or assigning the concern to the investigator. All customer complaints must be investigated in a timely manner by the department and generally not exceed 5 working days. Investigations may include any or all of the following: meeting with the employee(s), review of GPS or Camera recordings, field check by supervisors, interviewing witnesses and/or the contact person.

Customer complaints should generally be answered in the format received i.e., written letter should receive written response. Customer Service must randomly (within 30 days) follow up with complainants at least 25% of the time to insure customer satisfaction. The follow up must be documented in (CRS).

C. Title VI Complaints Received

The Greater Dayton RTA received no complaints during this timeframe.

D. Public Participation Plan

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

The RTA employs several means to communicate to the general public regarding the activities it performs including LEP (limited-English proficient) and minority populations. The communication activities may focus in different mediums depending on the program or population affected.

These include but are not limited to:

Public Information and Notifications

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

- Press releases to local and state media
- E-alerts via text or e-mail via Bustime
- Website links and articles and social media via Facebook, Instagram and LinkedIn
- On bus advertising with interior cards, onboard enunciator, and TV monitors on partial bus fleet. 11x17 posters with QR code placed on entire bus fleet.
- Rack cards/ “take ones” placed on the bus and racks throughout GDRTA transit centers
- Transit Center posters and brochures

- Spanish translation services and translated materials including fare media signs, system map information, bus hailer kits, translation assistance cards, critical notifications and forms such as Title VI notice and application forms
- Radio, television or newspaper ads considering stations and publications that serve LEP and minority population
- On board customer surveys to receive customer feedback on service change proposals from those who are directly affected by the proposed changes.

Meeting Locations

RTA meets with the public in locations that have convenient access to transit and are centrally located so that anyone in its service area can attend meetings and receive information about any RTA activities that will impact them, especially LEP and minority populations. Meetings are held at several different times of the day for easier access. All public meeting locations will be accessible to those with disabilities. If notified five (5) days prior to the meeting, language or hearing interpreters will be made available.

Public Meeting Forums

On critical issues such as major service changes and all fare changes, RTA conducts public meetings that utilize one-on-one interviews with customers. RTA Staff will prepare proposals in sufficient detail and make available prior to the meeting for interested individuals. If the proposal involves service changes, maps are made available. Since each customer can be affected differently than another customer, obtaining comments this way allows for an individualized response to an individual need. RTA staff will conduct personal interviews and transcribe oral comments if written comments are not possible. Meetings will have sign-up sheets available and if no one is in attendance, staff will wait for 10 minutes and then announce the reason for the meeting, a statement that no one is in attendance and close the meeting. Customers are also able to leave audio messages on an advertised phone number prior to the advertised deadline for public feedback and the comments are transcribed for RTA's analysis along with all public feedback received. The public comments are presented at Board of Trustee Committee meetings so that they are part of the decision making process.

On April 17th and 18th 2024, RTA held public meetings at the Downtown Transit Center location to receive public input on proposed fare changes. Meetings were held from 9:00 a.m.-11:00 a.m. on April 17 and again on April 18 from 4:00 p.m. to 6:00 p.m. There were 24 total attendees at the meetings.

There were additional comments received via phone calls and emails. At the public meetings, the proposals were summarized on posters at four locations throughout the meeting room and customers could speak in person to staff members about their concerns and give input as well as ask questions about the changes to better understand them.

In addition, GDRTA held public input sessions for its proposed service changes in 2023. GDRTA held five public input sessions in February 2023 to collect customer feedback and comments regarding the agency's proposed system redesign. The public input session dates were as follows:

Date: Monday, Feb. 13, 2023
Time: 8-10 a.m., 12-2 p.m. and 4-6 p.m.
Location: Wright Stop Plaza

Date: Wednesday, Feb. 15, 2023
Time: 9:30-11:30 a.m.
Location: Dayton Metro Library – West Branch

Date: Thursday, Feb. 16, 2023
Time: 9:30-11:30 a.m. and 4-6 p.m.
Location: Dayton Metro Library – Miami Township Branch

Date: Monday, Feb. 20, 2023
Time: 8-10 a.m. and 4-6 p.m.
Location: RTA's Northwest Transit Center

Date: Wednesday, Feb. 22, 2023
Time: 9:30-11:30 a.m. and 4-6 p.m.
Location: Dayton Metro Library – Southeast Branch

A press release for both the fare and service changes that were sent out summarizes the proposed changes and are found in Appendix D. A breakdown of the feedback received, and public input sessions are included in both analyses found in Appendix J and K.

Website

RTA's website provides round-the-clock information on the transit system, including fare structures, route schedules and maps. Any changes in service, such as weather anomalies, traffic reroutes, or holiday hours, are made available on the site. RTA press releases and customer newsletters are published on the site. The site has Google Translation software for on demand translation to Spanish. Alerts can be sent to customer phones

(Transit app) for immediate service alerts when they sign-up for the service. Customers also may apply online to become a member of RTA's Customer Advocacy Group, which reports directly to the RTA Management staff. This council is representative of both minority and non-minority groups.

Community Events

RTA staff members regularly participate in community events that are not specific to public transit such as ethnic festivals, arts and music events, or events that promote a specific community or district. RTA staffers man a display booth and provide information on public transit activities and review customer feedback.

Wright Stop Plaza Information Tables

When RTA wants to advise the public of specific projects that will have a direct impact on riders, RTA staff will conduct personal interviews at the major downtown transit center and transcribe oral comments or assist customers with computer surveys to receive customer input.

Outreach to Community Groups

The Greater Dayton RTA meets with community groups and social service agencies to listen to community concerns on the effects of fare changes to low-income and minority populations. GDRTA has associations with the Latino Family Advocacy Program at East End Community Services (EECS), Sinclair Community College, Wright State University, University of Dayton, Montgomery County, and the City of Dayton, all of which assist LEP persons. Dayton is an immigrant friendly city and as such RTA is doing all it can to meet their needs by being a part of the Welcome Dayton Initiative.

Jurisdictional Meetings

RTA conducts an extensive outreach program with jurisdictions throughout its service area. Over 30 meetings annually are conducted to gather meaningful feedback on current transit needs issues, offer information about the services RTA provides, and enhance relationships with our stakeholders.

RTA continued in 2021-2024 to attend many community events, festivals, educational events, etc. to provide information on public transit activities and review customer feedback.

In 2021-2024, RTA Staff met with all Jurisdictions in the service area to receive feedback and ideas from the community elected leaders and government staff on how to improve service for residents and coordinate future developments with new transit system redesign service plans.

E. Plan for Providing Access to Meaningful Activities and Programs for Persons with Limited English Proficiency (LEP)

In accordance with the Title VI requirements of the Civil Rights Act of 1964, the Greater Dayton Regional Transit Authority (GDRTA) conducted this analysis, seeking to improve transit access for individuals who have Limited English Proficiency (LEP). The outcomes of this analysis below will examine the services GDRTA provides to the LEP population, identifying any gaps in access, and to develop and implement a working LEP assistance plan. GDRTA will provide services to which LEP persons can have meaningful access, prohibiting discrimination based on national origin. This assertion applies to any GDRTA program or activity that receives Federal Transit Administration (FTA) federal financial assistance.

Framework of the Analysis

GDRTA used the Department of Transportation LEP Guidance to construct this analysis:

Factor 1: The number and proportion of LEP persons served or encountered in the eligible service population

Task 1, Step 1: Examine prior experience with LEP individuals.

GDRTA serves the diverse population of Montgomery County, Wright Patterson Air Force Base (WPAFB), Wright State University (WSU), and a small segment of Greene County. The excellent college programs in the region bring in many international students. In addition, WPAFB employs a diverse workforce. Our operators report frequent interactions with foreign-born customers. Following national trends, our community has experienced consistent growth in the Latino population over the past decade; thus, Spanish is one of the most common languages spoken by foreign-born passengers in our service area. Small concentrations of Asian, Turkish, Russian, and African speaking individuals also exist. Operators, transit ambassadors, and call center employees report little to no frequency of interactions with customers who do not speak English very well. The few interactions with LEP persons involve questions on route information, scheduling information, and fare information. LEP persons frequently rely on English speaking family members to assist with these types of needs. Otherwise, LEP persons use local government agency liaisons for booking/phone assistance or with system questions.

Task1, Step 2: Become familiar with data from the U. S. Census.

GDRTA examined the Miami Valley Regional Planning Commission's (MVRPC) Census 2020 Regional Profile data as well as the 2019 American Community

Survey 5-year estimates. MVRPC is a Census Affiliate Organization. As such, MVRPC provides assistance to the U.S. Census Bureau's various programs and maintains Census data for the Region. GDRTA staff, used data from the 2020 US Census data to provide a profile of Montgomery County, Ohio race population within the county.

The Race Breakdown chart shows that Hispanic/Latino make up the largest minority portion of Montgomery County's population at 2.5%, followed by Asian (1.8%), Indo-European (1.8%), and Other (0.8%).

- The GDRTA also used the 2020 US Census data to examine the LEP population of Wright Patterson Airforce Base (WPAFB). According to the data, WPAFB consists of a total population of 1,415 people over the age of five, of which 16 speak English less than very well. Further detail is available in Appendix E.1.
- The GDRTA also examined the population of Wright State University. According to the Wright State Newsroom Factsheet, 24.6% of its fall 2023 enrollment consists of minority students. The largest single minority group excluding African Americans is Hispanic Americans at 10.4%. Per correspondence with Wright State's Asian/Hispanic/Native American Center (AHNAC), even at the lowest level, these students are proficient in English. Further detail is available in Appendix E.2.

Task 1, Step 2A: Identify the geographic boundaries of the area that your agency serves.

The GDRTA system encompasses a large geographic area which includes Montgomery County and a few surrounding areas in Greene County (Wright Patterson Air Force Base, Fairborn, and Wright State University). In a recent 2024 service vs population comparison GDRTA highlights the Montgomery County general population that lives within ¼ mile of GDRTA's service, as seen in Appendix E7.

In the same comparison, GDRTA also highlights the LEP population that lives within ¼ mile of GDRTA’s service.

Census 2020 and ACS 2018-2022			
	Quarter Mile Buffer	Half Mile Buffer	Montgomery County Total
Minority	131,488 (76.34%)	154,736 (89.84%)	172,232
Hispanic	15,238 (71.95%)	18,536 (87.52%)	21,179
LEP	3,315 (62.59%)	4,340 (81.95%)	5,296
Total Population	354,565 (65.99%)	443,590 (82.56%)	537,309

Task 1, Step 2B: Obtain Census data on the LEP population in your service area.

Appendix E.3 demonstrates the 2020 US Census American Community Survey on English proficiency in Montgomery County (Dayton, Ohio), showing population by language of origin. The data also demonstrates those who speak English very well or less than very well (4.8%).

Task 1, Step 2C: Analyze the data you have collected.

In using the data, persons who are categorized as those who speak English less than very well are determined to be non-proficient in English. In Montgomery County, a total of 12,128 persons are shown to have limited English proficiency. This is an decrease of 186 over the previous 5 year survey however there is a margin error of +/- 2,4077 so it is not conclusive that there was an actual increase. This information is highlighted in Appendix E3.

Breaking the data into subcategories shows the following:

- In Montgomery County’s Spanish population, 4,497 persons are non- proficient with English.
- Montgomery County’s Indo-European population contains 2,019 persons who are non-proficient with English.
- Montgomery County’s Asian and Pacific Island population contains 3,864 persons who are non-proficient with English.
- Lastly, Montgomery County’s other language population contains 1,748 persons who are non-proficient with English.

Of the total population over five years of age (502,703), 4.8% is persons with LEP (a decrease of 0.2% based on GDRTA's previous LEP analysis). The largest LEP population group is Spanish at 2.5% followed by Indo-European and Asian and Pacific Islander, each at 1.8% respectively.

Task 1, Step 2D: Identify any concentrations of LEP persons within your service area.

Appendix E.4 compares language proficiency in GDRTA's main service area. The below chart demonstrates the number of LEP persons by language categories for the City of Dayton, Ohio.

Language	Dayton, Ohio
Spanish	3,973 (3%)
Indo-European	955 (0.7%)
Asian and Pacific Island	3,009 (2.3%)
Other languages	1,129 (0.9%)
Total	9,006 (6.9%)

A large number of LEP persons live within the City of Dayton area with the largest concentration speaking Spanish but the Asian population, which has the same percent of its population since the last review.

Task 1, Step 3: Consult state and local sources of data.

The Ohio Department of Education data also supports that Spanish-speaking and Asian persons comprise the largest portion of potential LEP persons in Montgomery County. Excluding African Americans, and unidentified multi-racial people, Latinos are the largest population at 3154 students, while Asians are the second largest population at 1612 students. The largest population of Latino enrollment is at Dayton City schools. The data sets are located in Appendix E.5.

Task 1, Step 4: Community organizations that serve LEP persons.

GDRTA has associations with the Latino Family Advocacy Program at East End Community Services (EECS), Sinclair Community College, Wright State University, University of Dayton, Montgomery County, Catholic Social Services, Welcome Dayton and the City of Dayton, all of which assist LEP persons.

Task 1, Step 4B: Contact relevant community organizations.

These organizations provide the most services for LEP persons in Montgomery County.

- City of Dayton's Welcome Dayton Program
- Sinclair's English as a Second Language (ESL) program
- WSU's International Program and L.E.A.P.
- University of Dayton's Center for International Programs (CIP)

Contact was initiated with these organizations requesting information to help analyze and improve LEP person's access to GDRTA's services.

Task1, Step 4C: Obtain information.

Sinclair Community College ESL program offers assistance to the campus population. The majority of students in the program are functional in English. If new students cannot function without a translator, they receive a referral to local, free ESL classes and agencies. Problems with using our bus service are rare. Common questions involve finding the best bus route that will get the student from point A to B, or to ask exactly where the nearest bus stop is located. Even then, since most are functional in English, students call the GDRTA call center for further clarification. Sinclair also holds, small, and very personalized orientations just for ESL students, during which they are free to ask any questions. Transportation is one of the subjects covered in the orientation.

WSU's AHNAC is open to the entire Wright State University and Dayton communities. The Center also serves as an information center for the Asian Student Association (ASA), Latinos Unidos, and the Association of Native American Students (ANAS). The center offers the following:

- Support services for Asian, Hispanic and Native American students
- Support and advocacy to students, faculty, staff, organizations and members of the surrounding community with requests and concerns related to diversity
- Resources for students in the development of learning opportunities in and outside of the classrooms

WSU students use Route 1 to travel back and forth from school, for shopping in the area surrounding the main campus, and to travel to downtown Dayton. They also have RTA Connect Zone 4 available to them in order to connect them to RTA's fixed route system.

Recent Efforts:

University of Dayton – Center for International Programs: How to Ride RTA sessions

GDRTA provided a classroom “How to Ride” training on campus followed by an on- bus training. The classroom training portion consisted of a PowerPoint presentation on the basics of riding the bus. It covered topics such as trip planning, how to read a schedule, how to catch a bus, identifying bus stops, how to board & de-board a bus, how to utilize RTA real time products, as well as other important info. Once the Staff shows the students were to board the bus in order for them to get to area destinations, such as shopping locations, entertainment spots, and grocery stores. ***GDRTA conducted these How to Ride RTA training sessions in the beginning of UD’s Fall and Spring semesters between 2022 and 2024.***

University of Dayton – Center for International Programs: Student Resource Fair

GDRTA has participated with the International Student Resource Fair for the past several years. GDRTA staffed a table providing information on passes, routes, and services. The international program at UD provided staff on hand that was available to help with translation needs. ***GDRTA participated in this resource fair in the beginning of UD’s Fall and Spring semesters between 2022 and 2024.***

Wright State University – University Center for International Education: How to Ride RTA sessions

GDRTA provided a classroom “How to Ride” training on campus followed by an on- bus training. The classroom training portion consisted of a PowerPoint presentation on the basics of riding the bus. It covered topics such as trip planning, how to read a schedule, how to catch a bus, identifying bus stops, how to board & de-board a bus, how to utilize RTA real time products, as well as other important info. Once the classroom training is done, GDRTA staff takes the students on an actual bus, giving them the experience of boarding a bus. ***GDRTA conducted these How to Ride RTA training sessions in the beginning of WSU’s Fall and Spring semesters between 2022 and 2024.***

Wright State University – Learning English for Academic and Professional Purposes (L.E.A.P): How to Ride RTA sessions

GDRTA provided a classroom “How to Ride” training on campus followed by an on- bus training. The classroom training portion consisted of a PowerPoint presentation on the basics of riding the bus. It covered topics such as trip

planning, how to read a schedule, how to catch a bus, identifying bus stops, how to board & de-board a bus, how to utilize RTA real time products, as well as other important info. WSU L.E.A.P. staff provided translators for those students whose English was not as strong as other students in the program. Once the classroom training is done, GDRTA staff takes the students on an actual bus, giving them the experience of boarding a bus. Staff shows the students were to board the bus and takes them on a practice trip to area destinations, such as shopping locations, entertainment spots, and grocery stores. ***GDRTA conducted this How to Ride RTA training session between 209 – 2022. WSU cut the L.E.A.P program in 2022.***

**Wright State University – University Center for International Education:
Student Resource Fair**

GDRTA has participated with the International Student Resource Fair for the past several years. GDRTA staffed a table providing information on passes, routes, and services. The international program at UD provided staff on hand that was available to help with translation needs. ***GDRTA participated in this resource fair in the beginning of WSU's Fall and Spring semesters between 2022 and 2024.***

Factor 2: The frequency with which LEP individuals come into contact with your programs, activities, and services.

Task 2, Step 1: Review the relevant programs, activities, and services you provide.

GDRTA services include fixed route service (including service to WSU, Sinclair, UD and WPAFB), ADA paratransit service, and RTA Connect On-Demand service. GDRTA also offers the 5310 Program, which is a door-to-door service for older adults age 65 and older and persons with a disability traveling to and from medical appointments, the pharmacy or to the grocery store. Customers encounter GDRTA employees through our call center, administrative offices, transit centers, and our vehicle operators. Customers can also come to public meetings, events, and can view information on our public web site, Facebook, and Instagram. In 2016, real time customer products were added to assist via text messages, transit smartphone app and Ridetime products on the website. Customers can now get materials translated easier on how to use the service and get more accurate times.

Task 2, Step 2: Review information obtained from community organizations:

According to Wright State University (WSU) and Sinclair College, there are no reports of language barrier complaints in order to use GDRTA services. In fact, a large number of Spanish-speaking students do not fall into the LEP category. WSU reported daily use of bus service on fixed route 1, with a stop being on campus in front of their student union. RTA Connect O-Demand Zone 4, which connects on WSU is also utilized. There are also concentrations of Asian students living in the WSU area. Sinclair College is directly served by fixed routes 1, 2, 4, 8, 9, and 19.

The University of Dayton (UD) has international students with most of them being Asian, Middle Eastern, and Indian. Previously, they have expressed concerns that the concept of time tables and designated bus stops can be intimidating at first to students. The implementation of real-time customer information on phones has greatly assisted in translating this information. Fares can also be purchased on their phone, which makes for easier boarding and understanding GDRTA's fare structure. As mentioned before, GDRTA is working on collaboration with the CIP on these trainings, offering extra buses for one-on-one guidance students frequently use routes 6, 7, 12, 16, 17, 18, 55 and The Flyer.

Outside of the college and military systems, there are higher concentrations of Spanish-speaking LEP persons. The majority of this population lives within Montgomery County. A large portion uses the bus system to travel to work, Others use fixed routes to go to school. Frequently used fixed routes are 1, 2, 4, 6, 18, and 19.

Task 2, Step 3: Consult directly with LEP persons:

GDRTA consulted with segments of the LEP ridership in Montgomery County.

The following summarizes requests to help with using GDRTA's bus services:

- Help with directions to new places they have never been to before
- More RTA publications translated into their language
- Initial "how to use the RTA system" training classes

The overall impression of GDRTA's system is positive with LEP persons. Most see the system as user friendly; however, the main problem is making the initial trip/contact. At first, LEP persons may be hesitant to use the bus. They may not understand the concept of time schedules. They also may not understand the concept of designated bus stops. Buses often stop anywhere with no real time table in their country of origin. These factors can cause

intimidation which prevents them from using the bus. LEP persons often rely on their friends who have cars for transportation. This becomes impractical as they will often wait additional hours for a ride, where as they could have used the public transit instead. LEP persons (who can afford a car) are also intimidated by learning to drive in an unfamiliar setting.

Using the bus actually is helpful with their sense of direction and driver training. In addition, many are not used to driving in winter weather conditions. In essence, learning to ride public transit can prevent potential safety issues.

Reports from RTA's 2024 Title VI Survey, the Hispanic community indicate daily usage of the following routes: 1 East/Westbound, 2 East/Westbound, 4 Eastbound, 6 North/Southbound, 8 North/Southbound, 17 North/Southbound, 18 Southbound, 19 North/Southbound, 22 Southbound, The Flyer Southbound. A large portion of local Hispanics living in Montgomery County use the bus to travel to where they work in the Southern portion of the region.

Factor 3: The importance to LEP persons of your program, activities, and services.

Task 3, Step 1: Identify your agency's most critical services:

According to the 2023 American Bus Benchmarking (ABBG) survey, RTA's customers found that the following as the three most important service quality areas as:

- Availability
- Time
- Security

Non-proficiency in English can create a barrier to these services. This can have serious consequences, including limited access to health care, education, employment, or daily needs. This barrier can limit access to:

- Route/scheduling information
- Fare information
- GDRTA's rules of the road
- How to ride literature
- Public service announcements
- Safety and security information/announcements
- Complaint/commendation forms
- Transit planning communications via phone
- Information pertaining to RTA Connect services

Task 3, Step 2; Review input from community organizations and LEP person

- Area university students use the following fixed routes: 1, 2, 4, 6, 7, 8, 12, 14, 16, 17, 18, 19, 55, and the Flyer.
- WPAFB military personnel use RTA Connect On Demand.
- Area Hispanics use the following fixed routes: 1, 2, 4, 6, 8, 17, 18, 19, 22, and the Flyer (56).
- The University of Dayton and Wright State University have requested training for their international student population.
- The Hispanic community is requesting more system training. This effort will be addressed through GDRTA's customer service and community relations teams through travel training and other informational in-person sessions with this customer base.

Factor 4: The resources available to the recipient and costs.

Task 4, Step 1: Inventory language assistance measures currently being provided, along with associated costs.

- Critical information translated into Spanish: GDRTA contracts services for printed communication materials, including fact sheets, bus fares, and how to utilize bicycles in the system, as well as our Title VI process and complaint forms. A portion of the Ride Guide on the System Map is also translated into Spanish. An Example of this material can be found at the end of this section in Appendix E6.
- Translation services are provided by Global 2 Local by phone as needed by employees. Appendix E8.
- Website translation available for schedules and critical RTA documents and service information.
- Transit app translation available on phones for real-time information and trip planning.
- The budget for translation of printed materials is currently \$5,000.

Task 4, Step 2: Determine what, if any additional services are needed to provide meaningful access.

GDRTA focuses its language services on digital outlets and critical document print translation for the Spanish community. With the increase in Asian population, RTA should continue to focus on mediums that can easily translate into multiple languages such as smartphone and apps, such as the Transit app.

Bus operator training should also include information or materials dealing with LEP passengers and how to use inform the bus riders in need of translation services of GDRTA's contract with Global 2 Local.

Task 4, Step 3: Analyze your budget.

GDRTA will focus its language resources to electronic materials for the most critical populations of Asian and Spanish speaking persons. Budget increases may be implemented based on future needs and demographic changes. Phone translation services will continue to be included in the budget.

Task 4, Step 4: Consider cost effective practices for providing language services.

GDRTA will continue to pursue collaborative efforts with local community agencies, including:

- Assistance with print and online material translation
- Translation assistance for LEP persons
- Educational outreach opportunities for LEP persons, along with distribution of needed materials

LEP Implementation Plan

The Greater Dayton Regional Transit Authority (GDRTA) created this implementation plan to comply with the Title VI requirements for Limited English Proficiency (LEP) persons. The plan contains a synthesis of the data and information found in the Four Factor Analysis. This plan will ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance from the FTA.

Plan for Implementation

1. Identifying LEP persons who need language assistance

Research indicates the largest LEP population within GDRTA's service area speak Spanish languages followed closely by Asian and Pacific Islander languages. Of the total population 5 years and over (502,703), 2.4% is persons with limited English proficiency. Broken down further, Spanish speaking persons represent 0.9% and Asian and Pacific Islander speaking persons represent 0.8% of the LEP population while the other 0.7% is represented by a mixture of Indo-European and other languages. Overall, this is a .2% increase based on GDRTA's previous analysis.

Research amongst GDRTA staff indicates that the frequency of contact with LEP persons is from less than monthly to rare. The limited experiences tended to involve Spanish speakers. Based on the

data GDRTA should look to target its LEP plan on the Spanish and Asian speaking population.

2. Language Assistance Measures

The following resources are currently in use or will be implemented (as indicated) by this plan:

Written Language:

- Web site English to Spanish and 60 other language translations currently provided by Google translation. An updated website provides a more robust means to provide translated documents.
- Currently purchase services from contractors to print communication materials in Spanish.
- GDRTA in 2016 began offering real-time services with Transit App which allows the customer to receive the information in the language they need using their phone's translation service. This greatly improves the usability of the system for the LEP population.

GDRTA currently provides printed fact sheets, bus fares, and system map in Spanish. These and other materials are also available to be printed at the request of customers or organizations.

Oral Language:

- An agreement with Global 2 Local to assist with translation services on an as needed basis. The procedure is located in Appendix E8 and is posted in each employee work area.
- Latino Family Advocacy at East End Community Services (EECS) 624 Xenia Ave, Dayton (937)259-1898. EECS provides one to one assistance with helping LEP persons negotiate the transportation system and booking help.
- GDRTA in 2016 began offering real-time services with Transit App which allows the customer to receive the information in the language they need. It also can provide this information by voice. This greatly improves the usability of the system for the LEP population.
- GDRTA will continue to offer group trainings with a bus at the various colleges and institutions teaching English as a second language to assist customers.

3. Training Staff

RTA provides front line employees with training and an informational card for when assisting customers where language may be a barrier. RTA when asked, is also able to provide certain documents in other languages to better assist customers.

4. Notification

GDRTA will primarily use web site information, call center employees, community meetings, printed materials, advertising, social media, and special events to notify LEP persons of the availability of printed/oral language assistance and bus system training opportunities.

GDRTA will initiate further outreach efforts to all community agencies that specialize in LEP assistance.

III. Program Monitoring and Feedback

The Title VI Rider Survey that RTA conducted found that the LEP ridership population that reported language issues was very little (0.8%). The GDRTA Communications and Community Relations Manager and their Communications team will obtain feedback from local agencies. The Communications Specialist, with the communications department, will continue to meet with the Universities and other organizations to assist LEP individuals learning to use our service. GDRTA will also monitor feedback from employees. The overall success of this plan is contingent upon positive/negative feedback, helping to uncover any unforeseen needs, and assist with plan changes or alterations.

GDRTA will monitor the LEP population, including potential new service areas.

A. Membership of non-elected committees and councils

A table depicting the membership of the Customer Advocacy Group (CAG) which is selected by the recipient, broken down by race, and displayed below.

Body	Caucasian	Latino	African American	Asian American	Native American
Population	69.3%	2.3%	20.4%	2.2%	0.7%
Customer Advocacy Group	54%	0%	46%	0%	0%

US Census American Community Survey 5-Year Estimates

The CAG mission statement is to actively seek input from a broad range of riders on operational and service issues that affect bus riders and organizations with an expressed interest in public transit.

B. Analysis of Construction Projects

There were no construction projects that have occurred since the last report was written.

C. Board Meeting for Approval of Title VI Program Update

RTA is scheduled to hold a meeting on November 6, 2024, for which the Board of Trustees will review and approve the Title VI Program. Upon completion of that meeting, a copy of the meeting minutes, resolution, or other appropriate documentation showing the board of directors responsible for the policy decisions reviewed and approved the Title VI Program. See Appendix I.

IV. Program Specific Requirements

A. System-wide Service Standards

GDRTA has adopted service standards in order to assure fair and equitable service design or operations decisions. These are reviewed on a regular basis. Included are standards on frequency of service (headways), time periods of service, route directness, route variations, vehicle load factor, transfers, community impact review and passenger amenities.

Since the last Title VI Update, there have been minor zero changes to GDRTA's Service Standards. The Service Standards include:

Vehicle Headways

There were no revisions in standards since the last reporting.

Service Availability

As a way to monitor service availability, GDRTA uses Remix transit planning software, which includes a layer for the most recent US Census data to highlight the "Transit Accessibility in Montgomery County" in relation to GDRTA services. GDRTA will continue to use GIS and Census data to monitor the percentage of minority, Hispanic, and elderly populations that live within ¼ of GDRTA routes.

B. Service Policies and Practices

Transit Amenities for Each Mode

There were no revisions in standards since the last reporting. The Greater Dayton Regional Transit Authority (GDRTA) recognizes the importance of customer amenities in providing comfortable and quality service to system users as well as attracting new riders. This program will place shelters, benches, trash receptacles, schedule holders, concrete pads, bus pads and bus stop signs at bus stops. GDRTA continues to maintain an accurate inventory of all passenger amenities and the average daily boardings associated with the stop and amenity. See Appendix G for full Amenities Policy.

Vehicle Assignment for Each Mode

In compliance with applicable Federal Requirements under Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular FTA C 4702.1B, the Greater Dayton RTA is updating its vehicle assignment process to a Board of Trustees approved policy and amending the process to include the assignment of APC vehicles. There were no revisions in standards since the last reporting. The policy will continue to ensure that vehicles are assigned in an equitable manner without regard to race, color or national origin. GDRTA assigns vehicles randomly every day to ensure a fair and equitable distribution of vehicles throughout the service area. Note: GDRTA is one of the fewest transit systems that operate a fleet of electric trolley buses. Thus, some routes are limited to this vehicle mode. The policy can be found in Appendix H.

C. Demographic Data and Maps

Title 49 CFR Section 21.9(b) requires the RTA to keep records and submit compliance reports to FTA.

During the Winter and Spring of 2024, RTA performed a rider survey to fulfill the data collection requirement included in FTA Circular C 4702.1B. RTA collected over 800 responses. The survey included a questionnaire requesting the following:

- Information on riders' race, color, and national origin.
- Whether the rider speaks or understands English "not well" or "not at all".
- Information on riders' income or income range.
- The frequency of transit usage.
- The typical number of transfers made.

- The fare payment type and media most frequently used.
- Riders' auto availability.

To accommodate non-English speaking respondents, the survey was also provided in Spanish, the language most likely spoken by a non-English speaking individual. The Spanish survey was also available on the RTA's homepage as well shared with the local Hispanic Chamber of Commerce. Additionally, if the print size was too small for some individuals, surveys could be requested in large print.

The Miami Valley Regional Planning Commission also conducted a demographic analysis with 2020 census information in TAZs that demonstrates the percentage of minority and Hispanic population in relation to the RTA service routes and total population:

Census 2020 and ACS 2018-2022			
	Quarter Mile Buffer	Half Mile Buffer	Montgomery County Total
Minority	131,488 (76.34%)	154,736 (89.84%)	172,232
Hispanic	15,238 (71.95%)	18,536 (87.52%)	21,179
LEP	3,315 (62.59%)	4,340 (81.95%)	5,296
Total Population	354,565 (65.99%)	443,590 (82.56%)	537,309

This represents closer service of RTA routes for minority populations than the general population.

D. Board Approval of Analysis and Results of Program

Associated Title VI Surveys, Analyses and Reviews supporting this program update can be seen in Appendix J and K, along with the Board meeting minutes.

E. Public Engagement for Major Service and Disparate Impact Policies

The public outreach process included the following:

- Press release to local and state media, including a public notice
- Posters were available at all the transit centers

- Operator notification in the Operators' Lounge and e-mail notification to all employees with a computer
- Customer alerted via Facebook, Instagram, and Transit app posts and alerts
- Website notification on home page in large block rotation with Spanish translation available
- Electronic versions of notices sent to jurisdictions and non-profit agencies including
- Spanish flier was available at all the public hearing sessions

Example of the press release regarding the Public Hearing sessions can be seen Appendix D.

The public input feedback from the in-person sessions and online can be found within the Title VI Analysis in Appendix J and K.

F. Results of Service Analysis Since Last Title VI Report

RTA conducted two analyses to support this program update, one of which includes a service analysis. Both were approved by the GDRTA Board of Trustees. See Appendix J and K for those analyses, and meeting minutes showing approval.

G. Conclusion

The Greater Dayton RTA is proud of our efforts to follow the requirements and expectations of the Title VI program. It is consistently part of every decision that is made concerning our service delivery to our customers. Our established procedures, community outreach efforts, and analysis of our service delivery provide our agency the necessary tools to ensure that our operation provides quality services to our stakeholders in a fair and equitable manner.

Appendices

A

Title VI Notice



Title VI

Greater Dayton RTA operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with RTA.

For more information on RTA's civil rights program and the procedures to file a complaint: go to iriderta.org; email titlevicomplaint@i-riderta.org, call 937-425-8300 or visit our administrative office at:

4 S. Main Street, Dayton, Ohio 45402

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention:

**Title VI Program Coordinator
East Building, 5th Floor-TCR
1200 New Jersey Ave.,
SE, Washington, DC 20590**

For additional information or questions on RTA's Title VI obligations, contact 937-425-8300.



TÍTULO VI

La RTA de la Región Metropolitana de Dayton opera sus programas y servicios sin distinción de raza, color u origen nacional en cumplimiento del Título VI de la Ley de Derechos Civiles. Toda persona que considere haber sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI puede presentar una queja contra la RTA.

Para obtener mayor información acerca del programa de derechos civiles de la RTA y de los procedimientos para presentar una queja: visite iriderta.org; comuníquese por correo electrónico a titlevicomplaint@i-riderta.org; llame al 937-425-8300 o visite nuestra oficina administrativa ubicada en:

4 S. Main Street, Dayton, Ohio 45402

Toda persona puede presentar una queja directamente a la Administración Federal de Transporte Público [Federal Transit Administration] a través de la Oficina de Derechos Civiles, con atención para:

**Title VI Program Coordinator
East Building, 5th Floor-TCR
1200 New Jersey Ave.,
SE, Washington, DC 20590**

Para obtener información adicional o si tiene preguntas sobre las obligaciones del Título VI de la RTA, comuníquese al 937-425-8300.

PROTECTING YOUR RIGHTS: TITLE VI

Greater Dayton RTA operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act.

Any person who believes she or he has suffered any unlawful discriminatory practice under Title VI may file a complaint with RTA.

To file a complaint: go to iriderta.org; email titlevicomplaint@i-riderta.org, call 937-425-8300 or visit our administrative office at:
4 S. Main Street, Dayton, Ohio 45402



A complainant may also file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention:

**Title VI Program Coordinator
East Building, 5th Floor-TCR
1200 New Jersey Ave., SE,
Washington, DC 20590**

If information is needed in another language, contact 937-425-8300.

For additional information or questions on RTA's Title VI obligations, contact 937-425-8300.



PROTECTING YOUR RIGHTS: TITLE VI

Greater Dayton RTA operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act.

Any person who believes she or he has suffered any unlawful discriminatory practice under Title VI may file a complaint with RTA.

To file a complaint: go to iriderta.org;
email titlevicomplaint@i-riderta.org,
call 937-425-8300 or visit our administrative office at:
4 S. Main Street, Dayton, Ohio 45402

A complainant may also file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention:

Title VI Program Coordinator
East Building, 5th Floor-TCR
1200 New Jersey Ave., SE, Washington, DC 20590

For additional information or questions on RTA's Title VI obligations, contact 937-425-8300.



PROTECCIÓN DE SUS DERECHOS: TÍTULO VI

La Autoridad de Tránsito Regional de la Región Metropolitana de Dayton [Greater Dayton RTA] ofrece sus programas y servicios sin tener en cuenta la raza, el color y el origen nacional, tal como dispone el Título VI de la Ley de Derechos Civiles.

Toda persona que considere que ha sido objeto de prácticas discriminatorias ilegales relacionadas con el Título VI puede presentar una queja ante la RTA.

Para presentar una queja: visite el portal de Internet iriderta.org; escriba por correo electrónico a titlevicomplaint@i-riderta.org; llame al 937-425-8300; o visite a nuestra oficina administrativa en: 4 S. Main Street, Dayton, Ohio 45402

Un demandante también puede presentar la queja ante la Administración de Tránsito Federal [Federal Transit Administration], dirigiéndola a la Oficina de Derechos Civiles [Office of Civil Rights], a la siguiente dirección:

Title VI Program Coordinator
East Building, 5th Floor-TCR
1200 New Jersey Ave., SE, Washington, DC 20590

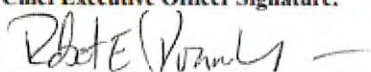
Para obtener información adicional o si tiene preguntas sobre las obligaciones del Título VI de la RTA, comuníquese al 937-425-8300.



B

Complaint and Compliment Procedures



Type: Procedure	Number: 16
Department: Customer and Business Development	
Focus: Customer Service	
Document History Approved: 2/5/2020 Effective: 2/5/2020 Revisions: 5/2023	Pages: 1 of 3
Chief Executive Officer Signature: 	Date: 5/9/2023

GENERAL DESCRIPTION

The RTA places great importance on the confidence of our customers and the community we serve. In recognition of that importance, this procedure establishes our customer service commitment in accordance with RTA's Vision, Mission, Core Values and Employee Standards of Performance.

This procedure establishes guidelines for the processing and resolution of customer complaints, compliments and suggestions (feedback) received by RTA. This procedure encompasses all processes, from initial contact with the customer, investigation, actions taken, to final resolution. This procedure is meant to empower all employees to "do what is right" for the customer. RTA's Chief Customer and Business Development Officer bears the ultimate responsibility for compliance with this procedure.

PROCEDURE STATEMENT

We will acknowledge, investigate and provide timely and complete resolution for all customer feedback. Any feedback received by an employee must be logged into the Customer Relationship Management (CRM) system. If the employee who initially received the feedback does not have access to the CRM, they will be responsible for ensuring the feedback is entered by forwarding on the information to the appropriate employee with CRM access.

When the feedback is received in-person or live by phone, customers will receive acknowledgement within one working day that their feedback was received. Once entered into the system, the designated department is responsible for the investigation, actions taken, customer follow-up and resolution within five working days.

Most feedback can be investigated and resolved within one business day. In situations where an investigation requires more than five working days to complete, the designated department investigator must update the CRM to allow for complete feedback tracking. The final action on any feedback requires appropriate customer resolution and follow-up by phone, email, social media, or other means preferred within one working day, unless otherwise declined by the customer.

***Note:** The Equal Employment Opportunity Officer, or designee, must be notified immediately of any feedback alleging discrimination and/or harassment. Feedback dealing with claims, legal issues, discrimination or harassment requires notification of department managers immediately. This, in addition to any feedback related to safety and security, should be reported to the Transportation Dispatch immediately.*

Investigation and Accountability

When feedback is received alleging unprofessional employee behavior and/or performance, RTA management will conduct a timely investigation. Investigations may include but are not limited to: meeting with the employee(s), review of technology system(s) data, facility and on-board vehicle cameras, in-field observations, interviewing witnesses, and/or interviewing the person who submitted the feedback. If upon completion of the investigation management determines the feedback to be valid, appropriate action may be taken in accordance with RTA's Standards of Performance.

Feedback verified as invalid after the investigation also requires entry into the CRM, including why the feedback was invalid. Department management will track and review all invalid feedback. Any areas of concern identified by department management must be addressed through appropriate employee counseling, re-training, and/or action in accordance with RTA's Standards of Performance.

The department director or manager of any assigned feedback is ultimately responsible for ensuring the complete, timely, and accurately-researched responses are entered into the CRM. Department management will receive monthly reports to monitor employees receiving feedback from the Customer Services Department. This will include information on investigative responses, customer follow-up, and resolution. If upon review of the reports department management determines non-compliance with this procedure, appropriate action may be taken in accordance with RTA's Standards of Performance.

Customer Resolution

Customer resolution can be provided in many forms. In situations where RTA has failed to meet our customer's expectations, the most common form of resolution is providing the customer with fare media. For example, a customer may allege that the fare payment system failed to provide/accept their payment or fare. In this example, employees are empowered "to do the right thing" and, where appropriate, will have the ability to provide fare media as a form of resolution.

In any situation where fare media has been provided as a resolution to feedback received, the employee must enter the feedback received, customer information, and fare media provided into the fare media tracking system. The fare media tracking system will be monitored and reports will be made available weekly to department directors and managers in order to ensure accountability of fare media distributed by employees and the utilization by customers.

Another form of resolution includes providing alternative transportation, as a result of verified early or late service. In these situations, employees should first determine if RTA personnel is available to transport the customer(s). If not available, employees are to utilize RTA's approved contracted providers to provide the most appropriate service for the customer(s).

Customer Satisfaction

The Customer Services Department will randomly (within 30 days) follow up with 25% of customers who submitted feedback to ensure customer satisfaction. The follow-up will be documented within the CRM and reported monthly to the Chief Customer and Business Development Officer to ensure compliance.

C

Compliment Form



Title VI Complaint Form
Greater Dayton Regional Transit Authority (GDRTA)
Office of Civil Rights

Greater Dayton RTA is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended. Title VI complaints must be filed within 180 days from the date of the alleged discrimination.

The following information is necessary to assist us in processing your complaint. If you require any assistance in completing this form, please contact the Title VI Coordinator by calling (937) 425-8300. The completed form must be returned to Greater Dayton RTA Office of Civil Rights, Title VI Coordinator, 600 Longworth Street, Dayton OH 45402.

Name		Phone:	
Street Address:			
City	State	Zip Code	Alt Phone:

Person(s) discriminated against (if someone other than complainant):

Name(s):			
Street Address:			
City	State	Zip Code	Alt Phone:

Which of the following best describes the reason for the alleged discrimination took place? (Check one)

<input type="checkbox"/> RACE	<input type="checkbox"/> COLOR	<input type="checkbox"/> NATIONAL ORIGIN (Limited English Proficiency)	Date of Incident
-------------------------------	--------------------------------	--	------------------

Please describe the alleged discrimination incident. Provide the names and title of all GDRTA employees involved if available. Explain what happened and whom you believe was responsible.

Incident description

--

Have you filed a complaint with any other federal, state or local agencies?

Yes No

I affirm that I have read the above charge and that it is true to the best of my knowledge, information and belief.

Complainants Signature

--

D

Public Notifications of Service and Fare Changes

RTA to hold public input sessions seeking customer feedback regarding proposed system redesign

(DAYTON, OHIO) – The Greater Dayton Regional Transit Authority (RTA) will hold five public input sessions in February 2023 to collect customer feedback and comments regarding the agency's proposed system redesign. The public input session dates are as follows:

Date: Monday, Feb. 13, 2023

Time: 9-10 a.m., 12-2 p.m. and 4-6 p.m.

Location: Wright Stop Plaza

Date: Wednesday, Feb. 15, 2023

Time: 9:30-11:30 a.m.

Location: Dayton Metro Library – West Branch

Date: Thursday, Feb. 16, 2023

Time: 9:30-11:30 a.m. and 4-6 p.m.

Location: Dayton Metro Library – Miami Township Branch

Date: Monday, Feb. 20, 2023

Time: 9-10 a.m. and 4-6 p.m.

Location: RTA's Northwest Transit Center

Date: Wednesday, Feb. 22, 2023

Time: 9:30-11:30 a.m. and 4-6 p.m.

Location: Dayton Metro Library – Southeast Branch

The RTA is collecting feedback on the proposed system redesign. Any future changes to RTA services are subject to driver availability, as the agency has more than 100 driver openings. The overall goal of the agency's redesign is to increase the quality of services through more frequent, direct and easy-to-use multi-mobility options. More details of the system redesign can be found at www.iriderta.org/2022systemredesign.

The RTA encourages individuals, groups, agencies and private providers of transportation to comment on the proposed changes. Those wishing to comment may do so verbally or in writing at the public input sessions. Individuals unable to attend the in-person sessions are invited to attend RTA's virtual input session on Thursday, Feb. 23, 2023, from 4-5 p.m. on Facebook Live. Comments may also be submitted via email at speakup@greaterdaytonarta.org by calling (937) 425-8339 or by mail to the Greater Dayton RTA, Attn: Planning & Service Development, 4 S. Main Street, Dayton, OH 45402 on or before 5 p.m. Friday, March 3, 2023, and will be made part of the official record for the public input session process.

MEDIA CONTACT: Kristi Newton (937) 425-8375, Communications and Community Relations Manager

<https://www.iriderta.org/about/news-and-media/rta-hold-public-input-sessions-seeking-customer-feedback-regarding-proposed>

RTA holds public hearings to discuss proposed fare increase

(DAYTON, OHIO) – The Greater Dayton Regional Transit Authority (RTA) will hold public hearings to collect feedback regarding proposed changes to the agency's fare structure. The public hearings will be held at Wright Stop Plaza on April 17 from 9 a.m. to 11 a.m. and April 18 from 4 p.m. to 6 p.m.

The RTA is looking to update its fare structure to reflect increasing costs of providing services. These proposed changes would provide affordable daily and monthly caps through the RTA Tap & Pay fare payment system. The last change to RTA's fare structure was in 2018, when fixed route single ride adult fares increased from \$1.75 to \$2. The last time RTA paratransit fares increased was 2009, when a single ride fare went from \$3 to \$3.50. The agency held public hearings for proposed increases in 2022, but did not elect to make changes at that time.

The proposed fare changes are as follows:

Fixed Route	Current	Proposed Changes				
		Sep-24	Jan-26	May-26	Sep-26	Jan-28
Single Ride - Adult	\$2.00	\$2.10	\$2.20	\$2.30	\$2.40	\$2.50
Single Ride - Reduced	\$1.00	\$1.05	\$1.10	\$1.15	\$1.20	\$1.25
Daily - Adult	\$4.00	\$4.00	\$5.00	\$5.50	\$6.00	\$6.50
Daily - Reduced	\$2.00	\$2.20	\$2.50	\$2.75	\$3.00	\$3.25
Monthly - Adult	\$55.00	\$60.00	\$65.00	\$70.00	\$75.00	\$80.00
Monthly - Reduced	\$32.00	\$32.50	\$33.50	\$35.00	\$37.50	\$40.00
Paratransit Service	Current	Sep-24	Jan-26	May-26	Sep-26	Jan-28
Single Ride	\$3.50	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00
Daily	\$7.00	\$9.00	\$10.00	\$11.00	\$12.00	\$13.00
Monthly	\$115.00	\$120.00	\$130.00	\$140.00	\$150.00	\$160.00
On-Demand Service	Current	Sep-24	Jan-26	May-26	Sep-26	Jan-28
Single Ride	No Charge	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00
No Show/Late Cancellation	No Charge	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00

The RTA encourages individuals, groups, agencies and private providers of transportation to comment on the proposed increases. Comments will be received verbally or in writing at the community forums.

Individuals unable to attend the in-person public hearings can submit written comments via email at speakup@greaterdaytonrta.org by calling (937) 425-8339 or by mail to the Greater Dayton RTA, Admin. Planning & Service Development, 4 S. Main St., Dayton, OH 45402 on or before 5 p.m. on Wednesday, May 1, 2024. Submitted comments will be made part of the official record of the public hearing process.

[To view this press release in Spanish click here](#)

<https://www.iriderta.org/about/news-and-media/rta-holds-public-hearings-discuss-proposed-fare-increase>

E1

**WPAFB 2019 American
Community Survey 5 Year**

Selected Social Characteristics in the United States



Note: The table shown may have been modified by user selections. Some information may be missing.

DATA NOTES

TABLE ID: DP02
 SURVEY/PROGRAM: American Community Survey
 VINTAGE: 2022
 DATASET: ACSDP5Y2022
 PRODUCT: ACS 5-Year Estimates Data Profiles
 UNIVERSE: None
 MLA: U.S. Census Bureau. "Selected Social Characteristics in the United States." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP02, 2022.
<https://data.census.gov/table/ACSDP5Y2022.DP02?q=DP02&t=Language Spoken at Home&g=160XX00US3986660>.
 FTP URL: None
 API URL: <https://api.census.gov/data/2022/acs/acs5/profile>

Wright-Patterson AFB CDP, Ohio				
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	1,415	±240	1,415	(X)
English only	1,322	±246	93.4%	±2.8
Language other than English	93	±34	6.6%	±2.8
Speak English less than "very well"	8	±13	0.6%	±1.0
Spanish	37	±22	2.6%	±1.6
Speak English less than "very well"	0	±12	0.0%	±2.4
Other Indo-European languages	29	±26	2.0%	±1.8
Speak English less than "very well"	8	±13	0.6%	±1.0
Asian and Pacific Islander languages	27	±23	1.9%	±1.8
Speak English less than "very well"	0	±12	0.0%	±2.4
Other languages	0	±12	0.0%	±2.4
Speak English less than "very well"	0	±12	0.0%	±2.4

E2

**Wright State Newsroom
Factsheet**

AT A GLANCE

Wright State University, located 8 miles northeast of downtown Dayton, Ohio, serves more than **11,000 students** and offers 315 undergraduate, graduate, doctoral, and professional academic programs through six colleges and a medical school. The university also operates a branch campus, **Wright State University-Lake Campus**, on the shores of Grand Lake St. Marys in Celina, Ohio.

Wright State was named to honor aviation pioneers **Orville and Wilbur Wright**, who invented the world's first successful airplane in their Dayton bicycle shop. In fact, the Wright brothers conducted most of their early test flights at Huffman Prairie, just minutes from our Dayton campus.

MISSION

Wright State University empowers all students to excel in their lives and chosen careers through integrated learning, research, innovation, and experience.

VISION

To be a diverse, inclusive university that positively transforms the educational, economic, and social fabric of the communities Wright State University serves.

(Mission and vision statements approved by Faculty Senate, February 14, 2022.)

wright.edu/quick-facts

STUDENT PROFILE (September 2023)

11,036
Total Enrollment (all campuses)

CAMPUS ENROLLMENT

Dayton Campus	9,637
Lake Campus	1,120
Both Campuses	279

STUDENT TYPE

Undergraduates	8,136	73.7%
Graduates	2,247	20.4%
Doctoral/Professional Students	653	5.9%
Full-time Students	8,490	76.9%
Part-time Students	2,546	23.1%

DEMOGRAPHICS

Men	5,008	45.4%
Women	6,028	54.6%
Out-of-State Domestic Students	297	3.0%
Mean Age of All Students	23	
Students Age 25 or Over	2,901	26.3%

1,213 (11%)
International Students from **57 countries**

2,419 (24.6%)
Total Minority Student Enrollment
(does not include international students)



● Black or African American	1,020	10.4%
● American Indian or Alaska Native	13	0.1%
● Asian	365	3.7%
● Hispanic/Latino	464	4.7%
● Native Hawaiian or other Pacific Islander	7	0.1%
● Two or more races	550	5.6%

7,790
Students from Raider Country

Raider Country is the contiguous 16-county region in Ohio anchored by Wright State's two campuses.



\$12,538*
Average Annual Cost (all campuses)
*for Ohio residents; includes tuition and estimated cost of books and supplies

13:1
Student-to-Faculty Ratio (all campuses)
Source: Higher Learning Commission, Wright State University 2022-23 Institutional Update

ALUMNI PROFILE (September 2022)

121,920 Number of Graduates
140,250 Degrees Awarded

109,186
Degrees Awarded to Raider Country Residents

EMPLOYEE PROFILE (November 2022)

1,970
Total Employees



● Full time	531	● Full time	868
● Part time	11	● Part time	40
● Adjunct	337		
● Graduate Assistant	183		

Source: Higher Learning Commission, Wright State University 2022-23 Institutional Update

E3

**2019 American Community
Survey 5 Year Estimates on
English Proficiency in
Montgomery County**

Selected Social Characteristics in the United States



Note: The table shown may have been modified by user selections. Some information may be missing.

DATA NOTES

TABLE ID: DP02
 SURVEY/PROGRAM: American Community Survey
 VINTAGE: 2022
 DATASET: ACSDP1Y2022
 PRODUCT: ACS 1-Year Estimates Data Profiles
 UNIVERSE: None
 MLA: U.S. Census Bureau. "Selected Social Characteristics in the United States." American Community Survey, ACS 1-Year Estimates Data Profiles, Table DP02, 2022, <https://data.census.gov/table/ACSDP1Y2022.DP02?q=DP02&t=Language Spoken at Home&g=050XX00US39113>.
 FTP URL: None
 API URL: <https://api.census.gov/data/2022/acs/acs1/profile>

Montgomery County, Ohio				
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	502,703	±224	502,703	(X)
English only	467,400	±3,833	93.0%	±0.8
Language other than English	35,303	±3,782	7.0%	±0.8
Speak English less than "very well"	12,128	±2,407	2.4%	±0.5
Spanish	12,818	±2,072	2.5%	±0.4
Speak English less than "very well"	4,497	±1,235	0.9%	±0.2
Other Indo-European languages	9,099	±2,407	1.8%	±0.5
Speak English less than "very well"	2,019	±1,008	0.4%	±0.2
Asian and Pacific Islander languages	9,176	±2,479	1.8%	±0.5
Speak English less than "very well"	3,864	±1,672	0.8%	±0.3
Other languages	4,210	±1,767	0.8%	±0.4
Speak English less than "very well"	1,748	±1,035	0.3%	±0.2

E4

**Language Proficiency in
Dayton, Ohio**

Selected Social Characteristics in the United States



Note: The table shown may have been modified by user selections. Some information may be missing.

DATA NOTES

TABLE ID: DP02
 SURVEY/PROGRAM: American Community Survey
 VINTAGE: 2022
 DATASET: ACSDP5Y2022
 PRODUCT: ACS 5-Year Estimates Data Profiles
 UNIVERSE: None
 MLA: U.S. Census Bureau. "Selected Social Characteristics in the United States." American Community Survey, ACS 5-Year Estimates Data Profiles, Table DP02, 2022, [https://data.census.gov/table/ACSDP5Y2022.DP02?q=DP02&t=Language Spoken at Home&g=160XX00US3921000](https://data.census.gov/table/ACSDP5Y2022.DP02?q=DP02&t=Language%20Spoken%20at%20Home&g=160XX00US3921000).
 FTP URL: None
 API URL: <https://api.census.gov/data/2022/acs/acs5/profile>

	Dayton city, Ohio			
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	128,858	±655	128,858	(X)
English only	119,637	±1,321	92.8%	±0.8
Language other than English	9,221	±1,057	7.2%	±0.8
Speak English less than "very well"	3,914	±694	3.0%	±0.5
Spanish	4,671	±779	3.6%	±0.6
Speak English less than "very well"	1,915	±494	1.5%	±0.4
Other Indo-European languages	1,429	±423	1.1%	±0.3
Speak English less than "very well"	466	±221	0.4%	±0.2
Asian and Pacific Islander languages	1,539	±371	1.2%	±0.3
Speak English less than "very well"	823	±224	0.6%	±0.2
Other languages	1,582	±659	1.2%	±0.5
Speak English less than "very well"	710	±439	0.6%	±0.3

E.5

Department of Education Data

District IRN	District Name	County	Region	Student Group	Enrollment 2022-2023	Percent of Total Enrollment 2022-2023
043737	Centerville City	Montgomery	Region 10	ENGLEARN	279	3.5
043844	Dayton City	Montgomery	Region 10	ENGLEARN	1899	15.5
044180	Kettering City Sc	Montgomery	Region 10	ENGLEARN	236	3.1
044396	Miamisburg City	Montgomery	Region 10	ENGLEARN	189	3.9
044586	Oakwood City	Montgomery	Region 10	ENGLEARN	29	1.4
044958	Vandalia-Butler C	Montgomery	Region 10	ENGLEARN	41	1.5
045054	West Carrollton C	Montgomery	Region 10	ENGLEARN	305	9.1
048678	Brookville Local	Montgomery	Region 10	ENGLEARN	<10	NC
048686	Jefferson Townsh	Montgomery	Region 10	ENGLEARN	11	4.3
048694	Trotwood-Madisc	Montgomery	Region 10	ENGLEARN	24	0.9
048702	Mad River Local	Montgomery	Region 10	ENGLEARN	135	3.6
048710	New Lebanon Lo	Montgomery	Region 10	ENGLEARN	<10	NC
048728	Northmont City	Montgomery	Region 10	ENGLEARN	79	1.7
048736	Northridge Local	Montgomery	Region 10	ENGLEARN	49	3.1
048744	Valley View Loca	Montgomery	Region 10	ENGLEARN	<10	NC
048751	Huber Heights Ci	Montgomery	Region 10	ENGLEARN	395	6.7

SOURCE: <https://reportcard.education.ohio.gov/download>

E.5 Cont.

District IR	District Name	County	Region	Student Group	Percent of Total Enrollment	
					2020-2021	2020-2021
043737	Centerville City	Montgomery	Region 10	ASIAN	759	9.9
043844	Dayton City	Montgomery	Region 10	ASIAN	49	0.4
044180	Kettering City School District	Montgomery	Region 10	ASIAN	138	1.8
044396	Miamisburg City	Montgomery	Region 10	ASIAN	146	3.1
044586	Oakwood City	Montgomery	Region 10	ASIAN	97	5.0
044958	Vandalia-Butler City	Montgomery	Region 10	ASIAN	52	1.9
045054	West Carrollton City	Montgomery	Region 10	ASIAN	50	1.5
048678	Brookville Local	Montgomery	Region 10	ASIAN	16	1.1
048686	Jefferson Township Local	Montgomery	Region 10	ASIAN	<10	NC
048694	Trotwood-Madison City	Montgomery	Region 10	ASIAN	<10	NC
048702	Mad River Local	Montgomery	Region 10	ASIAN	89	2.5
048710	New Lebanon Local School Dis	Montgomery	Region 10	ASIAN	<10	NC
048728	Northmont City	Montgomery	Region 10	ASIAN	95	2.0
048736	Northridge Local	Montgomery	Region 10	ASIAN	10	0.6
048744	Valley View Local	Montgomery	Region 10	ASIAN	<10	NC
048751	Huber Heights City	Montgomery	Region 10	ASIAN	101	1.8
				TOTAL	1612	
043737	Centerville City	Montgomery	Region 10	HISPANIC	208	2.7
043844	Dayton City	Montgomery	Region 10	HISPANIC	775	6.6
044180	Kettering City School District	Montgomery	Region 10	HISPANIC	447	5.9
044396	Miamisburg City	Montgomery	Region 10	HISPANIC	233	4.9
044586	Oakwood City	Montgomery	Region 10	HISPANIC	117	6.0
044958	Vandalia-Butler City	Montgomery	Region 10	HISPANIC	90	3.3
045054	West Carrollton City	Montgomery	Region 10	HISPANIC	354	10.8
048678	Brookville Local	Montgomery	Region 10	HISPANIC	21	1.5
048686	Jefferson Township Local	Montgomery	Region 10	HISPANIC	23	8.7
048694	Trotwood-Madison City	Montgomery	Region 10	HISPANIC	45	1.7
048702	Mad River Local	Montgomery	Region 10	HISPANIC	223	6.2
048710	New Lebanon Local School Dis	Montgomery	Region 10	HISPANIC	10	0.9
048728	Northmont City	Montgomery	Region 10	HISPANIC	154	3.3
048736	Northridge Local	Montgomery	Region 10	HISPANIC	60	3.8
048744	Valley View Local	Montgomery	Region 10	HISPANIC	38	2.2
048751	Huber Heights City	Montgomery	Region 10	HISPANIC	356	6.4

TOTAL

3154

SOURCE: <https://reportcard.education.ohio.gov/download>

E.6

Spanish Title VI Notice



TÍTULO VI

La RTA de la Región Metropolitana de Dayton opera sus programas y servicios sin distinción de raza, color u origen nacional en cumplimiento del Título VI de la Ley de Derechos Civiles. Toda persona que considere haber sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI puede presentar una queja contra la RTA.

Para obtener mayor información acerca del programa de derechos civiles de la RTA y de los procedimientos para presentar una queja: visite iriderta.org; comuníquese por correo electrónico a titlevicomplaint@i-riderta.org; llame al 937-425-8300 o visite nuestra oficina administrativa ubicada en:

4 S. Main Street, Dayton, Ohio 45402

Toda persona puede presentar una queja directamente a la Administración Federal de Transporte Público [Federal Transit Administration] a través de la Oficina de Derechos Civiles, con atención para:

**Title VI Program Coordinator
East Building, 5th Floor-TCR
1200 New Jersey Ave.,
SE, Washington, DC 20590**

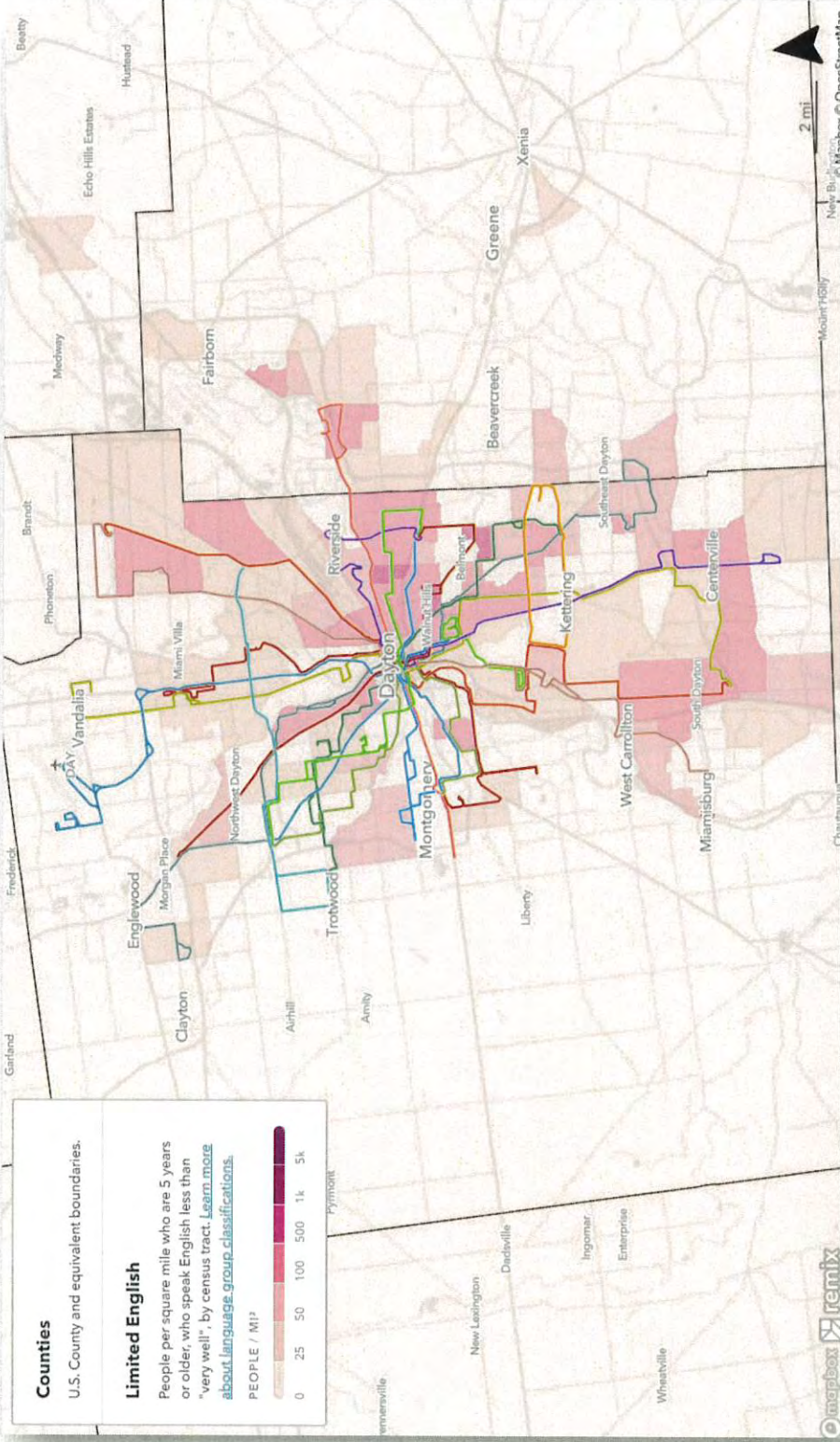
Para obtener información adicional o si tiene preguntas sobre las obligaciones del Título VI de la RTA, comuníquese al 937-425-8300.

Greater Dayton Regional Transit Authority

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E.7

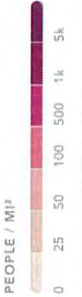
LEP Household Map and RTA Service



Counties
 U.S. County and equivalent boundaries.

Limited English

People per square mile who are 5 years or older, who speak English less than "very well", by census tract. [Learn more about language group classifications.](#)



2 mi

New Blue Map © OpenStreetMap

mapbox remix

E.8

Language Assistance Procedure



To: All Operations & Customer & Business Development Staff

From: Brandon Policicchio, Chief Customer & Business Development Officer

Date: February 28, 2018

Subject: Translation Services



In an effort to increase the accessibility of our services, this memo provides guidelines for when a non-English speaking customer makes contact with us in an attempt to receive information. Global 2 Local (our current vendor) offers over the phone translation service during our hours of operation and are available for both conference (3-way) calling and speaker phone translation for in person translation.

When a non-English speaking customer makes contact with us via phone, please use the conference function on your phone or if the customer is in person use the speaker phone function. For employees operating a phone without the conference function, please direct the caller to a phone with this functionality. See your direct supervisor or manager to determine what phones have conference call functionality in your department.

When contacting Global 2 Local at **1-877-839-1761**, provide our company code **47432** when prompted. They will then ask what language is needed, and the caller's name. Once connected to the translator, you can connect the conference call or place the call on speaker phone mode to begin. Once finished, disconnect the call.

If you have any additional questions, please contact Sally Brown or myself.

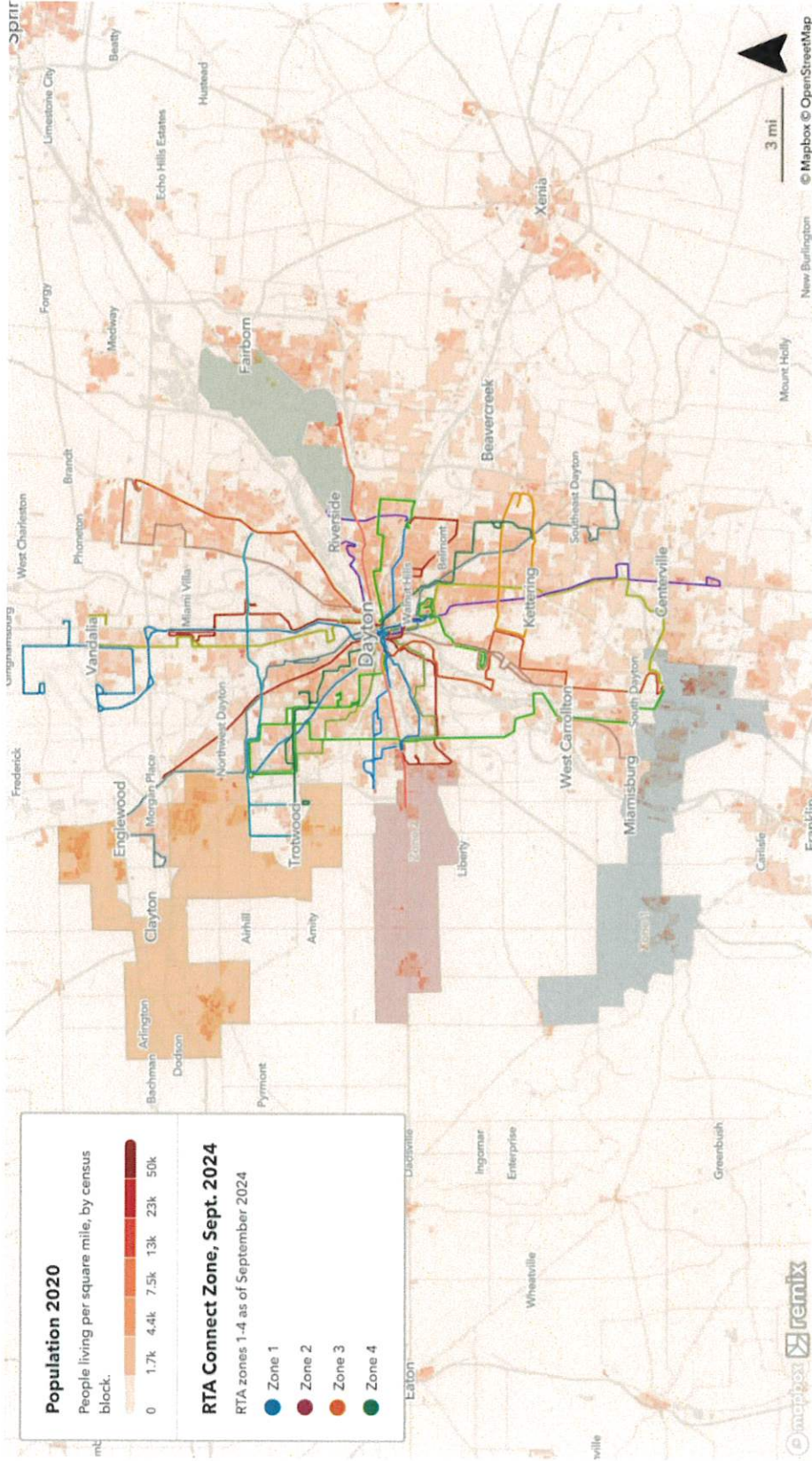
Greater Dayton Regional Transit Authority

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F

**Transit Accessibility in
Montgomery County Map**



Population 2020

People living per square mile, by census block.



RTA Connect Zone, Sept. 2024

RTA zones 1-4 as of September 2024

- Zone 1
- Zone 2
- Zone 3
- Zone 4

3 mi

© Mapbox © OpenStreetMap

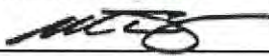
remix

G

Amenities Policy



Customer and Business Development
(Policy)

Focus: Customer Amenity Program	Number: Customer/Business Development 1
Document History: Approved: 9/2/99 Effective: 9/1/92 Revisions: 4/2/96, 9/2/99, 6/15/08, 7/1/08, 9/4/08, 9/3/13, 8/1/17	Pages: 1 of 2
Executive Director Signature: 	Date: 08-08-17

CUSTOMER AMENITY PROGRAM
CUSTOMER AND BUSINESS DEVELOPMENT POLICY

GENERAL DESCRIPTION

The Greater Dayton Regional Transit Authority (GDRTA) recognizes the importance of customer amenities in providing comfortable and quality service to system users as well as attracting new riders. This program will place shelters, benches, trash receptacles, schedule holders, concrete pads, bus pads and bus stop signs at bus stops. GDRTA will maintain an accurate inventory of all passenger amenities.

PROGRAM STATEMENT

Periodically, the GDRTA will evaluate its amenity program for the acquisition and placement of amenities. Funding, actual ridership counts and operational characteristics at bus stops will be used in determining the appropriate amenity. Amenities will be placed according to the following criteria.

Bus Signage: Each bus stop will be clearly marked with a bus stop sign. Most signs display the route number(s) and name of route(s), which serve that bus stop.

Concrete Pads: Bus stops which have boardings of (20) or more passengers per day can be provided with a concrete pad.

Benches: Bus stops which have boardings of (20) or more passengers per day can be provided with a bench. Benches will only be placed on existing concrete pads or in conjunction with the installation of a new pad.

Shelters: Bus stops that have boardings of (40) or more passengers per day can be provided an open shelter. If an enclosed shelter is desired, the request must be submitted by a political jurisdiction through the Community Grants Program.

Trash Receptacles: Bus stops that have a GDRTA shelter will be provided with a trash receptacle. At bus stops without a shelter, a trash receptacle will be installed if a request has been made, the bus stop has boardings of (20) or more passengers per day and, the jurisdiction, business, or property owner agrees to empty the receptacle weekly. GDRTA Planning Department will document new agreements for emptying trash receptacles.

Bus Pads: New layover locations will be inspected for any necessary concrete bus support, dependent upon the conditions and layout of the roadbed, which it will operate.

Schedule Information: Bus stops where it is deemed necessary to provide clearer scheduling information, may be eligible for a schedule holder, system map, or digital sign equipment

Lighting: Bus stops that do not provide adequate lighting will be programmed for a solar light at locations where physically possible to place.

Park-n-Rides: GDRTA will seek locations along GDRTA routes where GDRTA customers can park their automobiles and conveniently board a bus.

Special Considerations: In placing or relocating customer amenities, the following will also be given consideration: traffic patterns affecting vehicle operations and/or public safety, the location of other near-by amenities, the affect on cost of maintaining amenities, GDRTA identity in rural areas, the span of time between buses (frequency of service), and local ordinances or regulations governing the location and placement of amenities.

Special consideration for additional amenities will be given to bus stops located near senior housing, senior centers, independent/assisted living centers, hospitals or other senior/health-related facilities. New transit-friendly developments where ridership is expected but not as yet determined will also receive the same consideration.

The placement of amenities will be distributed equitably across the system to ensure Title VI requirements are met. An analysis of the placement of amenities will take place at least every three years and will be implemented by mapping existing and planned amenities and facilities to evaluate equal distribution. The maps will be included as part of GDRTA's Title VI Program.

PROGRAM CRITERIA

To effectively implement the GDRTA Amenity Program, ridership counts and operational characteristics at bus stops will be monitored to determine which stops warrant shelters, benches, and other amenities. The Executive Director reserves the right to determine the placement of customer amenities beyond this program upon rational examination of the benefits to the community and/or GDRTA operations. It will be the goal of the GDRTA to provide amenities to the riding public wherever possible, within the Board-approved budget and operating policies of the GDRTA.


In addition, the GDRTA will continue to encourage participation in the annual GDRTA Community Grant Program. This program awards approximately \$200,000 per year for jurisdictions within the GDRTA service area for transit-related improvements, including customer amenities, over and beyond those, which the GDRTA can provide.

H

Vehicle Assignment Policy



Customer and Business Development
(Policy)

Focus: Vehicle Assignment	Number: Customer/Business Development 3
Document History: Approved: 9/3/13 Effective: 9/3/13 Revisions:	Pages: 1 of 1
Executive Director Signature: 	Date: 08-08-17

VEHICLE ASSIGNMENT
RTA OPERATING POLICY

I. GENERAL DESCRIPTION

In compliance with applicable Federal Requirements under Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular FTA C 4702.1B, the Greater Dayton RTA is updating its vehicle assignment process to a Board of Trustees approved policy and amending the process to include the assignment of APC vehicles. The policy will ensure that vehicles are assigned in an equitable manner without regard to race, color or national origin.

II. POLICY STATEMENT

1. RTA assigns vehicles randomly every day to ensure a fair and equitable distribution of vehicles throughout the service area.
2. When assigning vehicles, RTA takes into consideration routes that have higher ridership, specific needs and the topography that limits the use of certain size vehicles.
3. As RTA is one of the fewest transit systems that have a fleet of electric trolley buses, some routes are limited to this vehicle mode except in situations that might interfere with their operation.
4. .

The Directors of Customer and Business Development and Maintenance will be responsible for ensuring compliance with this policy.

I

**Board Approval of Title VI
Program**

**To be submitted following
approval from the GDRTA
Board of Trustees on
November 6, 2024.**

J

**Title VI – Service Analysis
and Board Approval Minutes**



AGENDA
Greater Dayton RTA Board of Trustees
Public Board Meeting

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

Tuesday, June 6, 2023 – 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 May 2, 2023 Board Meeting Minutes John Lumpkin
6. Committees Reports
Finance/Personnel Committee Helinda Matthews-Stenson
Action Item #2 – As Needed Electrical Services
Action Item #3 – Video Storage Appliances and Installation
Action Item #4 – Cameras, Licenses and Recorders
Action Item #5 – Removal & Installation of Mobile Electronic
Equipment For RTA Vehicles

Report
Planning Committee Tom Weckesser
Action Item #6 – Title VI Analysis Approval & Multi-Year
Service Plan Adoption
Action Item #7 – Resolution No. 2023-6-1, NEORide Membership

Report
7. Chief Executive Officer’s Report Bob Ruzinsky
8. Old Business John Lumpkin
9. New Business John Lumpkin

ACTION ITEM #6 Title VI Analysis Approval & Multi-Year Service Plan Adoption

To prepare for the future, we have developed and are recommending for adoption a phased Multi-Year Service Plan for implementation. In addition, we are recommending for approval a supporting Title VI Analysis of the plan. The plan includes an increase of existing services, adjustment of existing services, creation of new services, and the discontinuation of existing services. Our plan modernizes the existing transportation network, increasing access to new and existing economic development. Of the over 2,500 current bus stops served today, the plan calls for discontinuation of service at less than 50 of those bus stops. When fully implemented the new service plan will reach, within a ¼ mile of all services, roughly 70% of the Montgomery County population, 80% of individuals living in poverty, 85% of jobs, and 100% of major hospitals in Montgomery County. In addition, through a combination of Paratransit and the 5310 Program, services will continue to be available to 100% of the 65 and older population and individuals with disabilities residing in the county.

Prior to making this recommendation, we released and shared with the public our proposed service plans over the span of several months. Feedback from the public was collected through in-person meetings and a virtual meeting over Facebook Live. RTA also received feedback via mail, phone, social media, email, and its interactive online mapping system Remix. In total, the RTA received over 70 public comments. In addition, we engaged with over 20 jurisdictions within the county, ensuring our plans aligned where possible with their economic and residential development, where possible.

Service plans (*Attachment A*) were determined based on a review of all public comments received, analysis of ridership on routes, specific trips, time periods experiencing lower ridership, and duplicative service coverage. Maintaining basic geographic service coverage were priorities in the final design of these plans, as well as conducting a Title VI analysis (*Attachment B*).

In addition, we are also recommending that should any opportunities arise to create additional services, other than those referenced within this action item, that a temporary service period of no more than one (1) year be executed if it does not impact the current approved budget. If the temporary service is deemed successful, we will present those individual service plans to the board of trustees for approval.

The Planning and Finance/Personnel Committees discussed this Action Item on May 16, 2023 and support the Chief Executive Officer's recommendation to the Board of Trustees.

The Chief Executive Officer recommends APPROVAL of the attached Title VI Analysis, and ADOPTION of the attached Multi-Year Service Plan. Furthermore, he asks that he be authorized to carry out all actions necessary to make these changes. All aspects of the plan will be implemented in phases based on driver availability, approved budget levels, and demand/utilization of service.

6/6/2023

Chief Executive Officer

Attachment A – Multi-Year Service Plan

Attachment B – Title VI Analysis, Multi-Year Service Plan

Attachment A

Major Highlights

The proposed system redesign consists of (1) maintaining some existing services, (2) implementing minor changes to other services, (3) launching new services to replace services that are proposed to be discontinued, and (4) service hours and frequencies.

No Changes

Routes 1, 2, 8, 9, 12, 22, 55, The Flyer, North Community Connector, On-Demand Zone 2, and Paratransit Services.

Minor Changes

Routes 4, 6, 7, 16, 17, 18, 19 and On-Demand Zones 1, 3, 4.

- **Route 4** will be expanded. Under the redesign, Route 4 will serve the Eastown Transit Center, along Smithville Road to Dorothy Lane, ending at the Kroger near Woodman Drive in Kettering.
- **Route 6** will be expanded to serve east of downtown along the current Route 11, ending at the Eastown Transit Center.
- **Route 7** will no longer serve the Rainbow Drive loop in Kettering but will be expanded to serve along Woodman Drive north to the Eastown Transit Center.
- **Route 16** will be expanded to serve the Northwest Transit Center along Shiloh Springs Road from Main Street, north on Garber Road, and returning to Main Street to continue along current routing to the Meijer and into Englewood. Areas southeast on Route 16 include proposed expansion of service to the Sugarcreek Plaza Shopping Center area. In addition, we will no longer serve Montgomery Square Drive, sections of Clyo Road northwest of Center Point Drive, and Feedwire Road between Wilmington Road and Clyo Road. Instead, most of these sections will be served by the adjusted Route 17.
- **Route 17** north from downtown, the west loop in Vandalia will be served by On-Demand Zone 5. South from downtown the route will travel from Shroyer Road to Stroop Road, to Wilmington Pike in Centerville, continuing along 725 to the Dayton Mall area, and ending at the South Transit Center. Shroyer Road between Far Hills Avenue and Stroop Road will no longer have service.
- **Route 18** will be expanded to cover in both directions, Hoyle Plaza and Big Hill Road from Kettering Boulevard.
- **Route 19** service will no longer operate on 741 between 725 and Lyons Road. Nearby services include the West Connector and On-Demand Zone 1.
- **On-Demand Zone 1** will be expanded to cover areas just north of 725 near the Dayton Mall, and east of 675, along 725. The On-Demand zone will also be adjusted to account for expanded bus route service.
- **On-Demand Zone 3** will be adjusted to account for additional bus route service in the area. These adjustments include the removal and expansion of service.
- **On-Demand Zone 4** will be adjusted due to low utilization of the current service to date.

New Services

Route 28, East, West, Airport Connectors, Central Circulator, On-Demand Zone 5, and revitalization of sections of discontinued routes 3 & 5 to create a new route(s).

- **Central Circulator** will connect with The Flyer, creating more connections downtown that run east and west, primarily on 3rd Street, connecting Sinclair College and the Wright Dunbar Historic District.
- **Route 28** will travel between the Kettering Recreation Center in Kettering, along Dorothy Lane, Southern Boulevard and Stroop Road.
- **West Connector** will run north and south along the west side of the county. Running south from the Northwest Transit Center, stopping at the Westtown Transit Center and South Transit Center, and ending at the Dayton Children's Hospital South Campus.
- **East Connector** will travel between Brandt Pike at Needmore Road in northeast Dayton, running north and south along the east side of the county, stopping at the Easttown Transit Center, and ending at the Meijer on Stroop Road in Kettering.
- **Airport Connector** will connect downtown to the Dayton International Airport, along with major employer sites around the airport.
- **On-Demand Zone 5** will be created to cover the west loop of the Route 17 and most sections of the Route 43.

Discontinued Services

Routes 11, 14, 34, 43 will be discontinued.

- **Route 11** east from downtown areas will be served by Route 6 and the East Community Connector. South from downtown, most areas will be served by Routes 6, 17, 18, 19, and 28. A portion along Schantz Avenue between Far Hills Avenue and Patterson Boulevard will no longer have service.
- **Route 14** north from downtown areas will be served by Routes 8, 12, North Community Connector and On-Demand Zone 3. South of downtown will be served by the Route 6.
- **Route 34** east from the Northwest Transit Center areas will be served by the North Community Connector. North of Needmore Road will be served by the Route 22.
- **Route 43** north from downtown will be served by the Airport Connector, which will cover Dayton International Airport and areas around the airport. Areas not covered by the Airport Connector will be served by the new On-Demand Zone 5. Service from the Northwest Transit Center will be discontinued.

Service Hours and Frequency

The hours of service and frequencies may vary by route, based on usage. We intend to implement new services at current frequency levels and improve frequencies to the following based on the service type:

- Bus Routes – Every 15 to 45 minutes
- Connectors – Every 15 to 30 minutes
- Circulators – Every 10 to 15 minutes

Attachment B



Greater Dayton Regional Transit Authority

Title VI Analysis

Multi-Year Service Plan

May 2023

Greater Dayton Regional Transit Authority

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

Executive Summary

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

To prepare for the future, RTA developed and are recommending for adoption a phased Multi-Year Service Plan for implementation. The plan includes an increase of existing services, adjustment of existing services, creation of new services, and the discontinuation of existing services. RTA's plan modernizes the existing transportation network, increasing access to new and existing economic development.

Of the over 2,500 current bus stops served today, the plan calls for discontinuation of service at less than 50 of those bus stops. When fully implemented the new service plan will reach, within a ¼ mile of all services, roughly 70% of the Montgomery County population, 80% of individuals living in poverty, 85% of jobs, and 100% of major hospitals in Montgomery County. In addition, through a combination of Paratransit and the 5310 Program, services will continue to be available to 100% of the 65 and older population and individuals with disabilities residing in the county.

Prior to making this recommendation, RTA released and shared with the public the proposed service plans. Beginning in February 2023, feedback from the public was collected through in-person meetings and a virtual meeting over Facebook Live. RTA also received feedback via mail, phone, social media, email, and its interactive online mapping system Remix. In total, the RTA received over 70 public comments. In addition, RTA engaged with over 20 jurisdictions within the county, ensuring our plans aligned where possible with their economic and residential development, where possible.

The recommended service plans were determined based on a review of all public comments received, analysis of ridership on routes, specific trips, time periods experiencing lower ridership, and duplicative service coverage. Maintaining basic geographic service coverage were priorities in the final design of these plans. In addition, to these recommendations RTA is also recommending that should any opportunities arise to create additional services, other than those referenced within this multi-year service plan, that a temporary service period of no more than one (1) year be executed if it does not impact the current approved budget. If the temporary service is deemed successful, RTA will present those individual service plans to its board of trustees for approval.

If the RTA board of trustees approves these plans, the Chief Executive Officer will be authorized to carry out all actions necessary to make these changes. All aspects of the plan will be implemented in phases based on driver availability, approved budget levels, and demand/utilization of service.

Overview of Multi Year Service Plan

The proposed system redesign consists of (1) maintaining some existing services, (2) implementing minor changes to other services, (3) launching new services to replace services that are proposed to be discontinued, and (4) service hours and frequencies.

No Changes

Routes 1, 2, 8, 9, 12, 22, 55, The Flyer, North Community Connector, On-Demand Zone 2, and Paratransit Services.

Minor Changes

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- **On-Demand Zone 5** will be created to cover the west loop of the Route 17 and most sections of the Route 43.
- Revitalization of sections of discontinued routes 3 & 5 to be combined to create a new route(s).

Discontinued Services

Routes 11, 14, 34, 43 will be discontinued.

- **Route 11** east from downtown areas will be served by Route 6 and the East Community Connector. South from downtown, most areas will be served by Routes 6, 17, 18, 19, and 28. A portion along Schantz Avenue between Far Hills Avenue and Patterson Boulevard will no longer have service.
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- Bus Routes – Every 15 to 45 minutes
- Connectors – Every 15 to 30 minutes
- Circulators – Every 10 to 15 minutes

Analysis and Review of Proposed Changes and the Potential Adverse Effects

The service analysis was performed in accordance with the requirements of the Federal Transit Administration’s Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients and RTA’s 2021 Title VI Program.

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

In addition to public comments, RTA also utilized data collected from the following systems:

- Automated Passenger Counters
- Transit app
- Remix

RTA’s equity analysis found that the following service changes will have no disparate impact or disproportionate burden, and that only positive gains in service were shown in our Title VI data analysis, in every individual category:

Category	Variance in Population Served
Minority	+ 3%
Limited English Speaking (LES)	+ 3.6%
Low Income	+ 3.3%
65 and Older	+ 9.2%
Zero Car Households	+ 3.6%

The following data analysis is based on population data within .25 miles of RTA fixed routes and other services, which includes its demand response service On-Demand. More information on the On-Demand program can be found here: <https://www.iriderta.org/ride/other-transportation-services/demand>. No changes were proposed to RTA’s current complementary ADA paratransit service, which currently operates county-wide, beyond the ¾ mile requirement.

RTA’s methodology and data sources can be found here: <http://remix.com/title-vi>. This analysis provides several different pieces of information contains our full Census-based analysis. For each category, RTA evaluated this plan to compare benefits of the populations reviewed and those who are not within those populations.

RTA mapped the changes, overlaid on the populations within the service area (example on the right). RTA then compared percentages of the two populations, respectively, to determine if a potential disparate impact or disproportionate burdens existed.



Minority

Minority			
Aug 2022	Population	Minority	Minority%
Fixed Route Services	274,100	101,691	37.1%
On-Demand Services	78,600	21,013	26.7%
All Services System	352,700	122,704	34.8%
Multi-Year Service Plan	Population	Minority	Minority%
Fixed Route Services	285,300	104,135	36.5%
On-Demand Services	90,970	22,223	24.4%
All Services System	376,270	126,357	33.6%

Limited English Speaking

Limited English Speaking (LES)			
Aug 2022	Population	LES	LES%
Fixed Route Services	274,100	7,401	2.7%
On-Demand Services	78,600	1,299	1.7%
All Services System	352,700	8,700	2.5%
Multi-Year Service Plan	Population	LES	LES%
Fixed Route Services	285,300	7,418	2.6%
On-Demand Services	90,970	1,595	1.8%
All Services System	376,270	9,013	2.4%

Low Income

RTA defines low-income as those earning less than 150% of the federal poverty level.

Low Income			
Aug 2022	Population	Poverty	Poverty%
Fixed Route Services	274,100	57,835	21.1%
On-Demand Services	78,600	9,585	12.2%
All Services System	352,700	67,420	19.1%
Multi-Year Service Plan	Population	Poverty	Poverty%
Fixed Route Services	285,300	58,487	20.5%
On-Demand Services	90,970	11,162	12.3%
All Services System	376,270	69,649	18.5%

65 and Older

65 and Older			
Aug 2022	Population	65+	65+%
Fixed Route Services	274,100	41,937	15.3%
On-Demand Services	78,600	14,671	18.7%
All Services System	352,700	56,608	16.0%
Multi-Year Service Plan	Population	65+	65+%
Fixed Route Services	285,300	45,077	15.8%
On-Demand Services	90,180	16,738	18.6%
All Services System	375,480	61,816	16.5%

Zero Car Households

Zero Car Households			
Aug 2022	Households	Car Free	Car Free%
Fixed Route Services	109,900	13,957	12.7%
On-Demand Services	26,300	1,880	7.1%
All Services System	136,200	15,838	11.6%
Multi-Yr Service Plan	Households	Car Free	Car Free%
Fixed Route Services	116,100	14,396	12.4%
On-Demand Services	30,560	2,019	6.6%
All Services System	146,660	16,416	11.2%

Public Engagement Process

Information and Notifications

RTA publishes notices, brochures and tables regarding RTA proposals or programs, including how the public can obtain information and make comments, where meetings are to take place, and other applicable information.

The notices for public input are posted 30 days in advance so the public has time to consider proposals and make comments. Translation services were available to support the public engagement process.

Public engagement was conducted through the following activities:

- In-Person
- Facebook Live
- Email
- Phone
- Mail
- Website

The notice methods included:

- Press releases to local and state media
- Customer newsletters (print and email)
- E-mail blasts and alerts via text or e-mail
- Website links and articles
- On bus advertising with interior cards, exterior bus banners, onboard enunciator, and TV monitors on partial bus fleet
- Rack cards/“take ones” placed on the bus and racks throughout RTA transit centers
- Transit Center posters and brochures

In-Person

RTA held five (5) public meetings in February 2023 to collect customer feedback and comments regarding the agency’s proposed system redesign. The RTA encouraged individuals, groups, agencies and private providers of transportation to comment on the proposed changes. The photo to the right was taken from one of the meetings.



The meetings were conducted by RTA staff and included a general information overview video for attendees. After the video, customers could either submit their comments or meet one-on-one with a member of the RTA staff. RTA staff prepares proposals in sufficient detail and makes copies available when required prior to the meeting for interested individuals. Maps of the changes were also made available for attendees to review.

Since each customer can be affected differently than another customer, obtaining comments this way allows for an individualized response to an individual need. RTA staff will conduct personal interviews and transcribe oral comments if written comments are not possible. Reasonable accommodation was offered, where requested.

Meetings had sign-up sheets where attendees could sign in. All individuals who arrive during the advertised time will be heard from, even if in line after the ending time of the meeting.

The public input session dates, times and locations:

Date: Monday, Feb. 13, 2023

Time: 8-10 a.m., 12-2 p.m. and 4-6 p.m.

Location: Wright Stop Plaza

Date: Wednesday, Feb. 15, 2023
Time: 9:30-11:30 a.m.
Location: Dayton Metro Library – West Branch

Date: Thursday, Feb. 16, 2023
Time: 9:30-11:30 a.m. and 4-6 p.m.
Location: Dayton Metro Library – Miami Township Branch

Date: Monday, Feb. 20, 2023
Time: 8-10 a.m. and 4-6 p.m.
Location: RTA’s Northwest Transit Center

Date: Wednesday, Feb. 22, 2023
Time: 9:30-11:30 a.m. and 4-6 p.m.
Location: Dayton Metro Library – Southeast Branch

Individuals unable to attend the in-person sessions could also submit in-person at RTA’s Wright Stop Plaza offices located at 4 S. Main Street, Dayton, OH 45402 between 8 a.m. and 5 p.m. Monday through Friday.

Facebook Live

A session was held on Thursday, Feb. 23, 2023, from 4-5 p.m.

E-Mail

Comments could be submitted via email at speakup@greaterdaytonrta.org.

Phone

Comments could be submitted via phone at 937-425-8330 between 8 a.m. and 5 p.m. Monday through Friday. Customers were also able to leave an audio message on an advertised phone number and the comments are transcribed.

Mail

Comments could be submitted by mail to the Greater Dayton RTA, Attn: Planning & Service Development, 4 S. Main Street, Dayton, OH 45402.

Website

A specific site was created where customers could find details on the proposed changes, including an interactive map where feedback could be provided as well:

www.iriderta.org/2023systemredesign.

Summary of Information Collected & Potential Adverse Effects Identified

Prior to making this recommendation, RTA released and shared with the public the proposed service plans. Beginning in February 2023, feedback from the public was collected through in-person meetings and a virtual meeting over Facebook Live. RTA also received feedback via mail, phone, social media, email, and its interactive online mapping system Remix. In total, the RTA received over 70 public comments. In addition, RTA engaged with over 20 jurisdictions within the county, ensuring our plans aligned where possible with their economic and residential development, where possible. All comments were made part of the official record for the public engagement period, and all individual comments made can be found under Appendix A, along with meeting sign in sheets.

Potential Adverse Effects Identified

Common concerns identified through public engagement were the routing adjustments made to certain routes. Also, it was noted that while most services remained unchanged, due to several proposed adjustments, it was recommended to change route numbers under the plan. This led to confusion over the changes proposed and the perception that certain areas were being discontinued, which was not accurate. Those misconceptions were taken into account in the review of the feedback received.

As expected with every service proposal, not every single customer will see benefits from the changes. Most of the comments received that were of concern are in relation to increased travel time that would be required due to transfers. None of these concerns rose to the level of opposition to the changes. However, the RTA has decided to not change some of the routing and the numbering of those associated routes because of the comments received. The public engagement period started on January 31, 2023 and comments were received until 5 p.m. on Friday, March 3, 2023.

Appendix A – Public Engagement Information



8-10 AM

Sign-In Sheet Public Input Sessions

Wright Stop Plaza / February, 13th, 2023
(Location/Date/Time)

Please print your full name on the lines below. Thank you.

Print Full Name Please

Aitha Ambroster

Jeanie Oram

Joseph Ingle Jr.

David J Schmitz

Mindy Gibson

Oliver Powell

Kim Bight

Brian Bonfield

George H Stampaly

Ann Marie Johnson

Grace Malone

CARLA BALLOU

William Davis



12-2pm

**Sign-In Sheet
Public Input Sessions**

Wright Stop Plaza / February, 13th, 2023
(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Joyce Block

LINDA G. MYNARD

Angela Day

Beneva Back

Beverly Back

MARK E. CARRIER

KAREN OLSON

Ms. ERIC THOMAS-JONES

Naley Davis

Crystal Nash

ALAN JO JOHNSON



**Sign-In Sheet
Public Input Sessions**

Wright Stop Plaza / February, 13th, 2023
(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Michael Payne _____

Lisa Williams _____

Michael Hartman _____

Angela Dwyer _____

Susan Peters _____

Debra Estes _____

Cory West _____

James Hart _____

Kellye D. Fisher _____



**Sign-In Sheet
Public Input Sessions**

Dayton Metro Library – Miami Township / February 16th, 2023
(Location/Date/Time)

Please print your full name on the lines below. Thank you.

Print Full Name Please

Ronald VanLandingham
Anthony Dillard
Julia Beckwith
Samuel West
ANDREW HOLLAND
Zeande Hossain
Richard Ritter
SUSAN D-ELUS
MARGARET ROGERS
Jeffrey Henderson
LYNN ANN GUINEY
Daniel Clark



**Sign-In Sheet
Public Input Sessions**

Northwest Transit Center / February 20th, 2023

(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

KARLA FAUJAN

Lauren McKey

Paul Lutus

Ngô, TRIEN LUONG

RACHEL KINARD

Mable Singleton Lewis

Renee Jones

LORI ROTTERMAN

Rick Fishman

Linda Randall

Mama Polzpo

Rae



**Sign-In Sheet
Public Input Sessions**

Dayton Metro Library – Southeast / February 22nd, 2023
(Location/Date/Time)

Please **print** your full name on the lines below. Thank you.

Print Full Name Please

Lee Char
Wil Perry
Mary Sue Gmeiner
Joy Armstrong
Mary Schlottman
Peren Jones

Public Individual Comments

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
1/27/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	North Connector	I like that the North Connects the northern parts of Montgomery County without having to travel downtown.
2/1/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	East Connector	Route 12 should bring back the loop around the Indian Riffle neighborhood to connect to the Greene and along Stroop.
2/1/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 16	When is the new route coming out
2/1/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	When Does The New Route Come Out
2/4/2023	Anna Bennett	Email	Did Not Provide	annaeb29@hotmail.com	Did Not Provide	Flyer	Put thy flyer back to its original route and put all day Saturday and Sunday times also the way you have it I haven near zero opportunity to take advantage of the flyer
2/4/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	North Connector	Perhaps a bus stop here to service the mobile home park?
2/5/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	East Connector	There has never been a loop on Indian Ripple. Did you mean the Dorothy Lane-Stroop loop? If so, 28 does that loop.
2/5/2023	Anna Bennett	Email	Did Not Provide	annaeb29@hotmail.com	Did Not Provide	Flyer	Brin back original flyer route and the all day time the way it is now I have near zero opportunities to tide
2/6/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 16	Glad to see a stop closer to Walmart. Loading groceries at the one on Clyo is too difficult due to the distance and slope. Hopefully there will be a shelter here and a place to put shopping carts.
2/6/2023	Christopher Boian	Facebook	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	I'm excited about the route 25The only thing is that you should have done is the route 25 going into saint Leonard's like the route 23 used to do

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/7/2023	Mario Gajdaczova	Email	Did Not Provide	kaou.iwen@gmail.com	Did Not Provide	Payment	Here is my feedback since I cannot attend any of your meetings. While there have been many horrifying changes in the last few months, I will focus on only one or two When a traveller arrives at our city, either at the airport, the Greyhound Bus, or by Flixbus...their first impression of our city shouldn't be that they need an app or a payment card to transact a fare. Some who travel arrange to have only cash in USA currency while visiting the US. Here is my suggestion and solution for a policy change: Anyone getting on at or near the airport (especially including Vandalia) should be given the option to show a boarding pass or flight itinerary. This should be enough to grant them passage to downtown. It should be explained to them about where to purchase a card with cash. The above suggestion should also apply to the Greyhound Bus in Trotwood. It should also apply to the arrival of passengers by Flixbus (at Old Troy Pike and Merrily Way) in Huber Heights. And unrelated to that, since the Columbus Buses have free WiFi, why not in our fair city? Respectfully, Mário
2/7/2023	Anonymous	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Route 11	I got a good idea of what Bus 11 will be doing if and when you make changes. The person in charge was courteous and very helpful to me and my questions. Thank you very much.
2/7/2023	Christopher Boian	Facebook	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	I'm all for in route 25
2/7/2023	Haley Davis	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	This route is perfect. I'm definitely liking all of the new add ons!!!
2/7/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	There should still be more than 1 bus that goes to Walmart throughout the week.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/7/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	There should still be more than one bus that goes to the hospital!
2/8/2023	Oliver Powell	Public Hearing	1102 Wayne Ave.	kattdaddyoh@yahoo.com	Did Not Provide	Route 11 and 12	I live on Wayne Ave and I work at the Greene. Bus 12 would pick me up on Wayne and take me to Dorothy/Stroop. I now ends at Kroger and I have to walk 30 min uphill to the Greene. If I take the bus I have to wait 20 min to the MVH and ride to the Greene. Bus 11 takes the full tor of Moraine/Kettering and I have to leave am 1 1/2 early as well. I would like Bus 12 put back to it original schedule. Thank you very much. P.S. plus it looks like your discontinuing 11.
2/8/2023	Mindy Gibson	Public Hearing	Did Not Provide	Did Not Provide	9372325339	Route 17	I work at Walmart and Kingridge Drive in Centerville. I have to be at work at 7:00 a.m. and I take bus 17. Will 17 still be running or will the bus number change from downtown I get bus 17 at 6:01 a.m. Will that time change. I also ride bus 1. Will that bus be changing at all I catch the very first bus at Third and Iona at 5:30 a.m. I have no other means of transportation so if these times could stay that would be wonderful. My schedule Bus 1 5:30 Third and Iona Bus 17 6:01 downtown Put 22 back on Needmore and Wadsworth
2/10/2023	Kim Bright	Public Hearing	911 N. Gettysburg Ave.	Did Not Provide	9373612376	Route 22	
2/10/2023	Michael Hartman	Public Hearing	Did Not Provide	m.hartman@gmx.us	Did Not Provide	Route 4	I really like the proposed route 4 changes.
2/12/2023	Jeanie Oram	Public Hearing	980 Wilmington Ave., Dayton, OH 45377	jeanieoram76042@aol.com	9373717796	Routes 17 and 16	Please keep 17 and 16
2/12/2023	Hardin	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	On Saturday-Sunday-on some of the routes put extra when needed. Dayton RTA has it all together over Columbus. Check as to why when he scans his Tapp Pay is still asks for senior ID.
2/13/2023	Chris Burchfield	Email	Did Not Provide	cburchfield@yahoo.com	Did Not Provide	Route 16	I ride bus 16 everyday to work and back home I need this bus not to go anywhere I work at Freddy's the only bus that takes me out to my job is bus 16 so please don't get rid my bus

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Taunya Adams	Email	140 Park Dr., Dayton, OH 45410	adamst11971@gmail.com	Did Not Provide	Route 16	To whom it may concern I live at 140 Park Dr, Dayton, OH 45410 and I work at 1700 E Stroop Rd, Kettering, OH 45429. I currently use bus 16. My concern is being able to get back and forth to work and home. I don't mind being at work 30 minutes early, I actually prefer it. My work schedule is from 7am to 3:30pm or 4:30pm Monday to Friday. My question is how will the new changes affect my current commute, or will there be any changes? Very concerned Taunya Adams
2/13/2023	Nicholas Buschur	Email	Did Not Provide	nbuschur8382@gmail.com	Did Not Provide	Route 17	I ride the 17 to and from work. With the new changes in the route I'm afraid with the change in schedule times. I work 3:15 - 11:30 and the 17 picks me up at 3:05 and 11:40 which is perfect for me. Will those times stay the same? I work at Miami valley hospital and always use the main and apple street stop along with Shroyer and Roy. Will those stops stay in contact?

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Brad J. Townsend	Email	300 E. Central Ave., West Carrollton, OH 45449	btownsend@westcarrollton.org	9378595183	Route 18 and 27	<p>Good morning Nate, My apologies for not being able to attend the discussion yesterday. I trust that you understand it was out of an abundance of caution.</p> <p>While it was my understanding that the purpose of the meeting was to discuss future developments in WC, it's also my understanding that you discussed with Mr. Lucking a proposed route renumbering and change for route 18. Attached is a copy of the proposed change that you presented to Mr. Lucking utilizing Elm Street and renumbering the route.</p> <p>Nate, I can tell you this proposed route redesign will be a non-starter for my City Council. It is my understanding that several years ago, (2005 or 2006 time frame), route 18 was changed to the current configuration at the request of the City Council to specifically eliminate RTA bus traffic on Elm Street. This was in response to numerous complaints received from residents of the adjoining neighborhood and other existing conditions on Elm. If I had known this was going to be a topic of discussion, I would have attended the meeting and relayed this information to you directly.</p> <p>Please let me know the next steps in this process and how the City can officially objected to this proposal.</p> <p>Regards,</p> <hr/> <p>Brad J. Townsend, ICMA-CM City Manager City of West Carrollton 300 East Central Avenue West Carrollton, Ohio 45449 p. 937.859.5183 f. 937.859.3366 www.westcarrollton.org</p>

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Lisa Williams	Email	Did Not Provide	lwilliams839@yahoo.com	Did Not Provide	Route 19	<p>Good evening, my name is Lisa Williams. I ride the 19 bus. I have been made aware of the changes being proposed and gone over the information. This is an absolute nightmare. It would be very hard for me to get to work if I have to get to Needmore or even the Executive Blvd/Meijer stop. For all the people that live on Valley, Harshman or even Brandt, both of those stops are miles away. How are we supposed to get to the stops far from where we live? I work downtown, from 8 to 4. I have no idea how I would get there on time with this new plan. On my route in the morning, the bus usually fills up by the time I get to the hub and when I get off there even more people are getting on. This whole proposed plan seems geared to</p> <p>the downtown and not everybody else. I am very confused about why this is happening. I have lived in other states and was just saying to a co-worker today that the bus system here is pretty good. That will no longer be true if these changes take place. I do intend to attend at least the public session at the Wright Stop Plaza. Hopefully I can get some answers and hopefully enough people will speak up to find a better alternative that what has been proposed here. Thank you for your time.</p>
2/13/2023	Lisa Williams	Email	Did Not Provide	lwilliams839@yahoo.com	Did Not Provide	Route 19	<p>Thank you for your response. I saw the actual route listings today and was really relieved, lol. Guess I jumped the gun.</p> <p>I appreciate all the work the RTA people put into getting us where we need to go. Have a great evening.</p> <p>Lisa Williams</p>
2/13/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	<p>I'm very pleased to see a plan to add coverage to Wilmington Pike South of E David, which is a troublesome gap on the current map.</p>

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Anthony Dillard	Public Hearing	Did Not Provide	jesuskeepsmefocus_29@yahoo.com	Did Not Provide	West Connector	<p>When i heard about the proposed changes that are proposed, I heard about he route that goes to the westside of town coming from Dayton Mall/South Hub area. I think the one route will be easier and be a good idea so I don't have to go to downtown. When they eliminated 24 buses that was my alternate had to end up taking 2 buses that was my alternate route. The other issue at night is Route 19 and 22 meet at Broadway and Edwin C. Moses because i catch the bus at the intersection mostly days when i get off work. The issue that i end up going downtown because i have to end up waiting for an hour for the line up. So maybe if there a way or maybe better for me for the route that is proposed so i can get home easier and get quickly to my destination.</p>
2/13/2023	Shari Hicks	Email	Did Not Provide	shicks@greaterdaytonrtfa.org	Did Not Provide	General feedback	<p>Hello I enjoyed reading the memo today. Here is a suggestion for you, it is just a thought. First of all, I am a new RTA employee and my suggestion is for ALL RTA employees to ride a special kind of bus that is made for them. All we would have to do is login to a portal and sign up to be picked up when we have to go to work and not have to worry about being late. What we would do when we sign up is put the days and the times that we work and then put in a time that is either one to two hours before our shift in order to be picked up on time without being late. It does not have to be just one bus. It can be a bus designated for each part of Montgomery County. I came up with this idea because I have a disability and I ride the paratransit bus, which sometimes has a lack of pickup time availability when coming to work. I have seen what other bus riders and what other employees have gone through and that is why I thought of this suggestion. Every piece of feedback and every thought helps! Have a good day! Shari R Hicks Greater Dayton RTA Clerical Support</p>

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Beverly Back and Geneva Back	Public Hearing	3318 Old Troy Pike	citygrl@yahoo.com	Did Not Provide	General feedback	Concerned that Geneva will be able to get to work. She works @ Walmart by Dayton Mall. We are also wondering what us/buses we would catch to go to Huber Heights from where we live in downtown from where we live. Also, will there be a bus that goes to the Greene Shopping Center and how close to the Air Force Museum will a bus go to.
2/13/2023	Crystal Nash	Public Hearing	Did Not Provide	crash4102@gmail.com	Did Not Provide	General feedback	This new change still isn't doing anything that the other buses aren't doing. There was changes made last year. How is these changes going to help the customers? Everytime there is a change there's also a change in the fare. The Tapp Pay fare is ridiculous. We as customers are not saving money. Even after 30 days we're still having to put money on these Tapp Pay cards it seems as if it's everyday. These Tapp Pay so called solutions is ridiculous. All customers that ride the bus is losing money before saving money. I think we should go back to regular pay. Also changing the numbers of the bus should stay the same instead of changing the numbers. Just change what you think would be beneficial to the riders.
2/13/2023	George H. Stamaty	Public Hearing	219 Neal/106 Squirrel/841 Belmonte Park	gstamaty@gmail.com	Did Not Provide	General feedback	X5? After talking to "Nathan" at length my concern is keeping service first for your customers (me: a former one) and also communicating "KISS" as video was too hard to follow by lay person less educated than myself. I had problems following the audio to the visual. Thanks for accepting my input. George H. Stamaty
2/13/2023	Mark E. Carryer	Public Hearing	144 E. Helena St., #205, Dayton, OH 45404	mecarrier@gmail.com	9372721597	General feedback	Documents scanned
2/13/2023	William Davis	Public Hearing	2 Kosmo Dr. Apt. 219	Did Not Provide	Did Not Provide	General feedback	Dayton, Ohio has one of the worst bus service in the country in the op 20. In the 1970's their bus service was better organized the public has to wait longer for service too arrive too where they need to go, which is unfair to them.
2/15/2023	Chris Burchfield	Email	Did Not Provide	cburchfield@yahoo.com	Did Not Provide	Routes 11,16,17,18,19	Please don't eliminate business 11,16,17,18,19 I need them to get to work and places I have to go to my name is Christopher burchfield 16&18 takes me to both of my jobs
2/15/2023	Arlene Stevens	Email	Did Not Provide	mvggrandbabies284@gmail.com	Did Not Provide	General feedback	At 4:45 the bus says it will arrive in 15mins I get to my stop on Tabor and Smithville then it says it's coming in 45mins I was standing outside for nearly 1hr. The GPS system is horrible. Plz somebody get it together....

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/16/2023	Lynn Ann Guiney	Public Hearing	1108 A Cambridge Station Road, Washington Twp., OH 45458	abness_tsing@hotmail.com	Did Not Provide	Bus stop ID #6552	Donna and Ivory were patient, helpful, and thorough. Treat them right. (The same applies to Nathan.) Please consider retaining service to stop #6552 (the bus bench/shelter between Kettering/Moraine Walmart and Happy Asian Mart. That's an important and heavily-trafficked stop for customers of both businesses - often burdened, disabled, and/or warning young children, and Happy Asian Mart is a primary grocery for some shoppers.
2/16/2023	Lori Rotterman	Public Hearing	425 Dayton Towers Drive, Dayton, OH 45410	lorirotterman@gmail.com	Did Not Provide	General feedback	I like the look of many of these system changes, especially the additional connectors and increased frequency. My main feedback however is on the RTA service in general. 1) Having printed schedules and maps available for those who do not have a smartphone is pretty essential. Downloading and printing schedules from website is very cumbersome and there are no maps to download except the complete system map which is too small to read if it is printed. 2) While I understand the cost savings in switching to the cashless Tapp Pay system, this is very unfriendly to out of town visitors as well as those who may be new to the system or infrequent users. 3) Please support the proposed Amirak expansion route 3C & D, since adding train service to Dayton would be wonderful.
2/16/2023	Dee Char	Email	Did Not Provide	todchar@yahoo.com	Did Not Provide	Question	Are these public input meetings for the proposed bus changes, a presentation format that will last the two hour time slot, or is it a drop in and out Open house style forum to leave comments and ask questions? Dee Char
2/16/2023	Mable Singletonlewis	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Route 43	Trotwood people having issues going to Walmart - difficult for people disabilities/older adults have issues with crossing dixie @ needmore. - 43 schedule not consistent enough to help her get a job. - Can't leave her job at certain times due to schedule (14) (now north connector) - People having to get to work 3 hours early - 70 connections not congruent with other buses - schedule flips causing job conflicts

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/16/2023	Daniel Clark	Public Hearing	7424 Creekwater Drive, Dayton OH 45459	dclark3360@gmail.com	Did Not Provide	Route 26	My only issue with the proposed route redesign is the proposed route 26 would turn north on dixie rather than continuing on Dorothy Lane. This would require me to transfer onto route 27 to get to work which I set off on St. route 741 and dorothy to/from 741 mall park. Currently I do not have to transfer. (Dorothy @S.R. 741) - Stop ID. (Starting @ 741 new Auto Mall... Honda, Mazda, etc.) -(Get off @ Frickers) Route 24 Should Come Back
2/16/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	Route 24 Should Come Back
2/16/2023	Anthony	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	If they put the west connector on that route, I can take one bus to and from the south hub so don't have to be going downtown and the one of those nights I don't have to wait for an hour for the lineup. that will be easier for me and would be a good idea
2/17/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 16	For the Southbound 16, since it will no longer go on Montgomery Square, add a stop at Whipp and Montgomery at both ends of Montgomery Square. Also, on thger northbound, add a stoip at Whipp and Kentshire.
2/18/2023	Peggy Rosselit	Email	Did Not Provide	peggyrosselit@hotmail.com	Did Not Provide	Route 11, general feedback	I would like to see bus frequency to every 30 to 45 minutes on routes 6 and 11. Also please continue to have bus 11 go to and from Kettering Medical Center.
2/20/2023	Samuel West	Public Hearing	1316 Camphill Way Apt. 5	kairavest03@gmail.com	9375101760	Concerns	Turns out I have valid concerns about walking 20 mins to the bus stop everyday.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Matthew Swafford	Email	Did Not Provide	matthewswafford2d@gmail.com	Did Not Provide	General feedback	<p>I'm matthew swafford member historical trolley gdtra historical society. I have feedback help gdtra, that be run trolley wsp south brown st to Stroop rd. Reason benefit ud students could and passengers ride trolley bring back 5 south go brown far hills oakwood and Stroop rd.southmoore circle. Students can go mail Kroger, two pizza restaurants, yogurt shop, Chinese restaurant, across street. Stroop mall. Inside remodeled, where go .Buffalo wild wings, shoe stores, sunoco gas station, little restaurant, Krispy krunch spicy chicken. Back health food store.book store .main traders Joe. Grocery nice organic variety fruits meats wines, juices assortment . Run 1 trolley 5 wsp south, North wsp.north pull hub drop off. Left jefferson.right Sinclair, right fourth , left jefferson back wsp hub south bay D E. Put word out instead wait 17, 6 south can catch 5 .farhills stroop via stroop mall. another consideration, benefit.record 1990 had 5 turn around go south, 2023 better cause now wsp. Like planning consider look into this. Passenger revenue. Also:: I like proposes for these new routes: new 15 Xpress south wsp to gateway Take gateway shelter serve. Take load off 22, .this better benefit serve wsp express, GATE WAY SHELTER. 15 express go south 35 to Gettysburg straight gateway shelter. Mon_sun 7am _ 905pm. Last bus. Shelter gateway closes door 10pm. Lock. Via wsp. Hub north 15 Salem to northwest hub. Help 8 and 630pm 810pm help benefits passengers going up Salem Ave. Since 14 disconnected. Help out 7days but start 6am _ 1137pm. Help out when have 4th July 2023, fire works show. Take load off 8 North, South being over crowded. Compensate. Take 2 8 busses off route. Won't need them. Cause have 15. Going Salem. Save money. Just be 2 8 south, 2 north 2 15 Salem 7 days . . Run south gateway 45 minutes. North 45 minutes. These changes proposal start June 2023. Help improve services connection northwest hub 15.north. 15 south help . 15 only serve gateway. Be better service. People shelter. Improve performance, times, 5, 15. Also help out summer, and 15, help 5, bring people Dec 2023, grandillumination. Bring more people catch bus. please consider my proposal. I've help you get 22 route. Cause live liscum. Got bus stop help martin Luther, and day care liscum. Help you save money by cut 9 derby out Cause no revenue. So use dial ride. Contact : matthew swafford, 1453 liscum Dr apt 120 dayton ohio 45417 contact: 937 250 2245. Thank you for listening consideration. Sincerely, Matthew swafford.</p> <p>Senior apts - make senior shuttle more affordable - qualify for paratransit - issues with 14 check zones -- 9000 N. Main Wai-Mart - wants senior bus back</p>
2/20/2023	Carolyn A. Steele	Public Hearing	3704 Hickory Drive, Trotwood, OH 45426	Did Not Provide	9375702972	General feedback	

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Paul	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	Does not like the extra transfers to get to get to the NW. T.C. Can you PLEASE have the 12 serve NW Hub? Less connections! Likes West Connector to get to South Hub ... but still has to transfer twice to get to the West Connector. Stop near CVS Main St. and Olive ... Stop is closed for construction. Long walk to CVS pharmacy. Can we add stop @/near CVS?
2/20/2023	Rick Fishman	Public Hearing	4911 Covenant House Drive, Dayton, OH 45426-2007	Did Not Provide	Did Not Provide	General feedback	Take too long to answer the phone. Have to wait 10-20 minutes for each call. He thinks its terrible would like to see the 14 come back to the Northwest transit center. Use to go down to Town and Country and now he has to take 2 buses and it's terrible. He likes the Route 5. Automated voice on call center call line says we can do same day service and we can't. He wanted to stay later on Saturday, he was scheduled for an 8 p.m. pickup. He was told no he can't stay later. We use to have little vans that could pick people up if our mobility buses weren't available. He indicated its still advertised on our call line. He would like to see the paper schedules come back. Would like a Tapp Pay card holder mailed to him.
2/20/2023	Dr. Rachel Kinard	Public Hearing	1114Martz Ave.	navierstokes21@gmail.com	4322102954	Route 11	I am a regular rider of Route 11 (every Saturday) and I always use the stop on Schantz (the street losing service in the redesign). Although the stop I use is being removed, RTA has done a great job redesigning the other routes to still service the area - GREAT WORK! Is there a way to connect Route 6 to the East Community Connector at the National Air Force Museum (or nearby) to service WPAFB Area B? We need a route on Area B! This is in the works, and DESPERATELY needed!
2/20/2023	Renee Jones	Public Hearing	45 Brookhaven Drive, Trotwood, OH 45426	Did Not Provide	9378549455	Route 14	Advocating for the reemergence of route 14 - noticed buses (6) for areas like Oakwood being empty. - Someone rode the bus to see how busy the bus was. - Wants ridership request for 6,14 - Uber no longer in service - Has been using Lyft - Time cut has prevented Ms. Jones from getting to work on time.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Ron VanLandingham	Public Hearing	Did Not Provide	jourmey01faith@gmail.com	Did Not Provide	Route 25	Wants to travel from South Hub to 48 area ... to (E-Sporta) gym and Far Hills and Whipp. This new Rt. 25 change would make it harder to get to. Using the Rt. 17 now to get to these locations. New changes would require transfers. Could 6 hit South Hub? If this goes through ... make sure there is time to transfer from 25 to 6.
2/20/2023	Jennifer Minge	Email	Did Not Provide	jenniferminge38@gmail.com	Did Not Provide	Routes 23, 12, 11	Kettering area had lost 23 and now more of route 12 by the green. 11 inconvenient. None of bus times coordinate where it even makes sense. Whatever changes happen please consider the ease of use and sensibility. Having routes just run all over with no reasonable connectivity not serving the community. And the 16 route from wilmington/ Wayne to wilmington / stroop a mess. Too many elderly handicapped disabled carts wheelchairs etc are clogging these buses up since senior ez bus was taken away. It affects timeliness and ease of use for all passengers almost every single trip. The area of whipp and bigger is over served very little riders that is also taking time away from the route as a whole. Traveling south dayton kettering needs serious redesign. These last changes are a mess. If improvements aren't made I personally will b securing a vehicle because providing transportation at the sake of just having it roll around with no sensibility not helpful and here lately dependability of even seeing a driver is questionable and it is unfortunate that more can't be done in the way of providing the service you lay out and being accountable to the public. Communities need and deserve better efficiency dependability and service when considering changes and updates as improvements are implemented. Thank you Jen Minge
2/20/2023	Ngo, Trieu Cong	Public Hearing	2441 Falmouth Ave.	charleschuong@gmail.com	Did Not Provide	Routes 24, 34	I would like to make a comment about RTA system redesign that if you can, can you reinstate Bus 24, 34 effective in the future, because I like to shopping a lot. If I go downtown to get these 2 bus, I will have to lose a hour a trip.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/20/2023	Anonymous	Voice mail	Did Not Provide	Did Not Provide	9372753375	Route 24	Yes, I'm calling pertaining to your route number 24 which primarily run up but used run up and down Gettysburg south Gettysburg toward the Dayton Mall. Back to North Gettysburg Dehlinger out to the Meijer's area like that. And I'm surely wondering, hoping that you can possibly get that back because you stopped and have a disparate amount of consumers or Tapp Pay pay members who can't utilize or catch a bus right there if they are not the health where they can walk up to Salem Avenue to catch a number eight are down Gettysburg to catch number nine I'd appreciate your consideration for something pertaining to giving a person access. If I need to catch a bus down Gettysburg to go up there the VA Center I live out near Dehlinger and I needed to go to the VA center what bus can take me there the bus used to run down Dehlinger right down from my house I was trying to get some information and some assistance. Thank you very much
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	Eliminating Route 17 and replacing with 25 is stupid. This was a good cross town to Vandalia that went downtown from the SR 725/Mall area via a relatively quick jaunt down Far Hills/Shroyer/Main. Instead there is this long deviation to the Wilmington Pike area. And instead of Vandalia & Miller Road area the route goes to the desolate intersection of Neemore and Brandt Pike and doesn't even extend to the shopping areas of Huber.
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	26 still goes from the 725/Mall area via a relatively quick jaunt to downtown and on to vandalia/miller lane
2/21/2023	Chris Back	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	I live in Old North Dayton area and don't like that it looks I would have to take 3 buses to get to the Greene shopping center. Catch 25 downtown and then catch 27 somewhere to meet up with bus 28 which doesn't go downtown. Unless I am looking at the maps wrong this will be very inconvenient

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	<p>It depends on where in Old North Dayton you live, but from what I can see you have two ways to get to the Greene. - You could take 25 up to the Eastern Connector</p> <p>- You could do what you said or take 27 all the way to Kettering and transfer to 28</p> <p>I see what you mean, It does sound very inconvenient.</p>
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	<p>I like the frequency of this route, but it would be nice if it went in both directions instead of a 1-directional loop. I would also like to see a detour to the medical center so that it could be served by more than 1 route.</p>
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	<p>It's great that there's gonna be a bus route on Dorothy east of Southern Blvd. I feel like this bring a lot more ridership in Kettering.</p> <p>While the frequency is amazing, it would be more convenient if there were busses going both ways.</p> <p>A detour to Kettering Hospital would be great too.</p>
2/21/2023	Nevea Davis	Email	Did Not Provide	neveadbotv@yahoo.com	Did Not Provide	Schantz Ave impact	<p>Greetings,</p> <p>Thank you for soliciting feedback from us. I have been a patron of RTA transit since 2009 and I happen to reside off of W. Schantz Avenue where bus service will no longer be available.</p> <p>Since I rely on RTA for transportation to work-- due to inconsistencies with automobile transportation--discontinuing all bus service along W. Schantz would be a hardship for myself and perhaps others who are in a position similar to mine--especially in the winter.</p> <p>There are many residents who live in apartment buildings along W. Schantz (myself included) who benefit from the bus service that RTA has been able to provide. I have been grateful for it.</p> <p>After reviewing the proposed changes, I cannot determine which Circulators, Connectors or On-Demand Zones would service residents who live along W. Schantz. If none of those services are available either, am I left without any options from RTA transit?</p> <p>Your consideration and answers to my questions are greatly appreciated.</p> <p>Respectfully, Nevea Davis resident at Lytle Ln. and W. Schantz Ave.</p>

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/22/2023	Anonymous	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Route 11	Route 11 = Shintz Ave. difficulty to get to Brown St. to head to downtown or go South or take 18 to point where 11 goes to get Schantz or use 18 come up ramp like the 11 does and then go back down Schantz to the 18.
2/22/2023	Dee Char	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Routes 23, 11, 12	Concerns about changes, removal of bus 23, going into Kettering to o into Meijers -no buses drop off in front of Meijers. Route 12 and 11 - takes too long to go to destination - have to go downtown to make other connections --- takes too long
2/23/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	I like the new route 25 it covers most of the route 23 so I'm all for the new route still wishing 23 was around
2/23/2023	Kimberly Joann Jones Tufts	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	Need to have routes running when they are supposed to. Not we didn't have enough drivers. I have to get to work on time
2/23/2023	William Reeder	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	Downtown hub needs to be ran better then what it is
2/23/2023	Morgana Ross	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	You need to cover the schools as well. Not some schools- all schools.
2/23/2023	Christopher Boian	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Route 23	I want route 23 back 23 was very helpful for me on a daily base
2/23/2023	Vickie Valentine	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	The drivers you do have, need to be on time. The first 16 going southbound is always late. I have to run daily to connect with 17. I'm 63 yrs old, that's to much.. If i can't make i have go dwn to catch 22 and I'll bw late to work..
2/23/2023	William Reeder	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Concern	I have to catch the bus early in order to get to work on time
2/23/2023	Christopher Boian	Facebook Live	Did Not Provide	Did Not Provide	Did Not Provide	Suggestion	Need a bus route that goes to all the bus hubs. How about a route that goes to Cincinnati
2/23/2023	Tim Stack II	Email	Did Not Provide	tistaek@yahoo.com	Did Not Provide	North Connector	On the stretch of Olive taken by the new North Connector is a sign posted that reads "Trucks prohibited Gross Vehicle Weight of 22,000 lbs of greater" I read that somewhere that ... "The curb weights for these transit buses currently range between approximately 20,000 and 33,000 pounds, and fully-loaded weights range from approximately 30,000 to 44,000 pounds. As such, passengers comprise roughly one- third of the gross vehicle weight (GVW) of a fully-loaded 40-ft transit bus." Wouldn't the buses likely be overweight for that stretch of road and possibly cause damage to the road over time?

K

**Title VI – Fare Analysis and
Board Approval Minutes**



AGENDA
Greater Dayton RTA Board of Trustees
Public Board Meeting

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

Tuesday, August 6, 2024 – 3:00 p.m.

1. Call to Order John Lumpkin
 2. Pledge of Allegiance John Lumpkin
 3. Roll Call Mary Stanforth
 4. Approval of Consent Agenda John Lumpkin
 5. Approval of June 4, 2024 Board Meeting Minutes John Lumpkin
 6. Committees Reports
Finance/Personnel Committee Belinda Matthews-Stenson
Action Item #2 – Banking Services

Report
Planning Committee Tom Weckesser
Action Item #3 – Resolution No. 2024-8-1, Authorizing Greater Dayton
RTA Chief Executive Officer to Execute the Membership
Agreement and Bylaws of the Health Transit Pool of Ohio
Action Item #4 – Transit
Action Item #5 – Title VI
Action Item #6 – Fares

Report
 7. Chief Executive Officer's Report Bob Ruzinsky
 8. Old Business John Lumpkin
 9. New Business John Lumpkin
 10. Request for Executive Session – *as required* John Lumpkin
- Reconvene to Regular Session

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

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

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

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

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

Attachments

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

Board Meeting 8/6/2024

Chief, Customer and Business Development



Greater Dayton Regional Transit Authority

Title VI Fare Equity Analysis for Proposed Fare Changes

July 2024



Greater Dayton Regional Transit Authority

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

Executive Summary

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

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

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

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

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

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

Fixed Route	Current	24-Sep	25-Jan	25-May	25-Sep	26-Jan
Single Ride - Adult	\$2.00	\$2.10	\$2.20	\$2.30	\$2.40	\$2.50
Single Ride - Reduced	\$1.00	\$1.05	\$1.10	\$1.15	\$1.20	\$1.25
Daily - Adult	\$4.00	\$4.50	\$5.00	\$5.50	\$6.00	\$6.50
Daily - Reduced	\$2.00	\$2.25	\$2.50	\$2.75	\$3.00	\$3.25
Monthly - Adult	\$55.00	\$60.00	\$65.00	\$70.00	\$75.00	\$80.00
Monthly - Reduced	\$32.00	\$32.00	\$32.50	\$35.00	\$37.50	\$40.00
Paratransit Service	Current	24-Sep	25-Jan	25-May	25-Sep	26-Jan
Single Ride	\$3.50	\$4.00	\$4.25	\$4.50	\$4.75	\$5.00
Daily	\$7.00	\$9.00	\$10.00	\$11.00	\$12.00	\$13.00
Monthly	\$115.00	\$120.00	\$130.00	\$140.00	\$150.00	\$160.00
On-Demand Service	Current	24-Sep	25-Jan	25-May	25-Sep	26-Jan
Single Ride	No Charge	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00
No Show/Late Cancellation	No Charge	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00

Figure 1

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

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

Fare Equity Analysis on Proposed Fare Changes

Introduction

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

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

Background

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

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

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

Figure 2

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

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

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

Figure 3

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

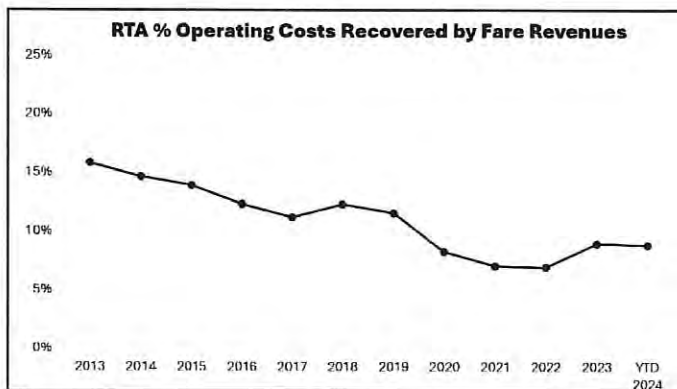


Figure 4

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

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

Figure 5

Early Mitigations

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

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

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

Fare Equity Technical Analysis

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

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

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

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

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

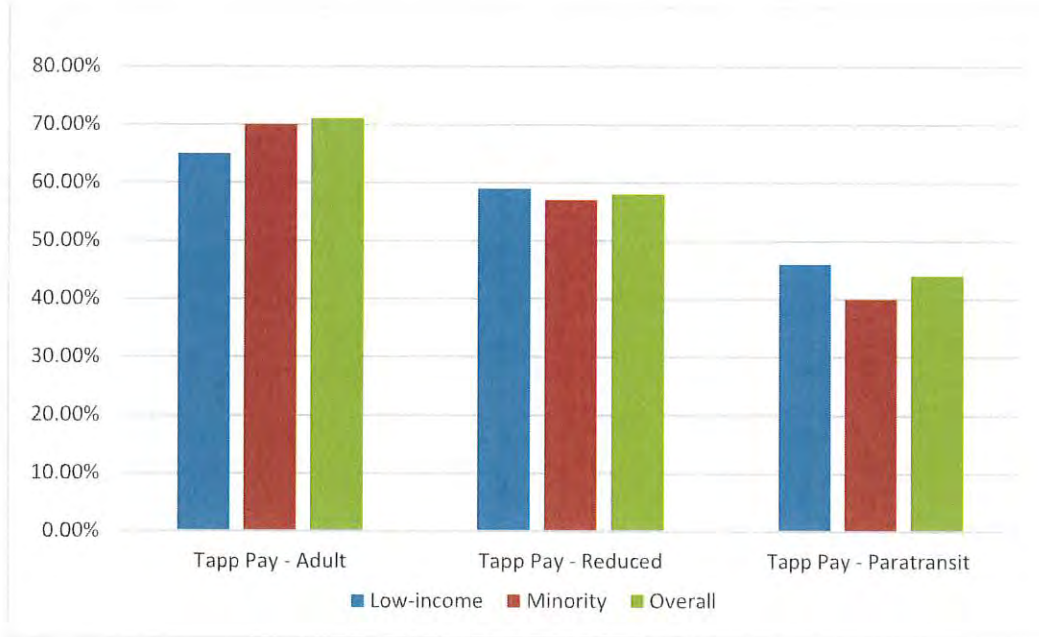


Figure 6 – RTA Surveys April – June 2024

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

Figure 7- Percentage Usage and Ridership by Fare Type

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

* 2023 Tapp Pay Ridership via Masabi

Figure 8 - Percentage Usage and Ridership by Fare Type

Public Participation Plan

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

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

Public Information and Notifications

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

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

Meeting Location

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

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

Figure 9 - Tapp Pay Title VI Public Engagement Meetings

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



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

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

Website

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

Explanation and Analysis of Potential Adverse Effects to Proposed Fare Changes

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

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

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

Summary of Analysis on Proposed Fare Changes

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

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

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

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

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

Appendix A



Greater Dayton RTA: 2024 Title VI Survey

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

Route #

Starting Nearest Street/Cross Street Name

Ending Nearest Street/Cross Street Name

2. Typically, how often do you ride RTA?

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

3. Which days do you usually ride RTA?

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

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

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

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

- 1 Bus
- 2 Buses
- 3 or More

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

- Yes
- No

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

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

8. Do you own a smartphone?

- Yes
- No

9. Are you eligible for reduced fare or paratransit?

- Yes
- Reduced Fare
- Paratransit
- No

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

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

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

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

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

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

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

- Daily
- Weekly
- Bi-Weekly
- Monthly

14. What type of bank account do you have?

- Checking
- Savings
- Checking and Savings
- Neither

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

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

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

- Yes
- No

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

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

19. What is the zip code of your residence?

20. Which applies to you presently?

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

21. What is your age?

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

22. Are you: (Check one)

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

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

- Yes
- No

If yes, please specify other language(s)

24. What is your households annual income?

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

25. How well do you speak English?

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

Greater Dayton RTA: 2024 Title VI Survey

Friday, June 28, 2024

Powered by  SurveyMonkey

802

Total Responses

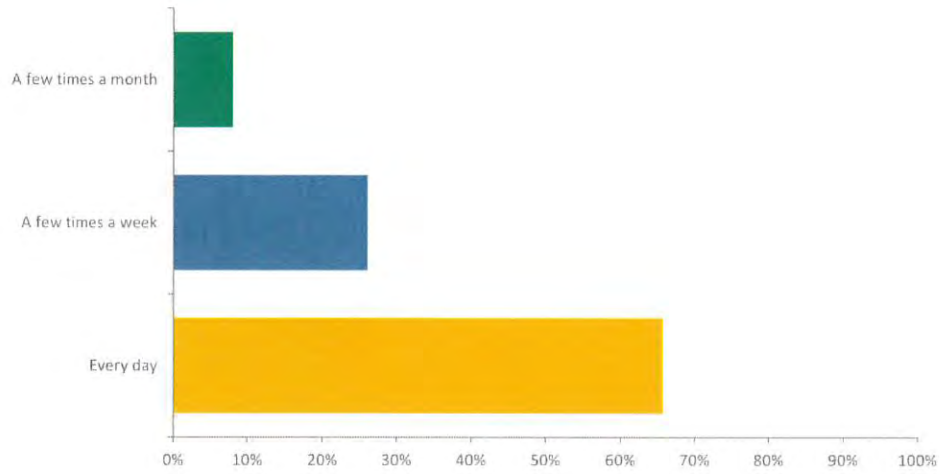
Date Created: Friday, March 22, 2024

Complete Responses: 802

Powered by  SurveyMonkey

Q2: Typically, how often do you ride RTA?

Answered: 791 Skipped: 11



Powered by SurveyMonkey

Q2: Typically, how often do you ride RTA?

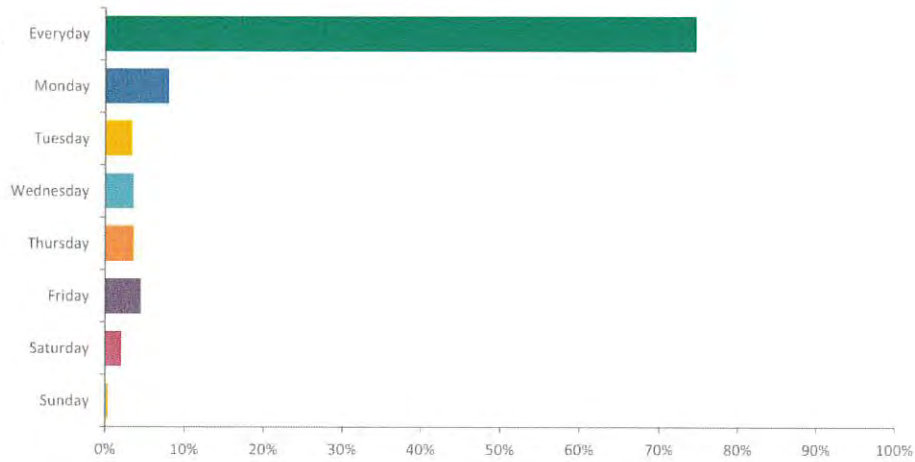
Answered: 791 Skipped: 11

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

Powered by SurveyMonkey

Q3: Which days do you usually ride RTA?

Answered: 790 Skipped: 12



Powered by SurveyMonkey

Q3: Which days do you usually ride RTA?

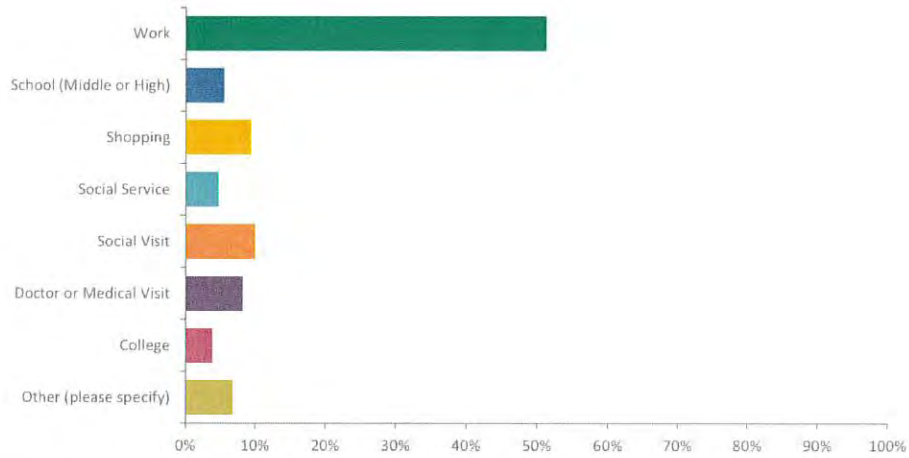
Answered: 790 Skipped: 12

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

Powered by SurveyMonkey

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

Answered: 791 Skipped: 11



Powered by SurveyMonkey

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

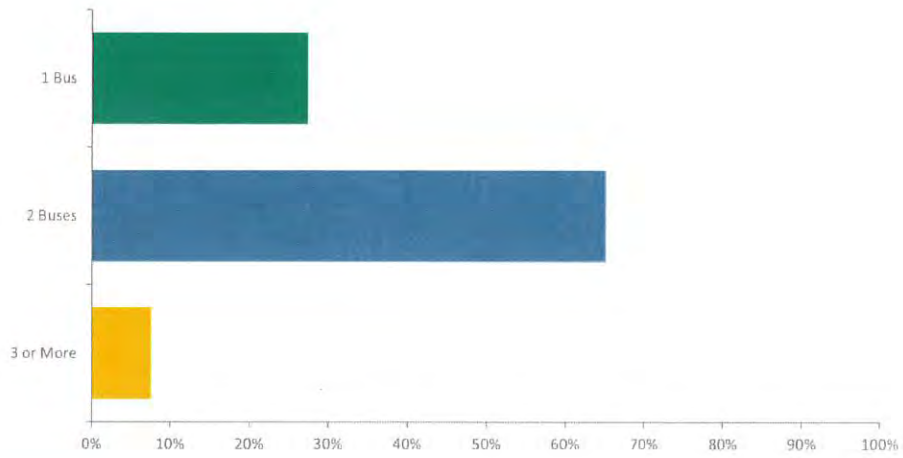
Answered: 791 Skipped: 11

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

Powered by SurveyMonkey

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

Answered: 787 Skipped: 15



Powered by SurveyMonkey

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

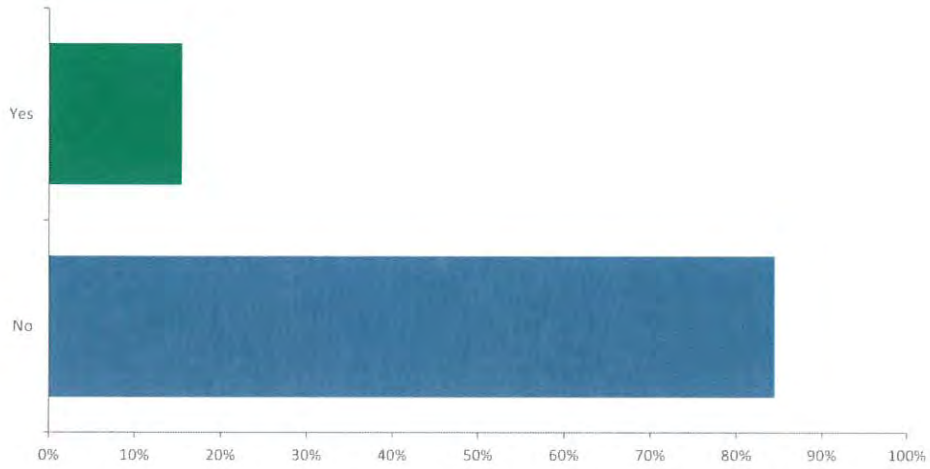
Answered: 787 Skipped: 15

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

Powered by SurveyMonkey

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

Answered: 788 Skipped: 14



Powered by SurveyMonkey

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

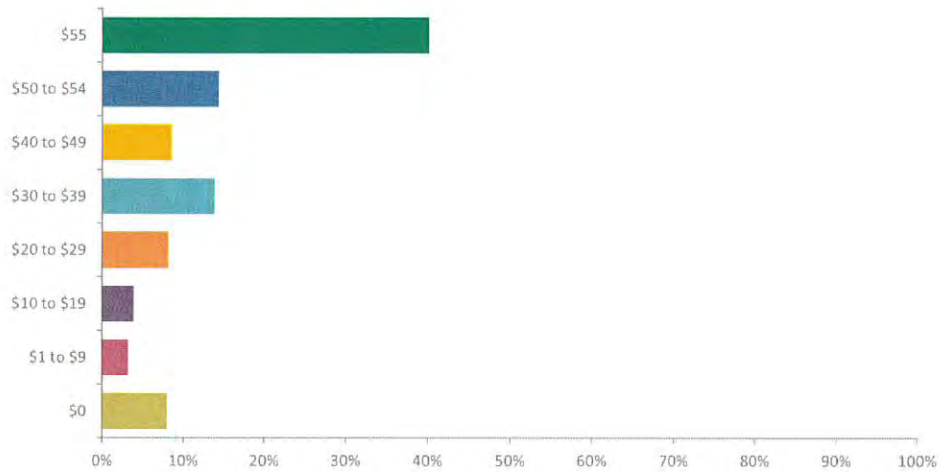
Answered: 788 Skipped: 14

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

Powered by SurveyMonkey

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

Answered: 790 Skipped: 12



Powered by SurveyMonkey

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

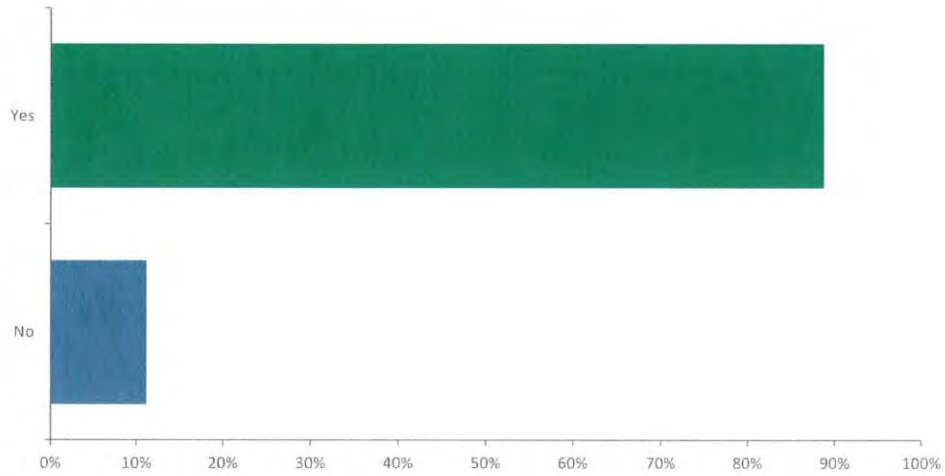
Answered: 790 Skipped: 12

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

Powered by SurveyMonkey

Q8: Do you own a smartphone?

Answered: 789 Skipped: 13



Powered by SurveyMonkey

Q8: Do you own a smartphone?

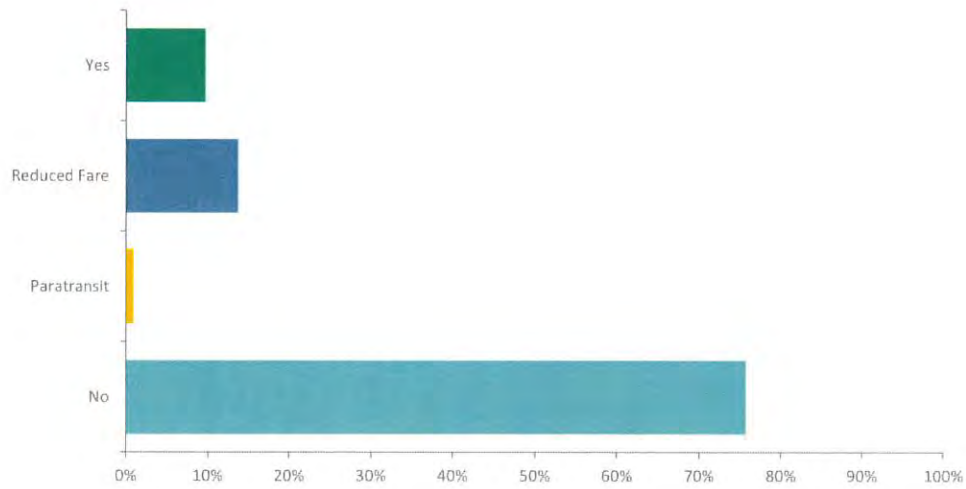
Answered: 789 Skipped: 13

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

Powered by SurveyMonkey

Q9: Are you eligible for reduced fare or paratransit?

Answered: 788 Skipped: 14



Powered by SurveyMonkey

Q9: Are you eligible for reduced fare or paratransit?

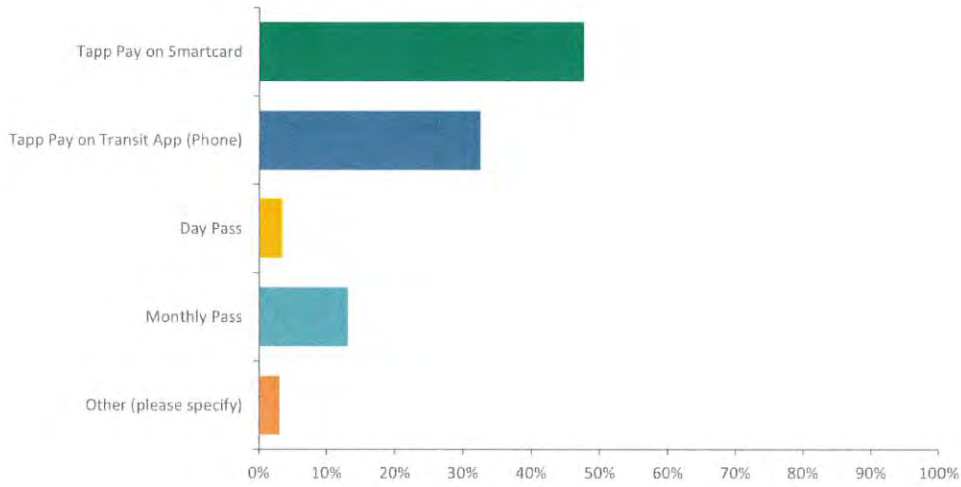
Answered: 788 Skipped: 14

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

Powered by SurveyMonkey

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

Answered: 788 Skipped: 14



Powered by SurveyMonkey

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

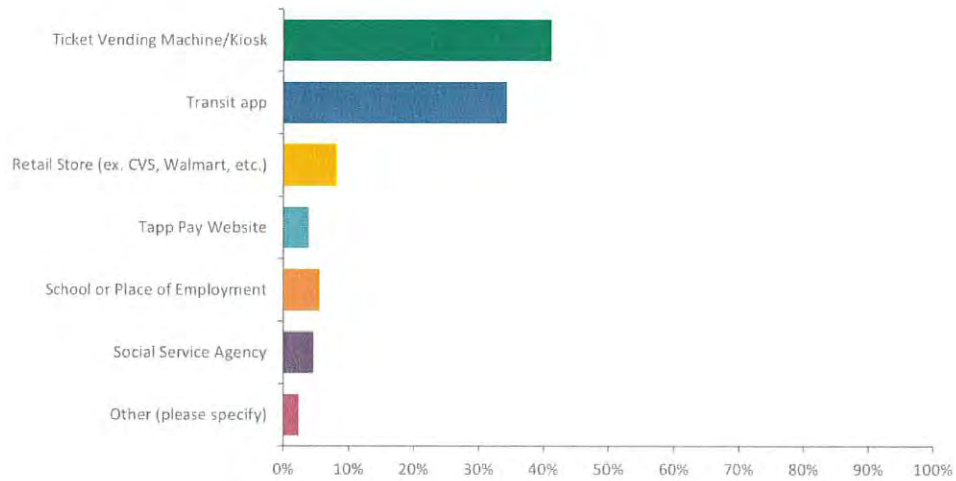
Answered: 788 Skipped: 14

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

Powered by SurveyMonkey

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

Answered: 787 Skipped: 15



Powered by SurveyMonkey

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

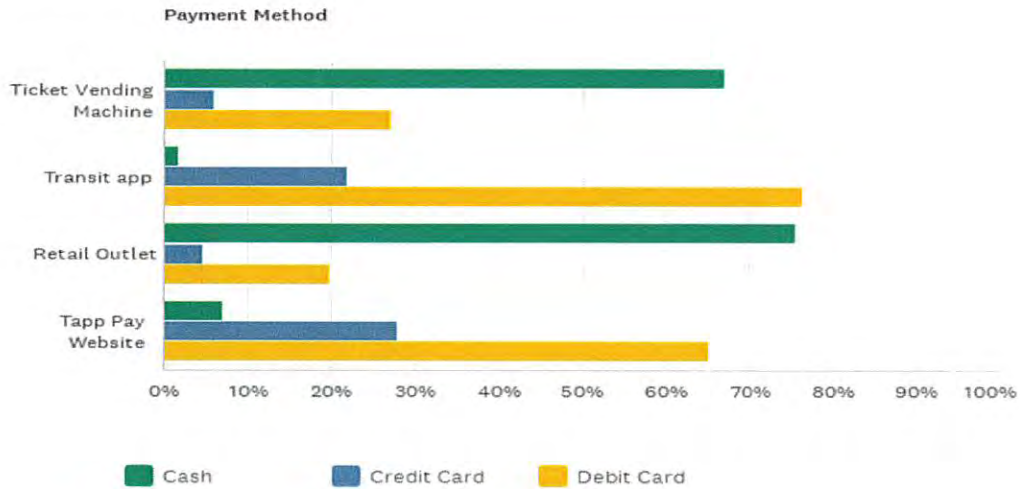
Answered: 787 Skipped: 15

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

Powered by SurveyMonkey

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

Answered: 699 Skipped: 103



Powered by SurveyMonkey

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

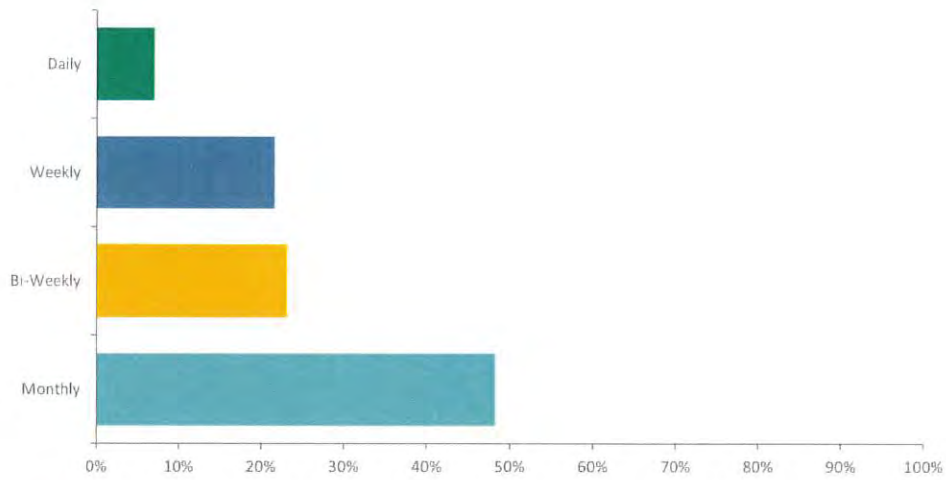
Answered: 699 Skipped: 103

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

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

Answered: 758 Skipped: 44



Powered by SurveyMonkey

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

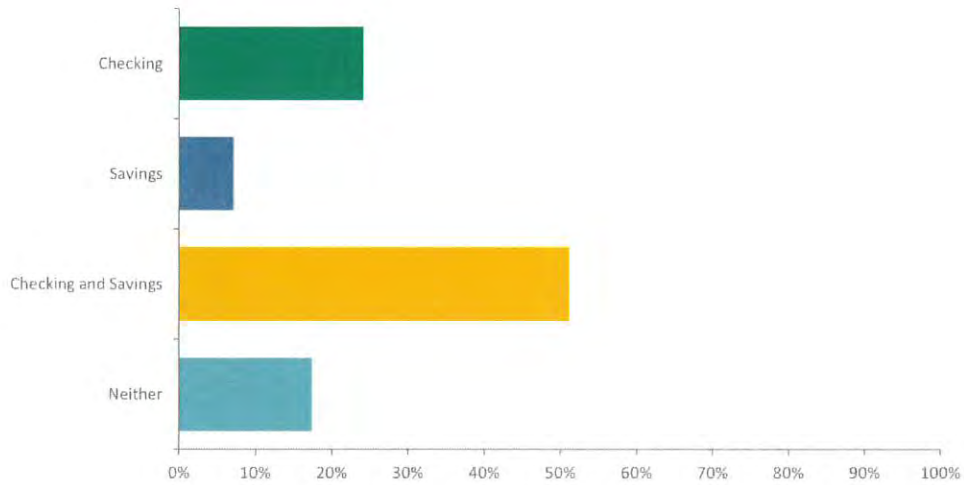
Answered: 758 Skipped: 44

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

Powered by SurveyMonkey

Q14: What type of bank account do you have?

Answered: 778 Skipped: 24



Powered by SurveyMonkey

Q14: What type of bank account do you have?

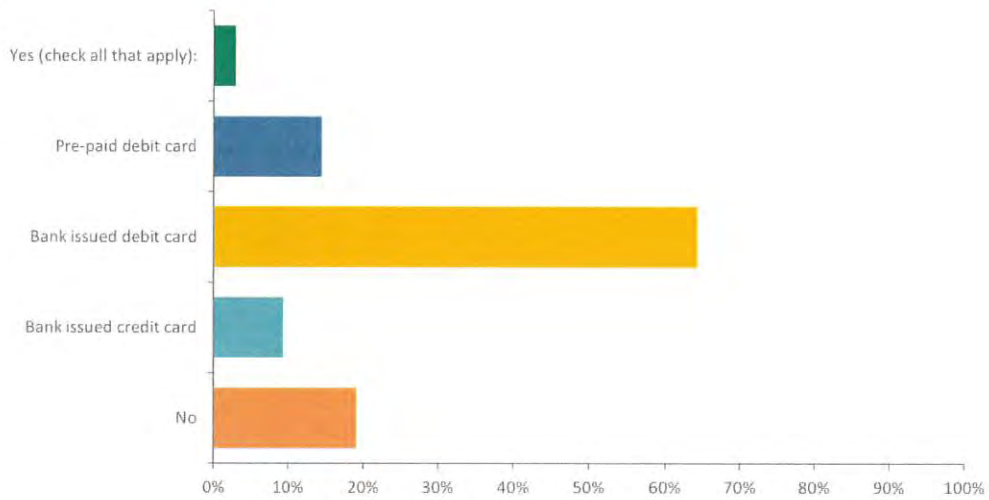
Answered: 778 Skipped: 24

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

Powered by SurveyMonkey

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

Answered: 779 Skipped: 23



Powered by SurveyMonkey

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

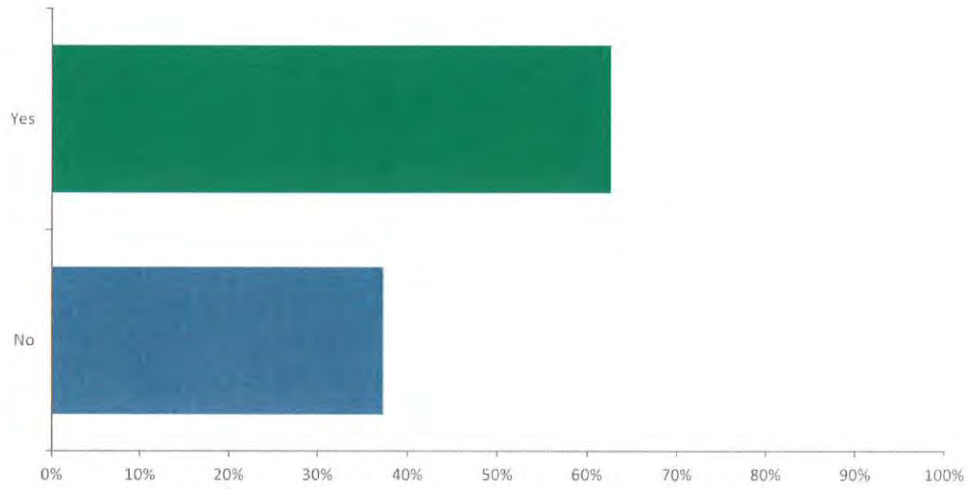
Answered: 779 Skipped: 23

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

Powered by SurveyMonkey

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

Answered: 783 Skipped: 19



Powered by SurveyMonkey

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

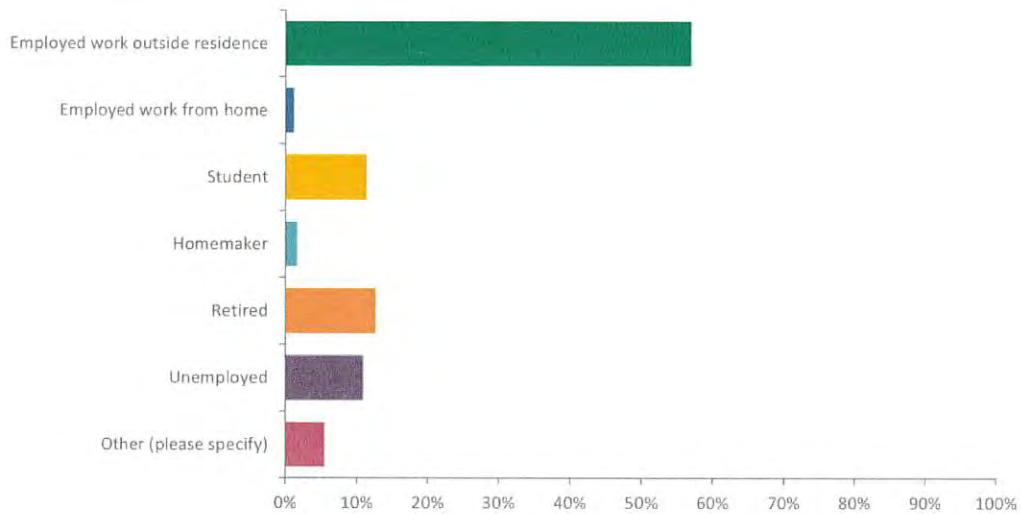
Answered: 783 Skipped: 19

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

Powered by SurveyMonkey

Q20: Which applies to you presently?

Answered: 780 Skipped: 22



Powered by SurveyMonkey

Q20: Which applies to you presently?

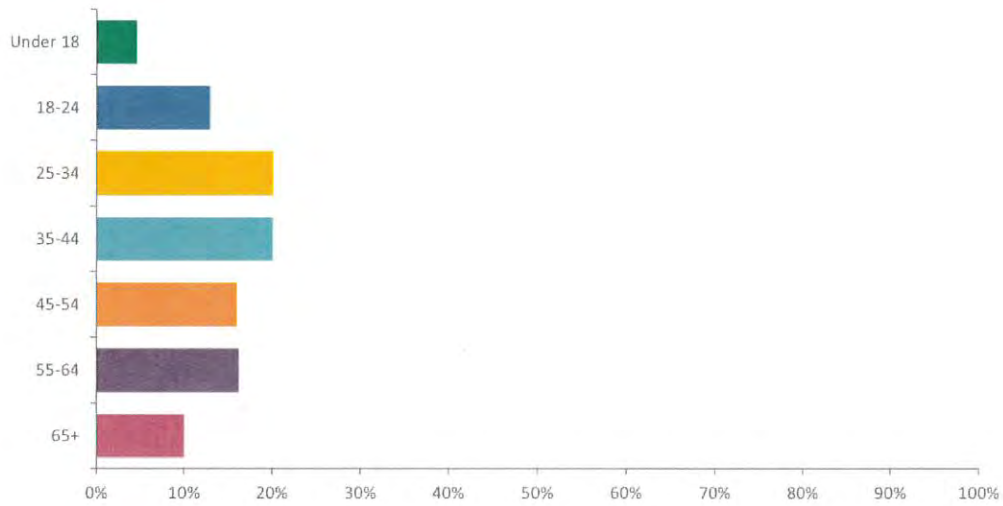
Answered: 780 Skipped: 22

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

Powered by SurveyMonkey

Q21: What is your age?

Answered: 781 Skipped: 21



Powered by SurveyMonkey

Q21: What is your age?

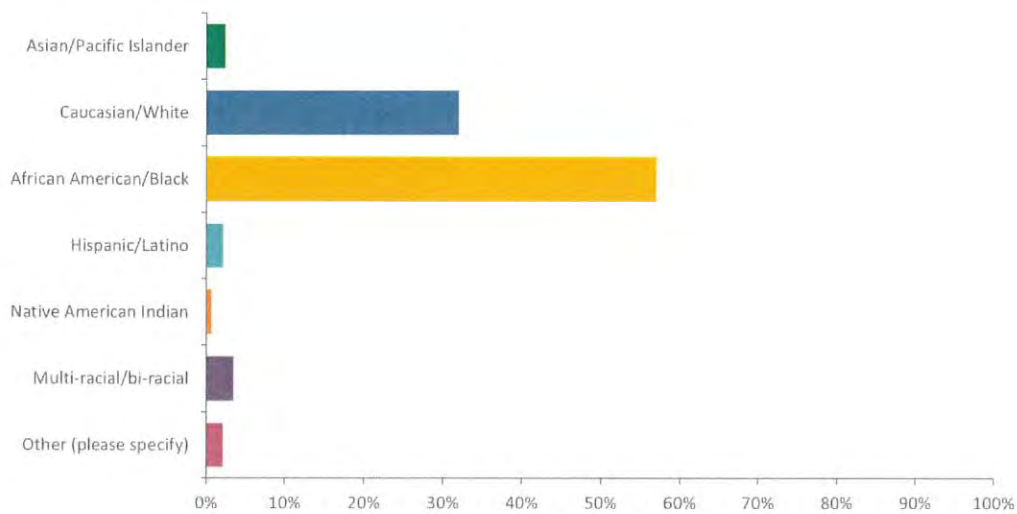
Answered: 781 Skipped: 21

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

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Q22: Are you: (Check one)

Answered: 781 Skipped: 21



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Q22: Are you: (Check one)

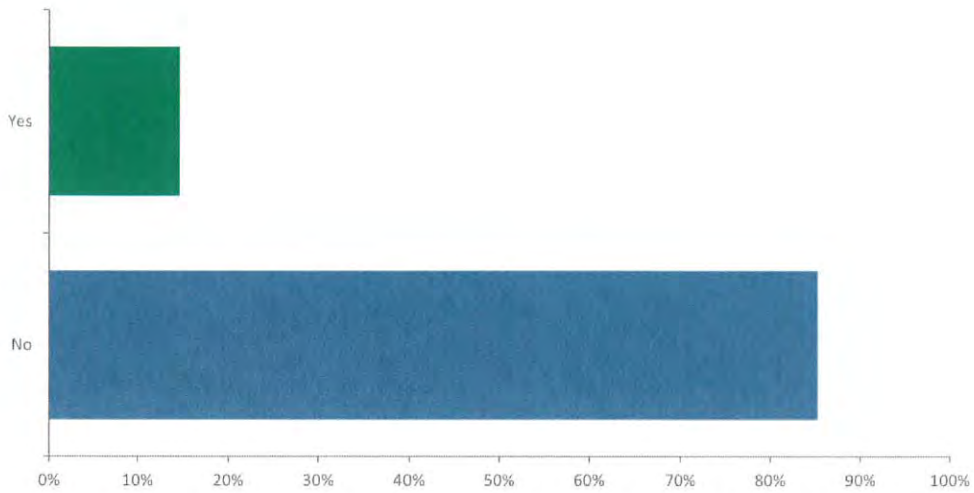
Answered: 781 Skipped: 21

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

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

Answered: 778 Skipped: 24



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

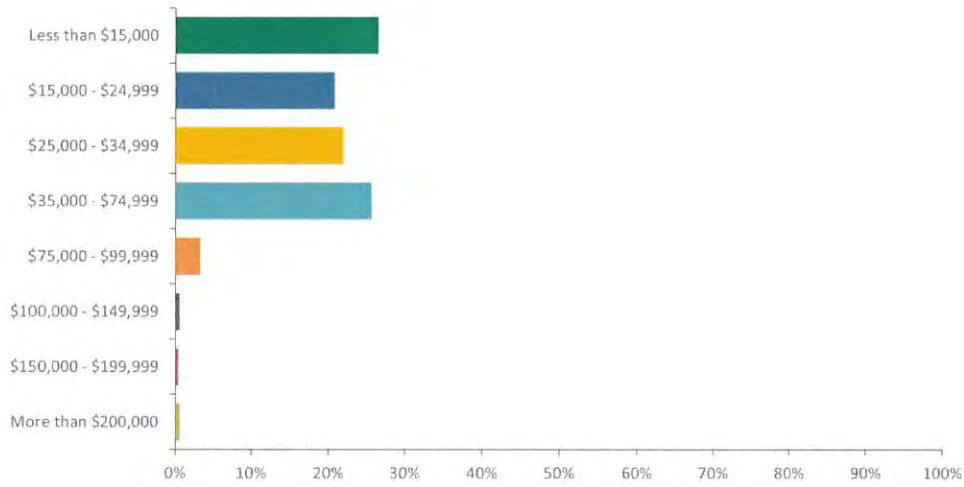
Answered: 778 Skipped: 24

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

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Q24: What is your households annual income?

Answered: 766 Skipped: 36



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Q24: What is your households annual income?

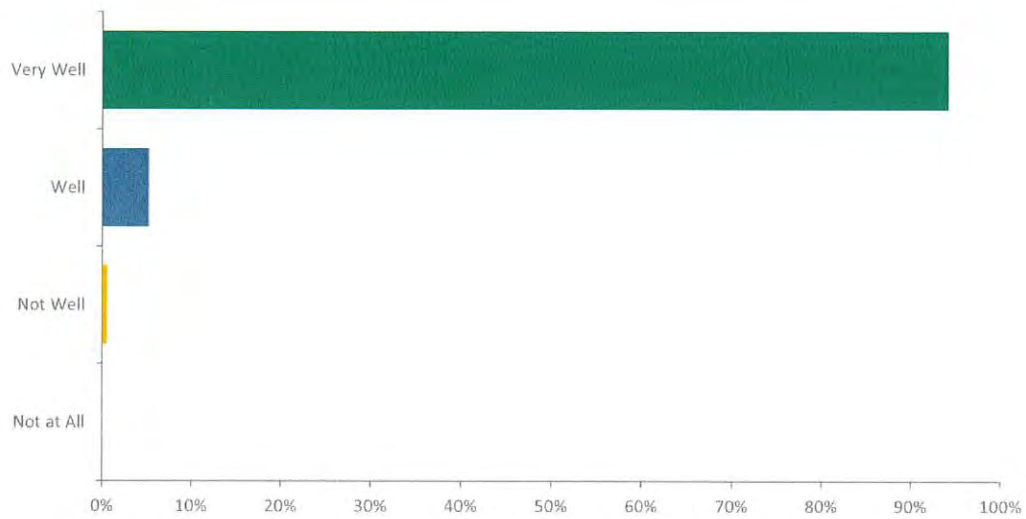
Answered: 766 Skipped: 36

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

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Q25: How well do you speak English?

Answered: 779 Skipped: 23



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Q25: How well do you speak English?

Answered: 779 Skipped: 23

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

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Greater Dayton RTA: 2024 Title VI Survey (Paratransit)

Tuesday, July 02, 2024

Powered by  SurveyMonkey

16

Total Responses

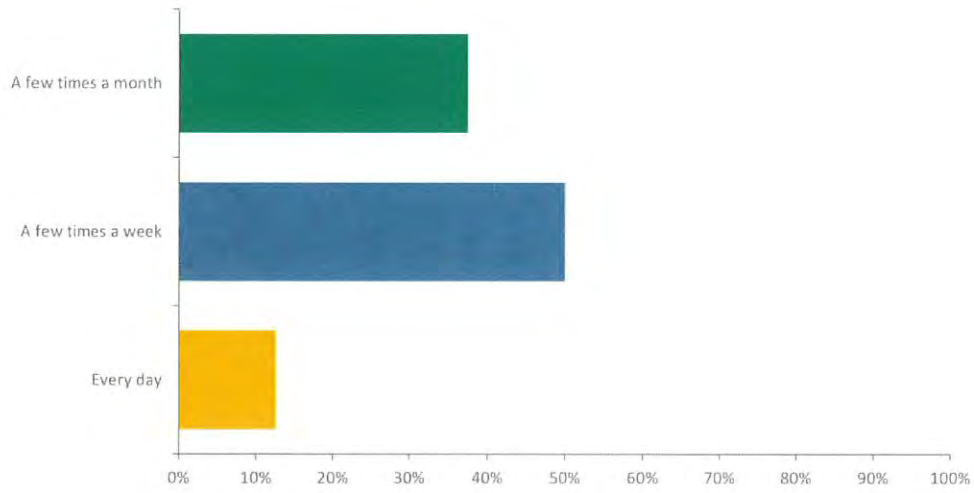
Date Created: Friday, May 10, 2024

Complete Responses: 16

Powered by  SurveyMonkey

Q1: Typically, how often do you ride RTA?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q1: Typically, how often do you ride RTA?

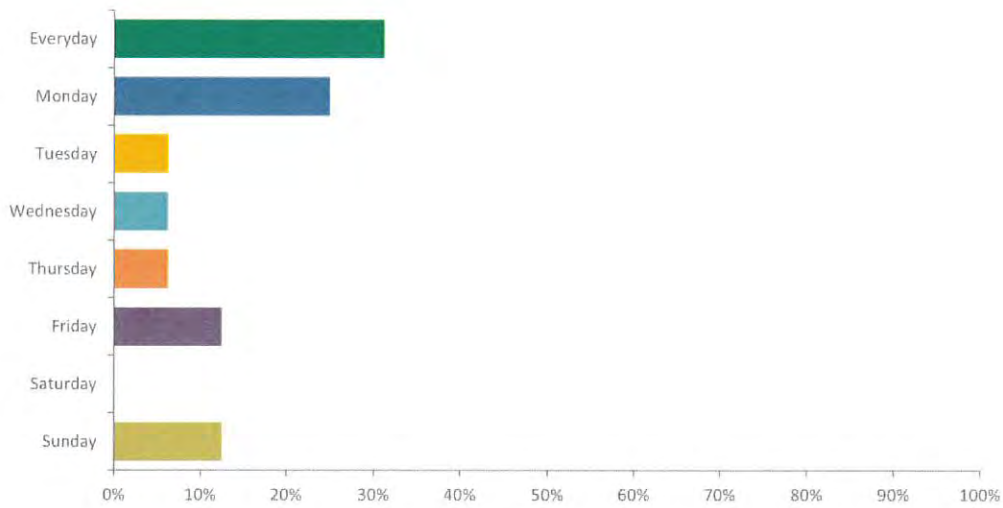
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q2: Which days do you usually ride RTA?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q2: Which days do you usually ride RTA?

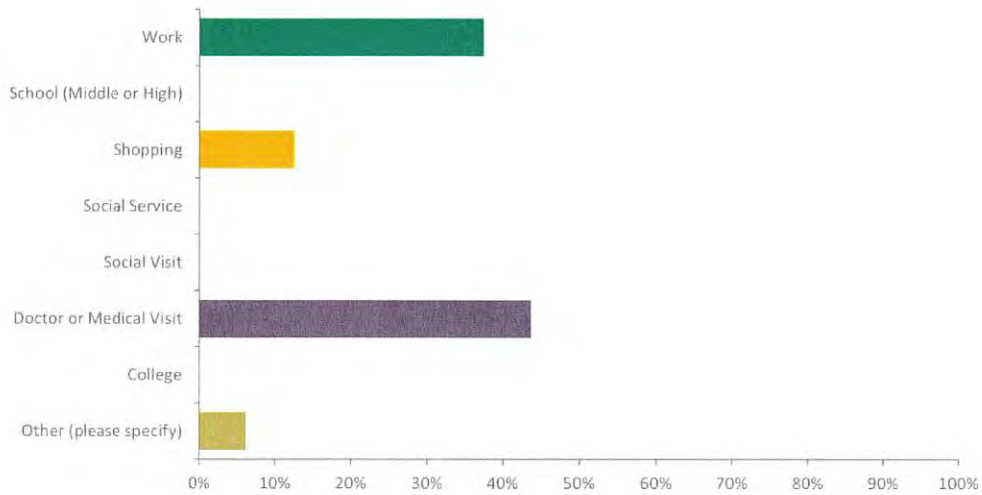
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

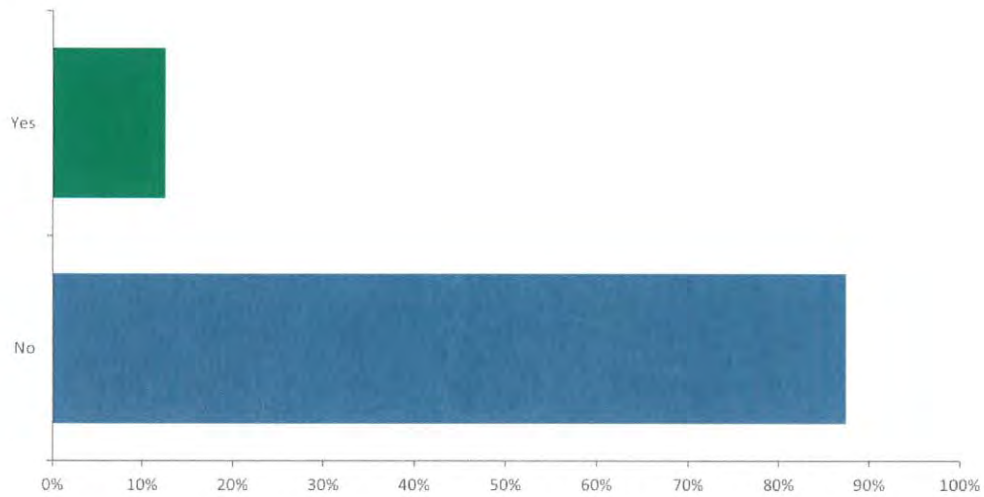
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

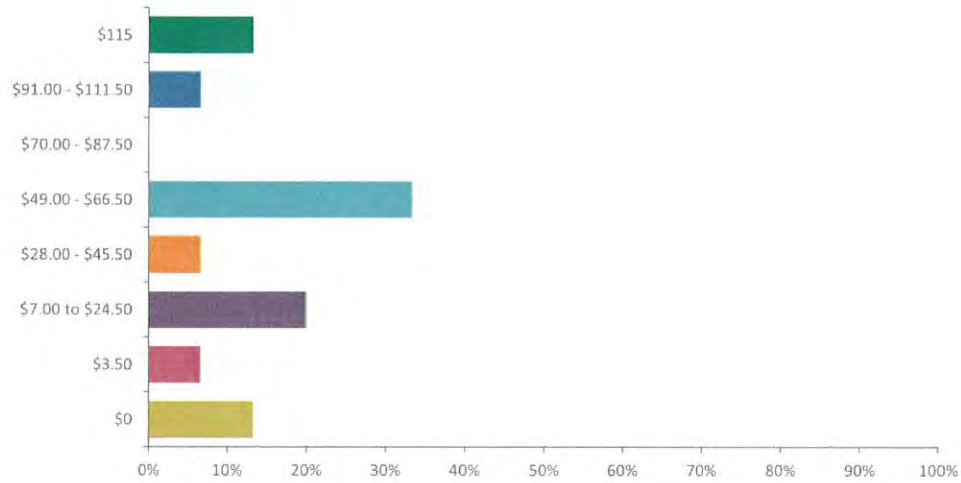
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

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

Answered: 15 Skipped: 1



Powered by SurveyMonkey

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

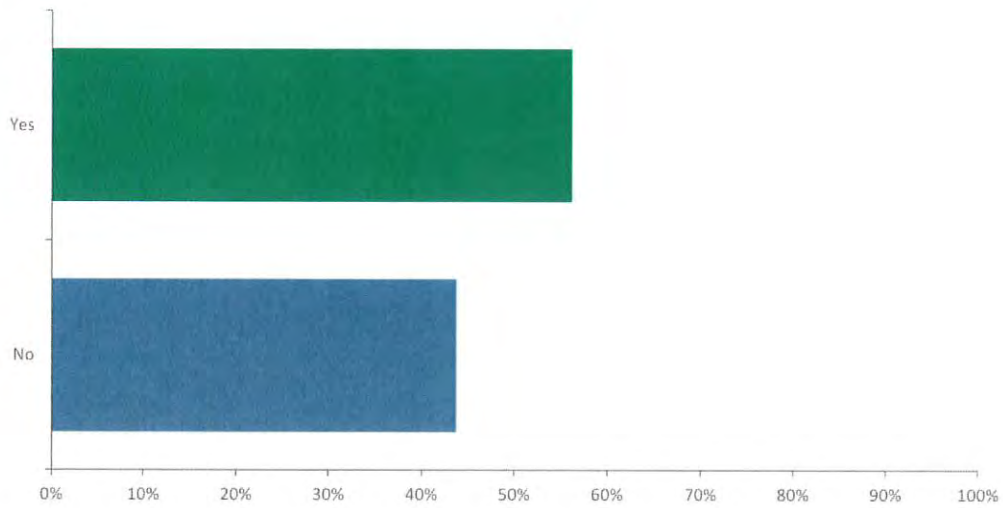
Answered: 15 Skipped: 1

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

Powered by SurveyMonkey

Q6: Do you own a smartphone?

Answered: 16 Skipped: 0



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Q6: Do you own a smartphone?

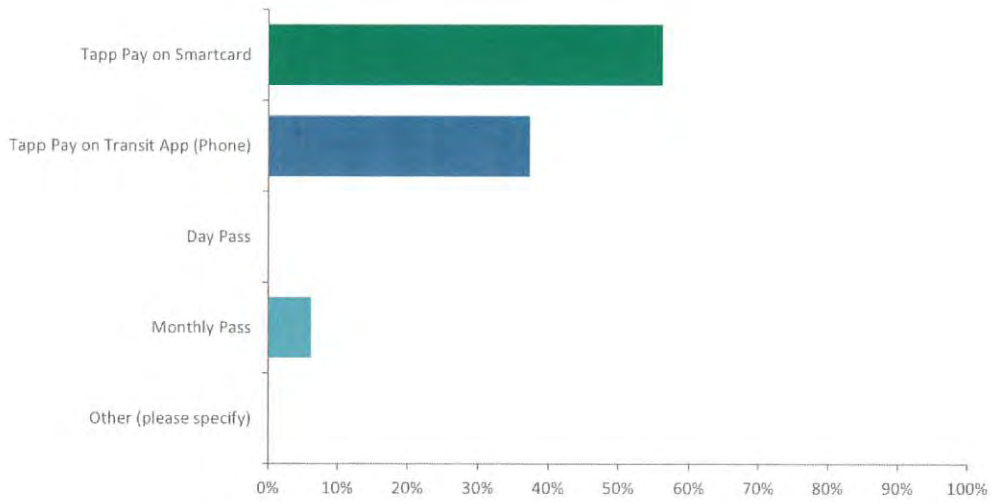
Answered: 16 Skipped: 0

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

Powered by  SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

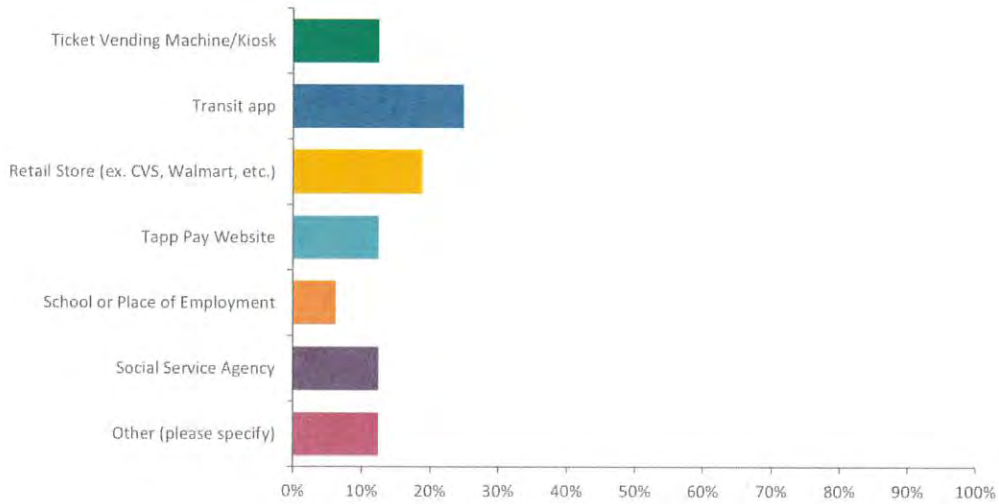
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

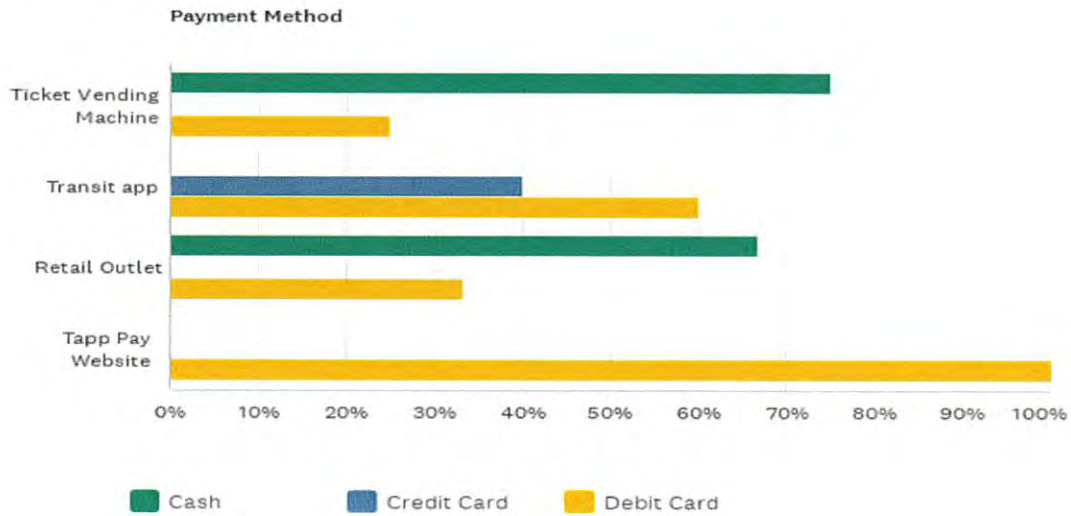
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

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

Answered: 14 Skipped: 2



Powered by SurveyMonkey

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

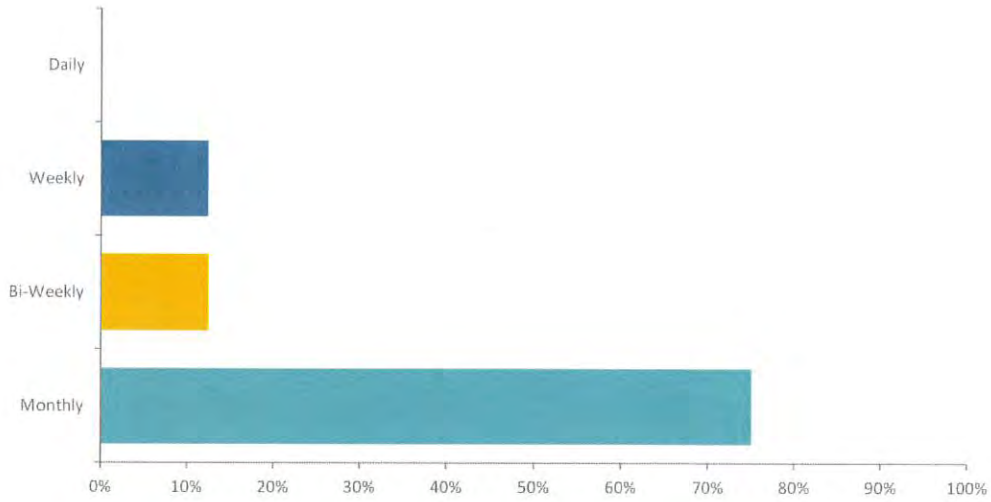
Answered: 14 Skipped: 2

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

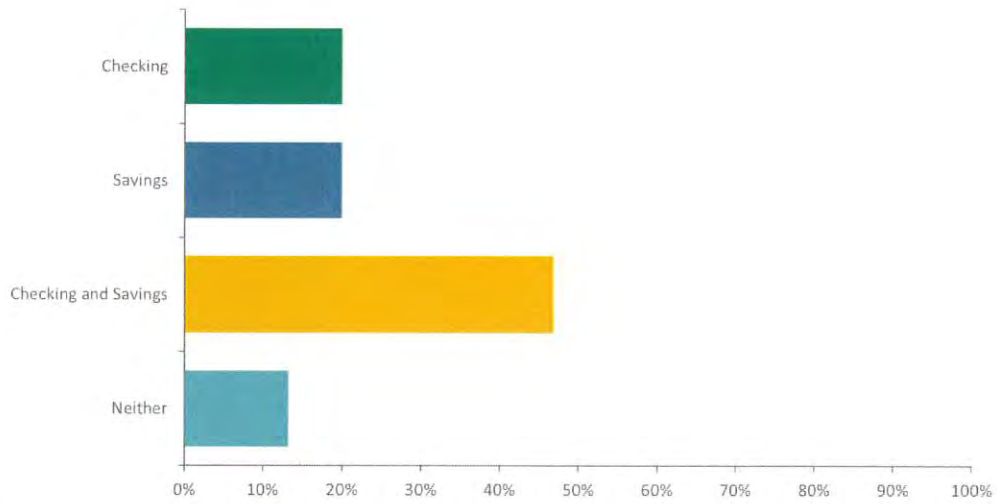
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q11: What type of bank account do you have?

Answered: 15 Skipped: 1



Powered by SurveyMonkey

Q11: What type of bank account do you have?

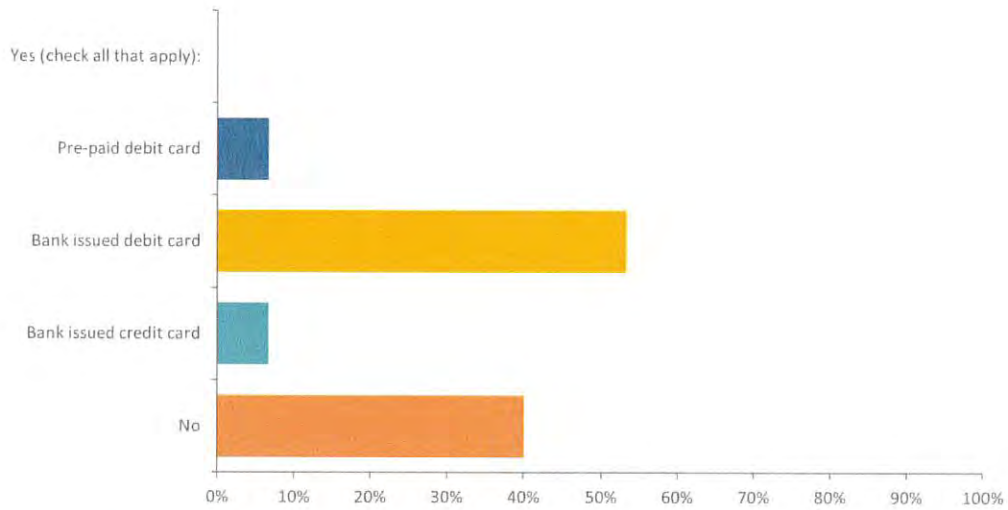
Answered: 15 Skipped: 1

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

Powered by SurveyMonkey

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

Answered: 15 Skipped: 1



Powered by SurveyMonkey

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

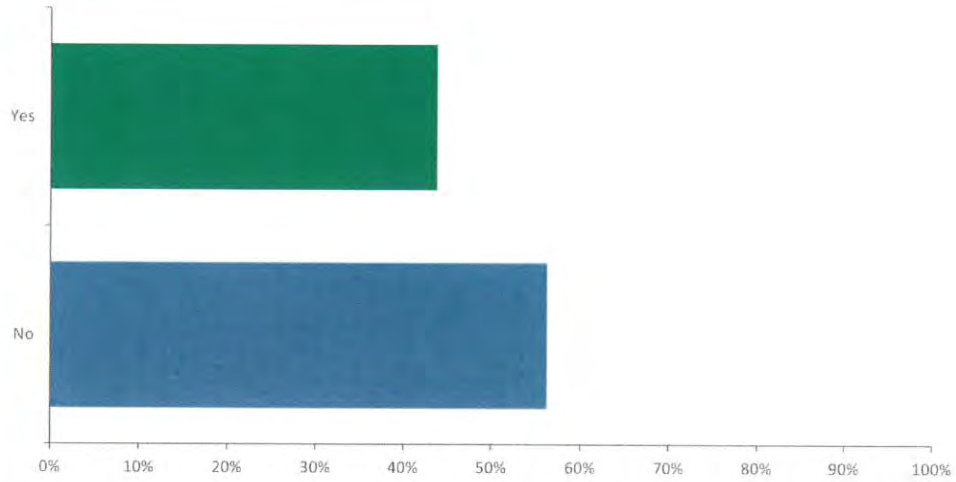
Answered: 15 Skipped: 1

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

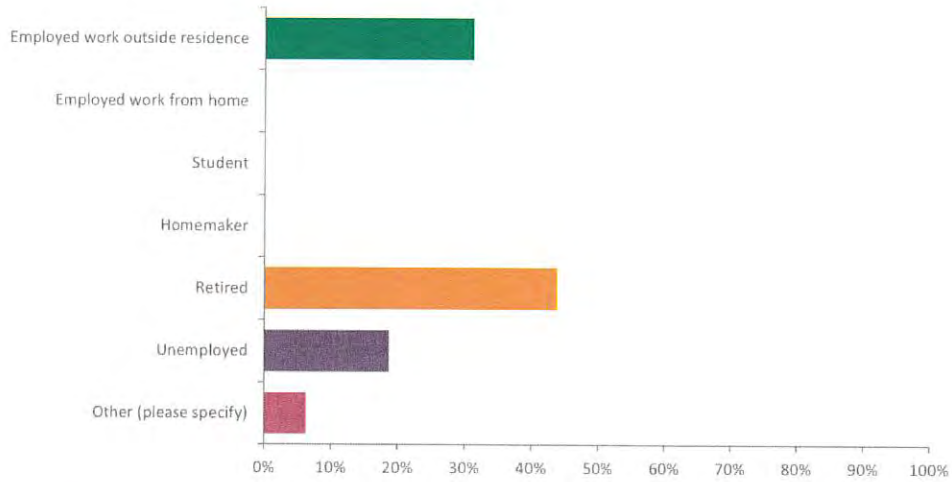
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q17: Which applies to you presently?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q17: Which applies to you presently?

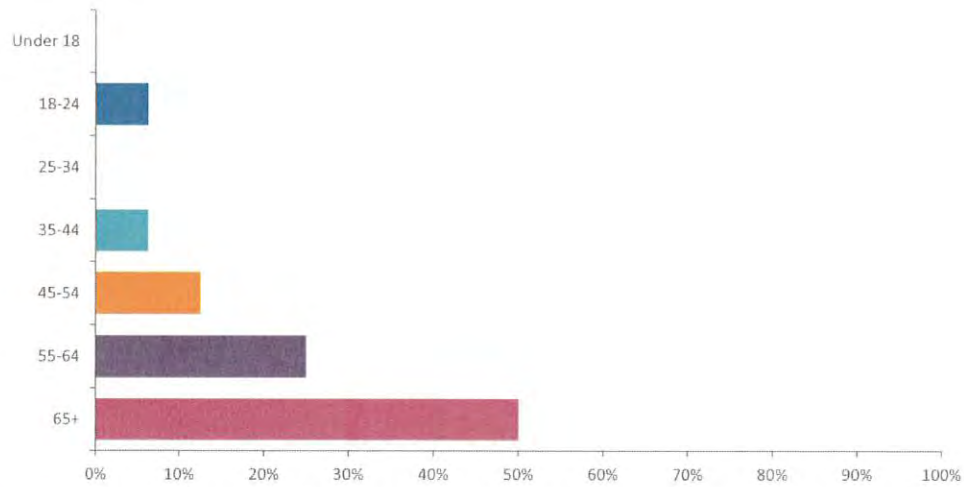
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q18: What is your age?

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q18: What is your age?

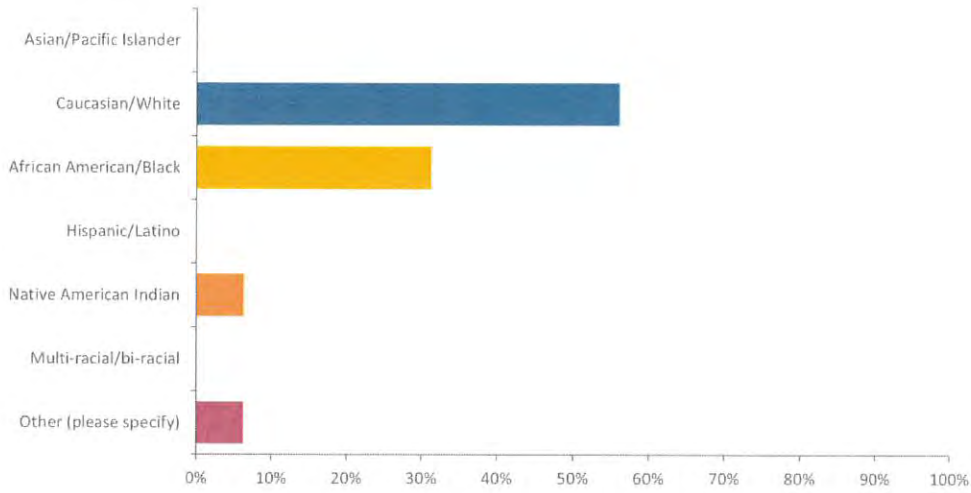
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q19: Are you: (Check one)

Answered: 16 Skipped: 0



Powered by SurveyMonkey

Q19: Are you: (Check one)

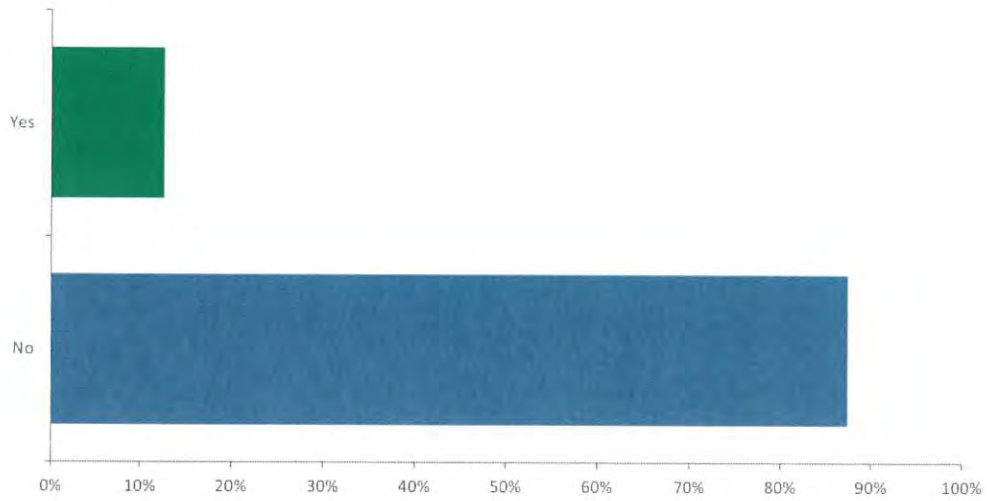
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

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

Answered: 16 Skipped: 0



Powered by SurveyMonkey

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

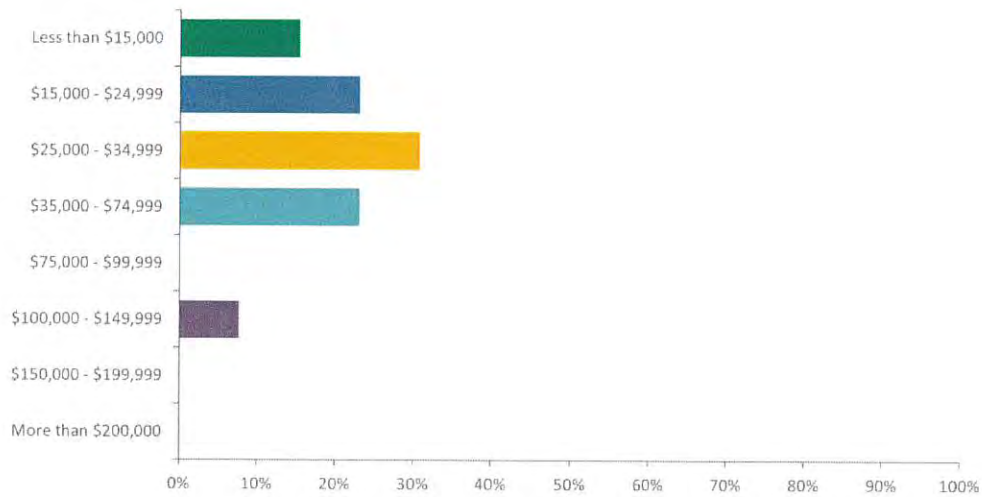
Answered: 16 Skipped: 0

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

Powered by SurveyMonkey

Q21: What is your households annual income?

Answered: 13 Skipped: 3



Powered by SurveyMonkey

Q21: What is your households annual income?

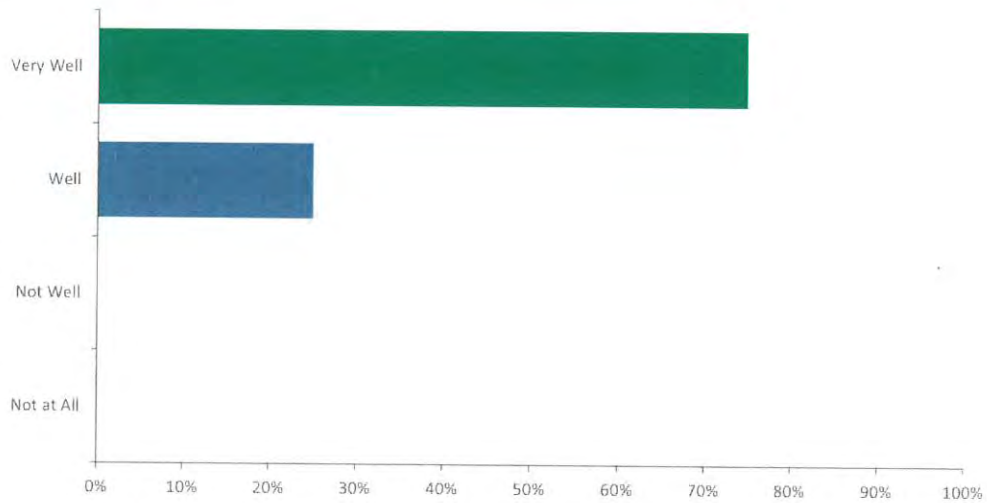
Answered: 13 Skipped: 3

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

Powered by SurveyMonkey

Q22: How well do you speak English?

Answered: 16 Skipped: 0



Powered by  SurveyMonkey

Q22: How well do you speak English?

Answered: 16 Skipped: 0

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

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Appendix B

ID	Name - Optional	Question	Comments
1	Joseph	Fares	Joseph agrees with on-demand shouldn't be free and is reasonable. Fare proposal seems reasonable. He doesn't like 3 rides a day gets you to the fare cap, he wishes it was two rides a day.
2	Florence Douglas	Fares	I went to the Walmart and caught the Bus 1619 coming back. A new guy, a young guy, when he went around the corner, even though I was strapped in and I moved sideways. They keep changing the routes like the Route 12. I don't think there is a bus that goes up toward The Greene anymore.
3	Melody Burba	Fares	I would like you to know that this fare increase is going to impact people getting to necessary appointments whether that is work or doctor appointments. Not everyone is on Medicaid, not everyone has access to a vehicle and has someone to take them. I know myself, a lot of the needs that I have to ride paratransit. It is not by my choice, it is because the cities are not putting sidewalks in and are not making it easy for people to get around. I would rather be riding main transit. I hate for people not being able to get somewhere because they can't afford the fare. Over the last year I have lost half of my household income. I don't think there was good signage to direct people where to go. That is the disadvantage of riding paratransit, I don't have control over the time and location.
4	Sheila Hardy-Wilson	Fares	You should of had a public hearing about the bus stop signs. From a customer service standpoint you should have gotten public feedback.
5	Nancy Smith	Fares	I am a member of the National Federation of the Blind and have been riding paratransit since 2010. I have gone through the process of cash tickets and Tapp pay transitions. As a concerned citizen having a disability and on a fixed income which we did receive an increase my question is, is that the reason for the proposed price increase or is it to help pay salary. Most people who are receiving disability have a hard time affording the trips at the price it is now. They discontinued the senior trips which is a disservice to the community as well. The Tap Pay system is pretty good. I am against the paratransit fare increase. They are doing an increase every couple months. If your going to raise the fare just do it one time.
6	Dr. Green	Fares	I am on a fixed income, social security, if they raise the fare I will have to give up the bus. The \$55 a month is a reasonable amount but if they want to increase the fare then busses will need to come more often. I use CVS to load my fare. In terms of the other comments, I have been given three different answers from two other people. When your card is low, that beeping noise that it makes, it is not clarified what that beeping sound is whether it is low funds versus no funds. Whenever that has happened in the past, I carry cash just in case. The monthly pass, does it run for a calendar month or does it run for 31 days? (that was clarified for her). The fare increase will be capped at \$5 for each individual per trip. Asked about why we are increasing the paratransit fare when there is no recovery of the service. Asked what will happen when the public comments are submitted: who reviews them, and how will the decision be made? She was told that the comments will be reviewed by RTA staff and a recommendation will be sent to the CEO, he will review the comments and the proposal, and then make recommendation to the board. The board will receive the recommendation and make a decision from there to vote yes or no for the recommendation. The comments may or may not influence that decision. When I got here for the meeting, when we finally were shown where to go, this was only available in Spanish, and I had to ask for it in English. When I asked Sally Brown and she came downstairs, and I was told to go over to the door near the parking lot, I was given an answer that there should be signage there directing people, and it should be and that is not a definitive answer. The more intelligent answer should have been that the signage should be there and let me check to make sure.

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

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

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

Dear Greater Dayton RTA,

I hope this email finds you well. I am writing to express my growing concern regarding the recent surge in public transportation costs, particularly for residents who rely on these services, including adults with various disabilities who use the paratransit program. As a member of the community who works with residents who will be personally impacted by this increase, I feel compelled to bring this matter to your attention. It's undeniable that public transportation plays a vital role in the lives of many individuals, facilitating access to employment, education, healthcare, and various essential services like our arts program at We Care Arts. However, the proposed uptick in fare prices is placing an undue financial burden on countless households, disproportionately affecting vulnerable groups.

Adults with disabilities often face additional obstacles in their daily lives, from limited mobility to increased dependence on public services. For many in this demographic, public transportation serves as a lifeline, offering a means of independent travel and access to critical resources. However, the rising costs are severely undermining their ability to utilize these services effectively.

Moreover, the financial strain imposed by escalating transportation expenses exacerbates the existing challenges faced by individuals with disabilities, potentially compromising their overall quality of life and well-being. It is imperative that we address these disparities and work towards creating a more inclusive and equitable transportation system that caters to the needs of all community members, regardless of their physical abilities. I urge you to consider the implications of these price hikes on vulnerable populations and explore alternative solutions to mitigate their impact. Whether through subsidization programs, discounted fares for individuals with disabilities, or other initiatives aimed at ensuring affordability and accessibility, it is essential to prioritize the needs of those most affected by these changes.

Thank you for your attention to this important issue. I look forward to your prompt response and the opportunity to discuss potential avenues for addressing the challenges faced by adults with disabilities in accessing affordable public transportation.

Best Wishes,

Nicole Erickson

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

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

To whom it may concern, The National Federation Of The Blind, Miami Valley Chapter, President, Dr. Carolyn Peters I am responding to the propose price increases on transportation fees for project connect. We learned in our Saturday, April 13, 2024 meeting that there were proposed changes. We realize Rta has not had price increases for several years Yet we would like to know if Rta can possibly have grants available to support people that are riding para transit. As we discussed in our meeting, it cost seven dollars to get two and get home for a monthly meeting not including going to the doctor shopping or visiting family and friends , as we all know, we are experiencing increases in rent utilities, and certainly food and are not having increases in our monthly benefits. Please take these things into consideration when you decide on rate increases. Loraine county charges one dollar for paratransit, Summit county charges \$2.25, Franklin county Transportation is two dollars, Cuyahoga county is \$2.75. Hamilton county is four dollars. What are other counties doing that we are not we are not as large as Franklin County or Cuyahoga County. Those are some of our questions we are confident that you will keep our finances in our concerns lifted as you make decisions on increasing fees for peer transit writers in the City Of Dayton, Montgomery county. Cheerfully, Reverent Dr. Carolyn Peters, National Federation Of The Blind, Ohio, affiliate, vice president, 937-657-5134

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

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

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

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

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



04 18 2024

Executive Director
Katie Neubert

Board President
Tami H. Kirby

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

Dear Robert Ruzinsky and the entire RTA leadership team:

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

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

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

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

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

Thank you.

Katie Neubert
Executive Director





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

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

Name - Optional Rainbow West
 Address - Optional 1316 Campbell Way Apt 5.
 Email - Optional _____

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

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

Use back of this sheet if necessary



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

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

Name - Optional _____

Address - Optional _____

Email - Optional _____

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

Bus Stops/Amenities Maintenance Other *Open the book*

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

Use back of this sheet if necessary

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



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

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

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

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

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

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**Greater Dayton RTA Board of Trustees Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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 Jointly held Finance,
Personnel, and Planning Committees Meeting Packet**

Meeting Date: Tuesday, October 22, 2024 - 8:30 a.m.
Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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 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 of 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 is \$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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2nd Floor Multipurpose 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 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.

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

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Wright Stop Plaza – 4 S. Main Street, Dayton OH 45402
2nd Floor Multipurpose 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@greaterdaytonrta.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.irderta.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 Kaherl 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

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

sessions. The money will be added to their account onsite. All sessions will be held in the passenger waiting area at Wright Stop Plaza.

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.



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
Truck-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

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.



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.

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
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Local Capital Charge is \$296k under budget.

RTA Service - Gain (Loss)

	(671,955)
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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)
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Plus - Non-RTA Capital Grants Received

	5,488,139
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Balance Sheet - Change in Net Position

	(4,140,224)
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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
	8.1%	7.6%	8.6%
	0.0%	0.0%	0.0%
	0.0%	0.0%	0.0%
	4.8%	4.6%	3.0%
	0.4%	0.3%	0.3%
	62.5%	62.3%	64.8%
	0.3%	0.4%	1.0%
	23.8%	24.8%	22.2%
	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
	0.3%	0.3%	0.3%
	3.9%	3.2%	5.5%
	1.5%	2.4%	2.4%
	100%	100%	100%
Total Expenses	50,539,540	53,040,112	46,826,588
	43.8%	41.6%	44.6%
	7.2%	7.3%	6.6%
	18.4%	18.5%	17.9%
	9.5%	9.8%	8.7%
	9.3%	11.0%	10.2%
	2.4%	2.4%	2.3%
	3.6%	3.7%	1.5%
	0.3%	0.3%	0.3%
	3.9%	3.2%	5.5%
	1.5%	2.4%	2.4%
	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
CEO	21
Labor Relations	55
Total CEO	
Chief Capital Officer	92
Engineering	24
Corporate Dept.	98
Total COO	
Chief Financial Officer	19
Claims	66
Procurement	77
Accounting & Payroll	91
Total CFO	
Transportation Administration	60-61
Revenue Vehicle Ops	63
Security	88
Total Transportation	
Maintenance Administration	71
Repair Shops	72
Inventory	73
Line Shop	75
Facility Maintenance	76
Transit Hubs	81-85
Facility Cleaning	89
Total Maintenance	
CC&BDO	41
Communications	43
Quality Service	44
Planning & Scheduling	45
Human Resources	31
Information Technology (IT)	58
Training, Safety & Risk	65
Total CC&BDO	

RTA Totals

(Dollars in Thousands. Bracketed Variances are Favorable)

	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

Greater Dayton RTA
Balance Sheets
August 2024 and Year End 2023

Assets and Deferred Outflows of Resources

	<u>As of 8/31/2024</u>	<u>PRE-AUDIT</u> <u>As of 12/30/2023</u>
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>
Total capital assets - net	200,118,926	200,472,545
Total non-current assets	<u>270,652,423</u>	<u>272,339,436</u>
Total assets	339,245,787	343,584,014
	<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	75,699,357	36,748,133
	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 net position		
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	\$ 4,384,322	\$ 22,855,374	\$ 23,519,865	\$ 23,967,090	\$ 24,206,761	\$ 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