



Greater Dayton RTA Board of Trustees

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

Tuesday, May 16, 2023 – 8:30 a.m.

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

Interpreters for hearing-impaired individuals are available upon request. Requests should be made at least 5 days prior to the date of the meeting. For more information, contact 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, May 16, 2023 - 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, May 16, 2023 – 8:30 a.m.

- | | |
|--|----------------------------|
| Call Meeting to Order | Sharon White, Chair |
| Roll Call/Declare Quorum | White |
| I. Approval of April 18, 2023 Jointly Held Finance/Personnel and Planning Committees Meeting Minutes | White |
| II. June 2023 Board Action Items | |
| Finance/Personnel | Matthews-Stenson |
| • Action Item #2 – As Needed Electrical Services | Hoffman |
| • Action Item #3 – Video Storage Appliances and Installation | Poulsen |
| • Action Item #4 – Cameras, Licenses and Recorders | Poulsen |
| • Action Item #5 – Removal & Installation of Mobile Electronic Equipment For RTA Vehicles | Brown |
| Planning | Weckesser |
| • Action Item #6 – Title VI Analysis Approval & Multi-Year Service Plan Adoption | Owens |
| • Action Item #7 – Resolution No. 2023-6-1, NEORide Membership | Ruzinsky |
| III. Informational / Discussion Items | |
| Planning | Weckesser |
| • Customer and Business Development Update | Owens |
| Finance/Personnel | Matthews-Stenson |
| • March 2023 Financial Report | Stanforth |
| • Small Purchasing Information | Deborah Howard |
| IV. Request for Executive Session – <i>As Required</i> | White |
| Reconvene to Regular Session | |
| <u>Next Regular Meetings</u> – June 20 and July 18, 2023
(June 20 meeting may be cancelled) | |
| V. Adjournment | White |

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**Greater Dayton RTA Board of Trustees Jointly held Finance,
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Approval of Minutes
Next Section





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

April 18, 2023

Members Present: John A. Lumpkin, Jr.
Al Fullenkamp
Belinda Matthews-Stenson
Thomas Weckesser
David P. Williamson

Excused: Sharon Hairston
Adrienne Heard
Nikol Miller
Sharon D. White

Staff in Attendance: Bob Ruzinsky
Daron Brown
Roland Caldwell
Tim Harrington
Deborah Howard
Ben Mazer, Coolidge Wall
Rich Poulsen
Brandon Policicchio
Alex Smith
Mary K. Stanforth

Mr. Lumpkin called the meeting to order at 8:35 a.m. and roll call was taken:

Roll Call

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

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

Approval of March 21, 2023, Jointly Held Finance/Personnel and Planning Committees Meeting Minutes

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

Upon hearing no requests or corrections, Mr. Lumpkin DECLARED APPROVAL of the March 21, 2023 Jointly Held Finance/Personnel and Planning Committees Meeting Minutes.

May 2023 Board Action Items

Action Item #2 – Brake Kits, Calipers and Rotors

Mr. Brown stated the purpose of this procurement is to purchase necessary brake parts required to maintain Greater Dayton Regional Transit Authority's (RTA) fleet. This project is consistent with RTA's core values of Safety and Stewardship by properly maintaining the fleet brake systems and effectively managing resources.

Successful contractors are required to provide the requested products on an as-needed basis for one year.

Bids were solicited through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Invitations for Bid were sent to 20 firms. On March 27, 2023, five (5) bids were received and publicly opened.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Weckesser that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD for one (1) year for Brake Kits, Calipers, and Rotors to Neopart Transit LLC in the amount of \$103,073 for Brake Kits and \$193,387 for Calipers and Rotors for a total of \$296,460. Funds for this procurement are included in the operating budget.

The MOTION was APPROVED by voice vote 5-0.

Action Item #3 – Unleaded Gasoline

Mr. Brown stated the purpose of this procurement is to award a contract to a qualified firm to provide RTA with unleaded fuel for paratransit and non-revenue vehicles. This procurement supports RTA's core value of Quality Service by ensuring vehicles have fuel to operate and provide transportation for our customers and employees.

Vendors were required to base their bids on the Daily Oil Price Information Service for Regular Unleaded and Unleaded 10% Ethanol, Rack Average plus or minus (+/-) a fixed differential. The differential determines the lowest bidder.

Sealed bids for the purchase of unleaded gasoline for one (1) year with two (2) one-year options were solicited through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Invitations for Bid were sent to 47 vendors. On March 29, 2023, four (4) bids were received and publicly opened.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Fullenkamp that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a base year contract AWARD to Sunoco, LLC for Unleaded Gasoline 10% Ethanol. The differential for the base year, Option Year One, and Option Year Two is +\$.02 for an estimated \$2.8729 per gallon. The total for each contract year is estimated at \$1,122,155 totaling \$3,366,465 for the base year and two option years based on the projected annual usage of 390,600 gallons per year. The award will vary based on usage and fluctuations in the Oil Price Information Service price index and quarterly fluctuations in the Ohio PAT tax. Funds for this procurement are included in the operating budget.

The MOTION was APPROVED by voice vote 5-0.

Action Item #4 – South Transit Center HVAC Replacement

Mr. Smith stated the purpose of this procurement is for RTA to contract with a qualified and licensed contractor to provide HVAC replacement work at the South Transit Center. This project will include mechanical, electrical, and BAS communication devices to interconnect with the current RTA-wide controls system. This project is consistent with RTA's core values of Safety and Stewardship as RTA demonstrates a commitment to maintaining facilities in a state of good repair and our commitment to safety as a priority.

Sealed bids were solicited for contractor services through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Bid packages were sent to 52 firms. On March 17, 2023, two (2) bids were received and publicly opened. The results were as follows:

Vendor	Total Construction Cost
Starco, Inc. Dayton, OH	\$175,088
J. Feldkamp Design Build Cincinnati, OH	\$207,850

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Lumpkin that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD to Starco, Inc., South Transit Center HVAC Replacement in the amount of \$175,088 plus a 20% contingency of \$35,018 for any unknowns that may arise during the repair process for a total award of up to \$210,106. This procurement will be funded with Capital funds.

The MOTION was APPROVED by voice vote 5-0.

Action Item #5 – Phase I – 600 Longworth Street HVAC Equipment Plus Installation Options

Mr. Smith stated the purpose of this procurement is for RTA to contract with a firm to supply HVAC equipment as part of a larger project which will be undertaken as Phase 2. This project is consistent with RTA's core values of Safety and Stewardship as RTA demonstrates a commitment to maintaining our facilities in a state of good repair and our commitment to safety as a priority.

Phase 1 is for the purchase of HVAC equipment. Option 1 is for the installation of four (4) of the HVAC units that are not operational. Option 2 is to furnish, deliver and store the remaining six (6) units that are now operational but are to be replaced once Phase 2 is underway.

Sealed bids were solicited for contractor services through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Bid packages were sent to 51 firms. On April 7, 2023, 3 bids were received and publicly opened.

The results were as follows:

Vendor	Base Bid	Option No. 1	Option No. 2	Total
J. Feldkamp Design Build Cincinnati, OH	\$273,080	187,202	454,098	\$914,380
Waibel Energy Systems, Inc.* Vandalia, OH	\$99,750	305,000	526,000	\$930,750
Starco Inc. Dayton, OH	\$270,822	244,342	467,265	\$982,429

*Waibel Energy Systems, Inc. was determined non-responsive.

MOTION made by Ms. Matthews-Stenson and SECONDED by Mr. Williamson that the Finance/Personnel and Planning Committees RECOMMEND to the Board of Trustees a contract AWARD to J. Feldkamp Design Build in the amount of \$273,080 for the Base Bid with Option No. 1 at \$187,202 and Option No. 2 at \$454,098 for a total of \$914,380 plus a 15% contingency of \$137,157 for any unknowns that may arise for a total award of up to \$1,051,537. This procurement will be funded with Capital funds.

The MOTION was APPROVED by voice vote 5-0.

Customer and Business Development Update

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

Mr. Policicchio then displayed new bus stop signage and described the changes and enhancements made to the sign. Committee members stated they like and agree with the new design and thanked Mr. Policicchio and his team for their excellent work.

February 2023 Financial Report

Ms. Stanforth stated the February 2023 Financial Report was provided in today's meeting packet. Passenger fares are \$212,000 over budget because of increased ridership. Total revenue is \$785,000 under budget due to the higher passenger fares, offset by lower federal assistance and lower interest income. Total expenses are \$776,000 under budget due to lower contract services and lower materials and supplies. RTA's actual service loss after two months is \$989,000 which compares to a budgeted loss of \$959,000. Overall actual results are tracking very closely with 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.

Additional Update

Mr. Ruzinsky stated local news sources have reported the Dayton Public Schools Board is working with their current Superintendent, Elizabeth Lolli, on a one-year contract extension.

Dayton Public Schools recently inquired about students using their student identification (id) to allow them to ride the bus. Unfortunately, RTA's software/technology will not allow the use of a student id.

Next Meeting

The upcoming jointly held Finance/Personnel and Planning Committee meeting will be held on May 16, 2023.

Adjournment

MOTION was made by Mr. Weckesser and SECONDED by Mr. Williamson to adjourn the meeting.

The MOTION was APPROVED 5-0.

Mr. Lumpkin adjourned the meeting at 9:02 a.m.

ATTEST

John A. Lumpkin, Jr., Acting Chair

Mary Stanforth, Committee Secretary

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Action Item #2
Next Section



Action Item #2 As Needed Electrical Services

The purpose of this procurement is for Greater Dayton Regional Transit Authority (RTA) to contract with qualified contractors for as needed electrical services for RTA facilities and properties. This project is consistent with RTA's core values of Safety, Stewardship, and Quality Service as we demonstrate our commitment to maintaining our facilities in a state of good repair and making our customers a priority.

The successful contractors will provide electrical services for RTA facilities and properties, will support upcoming projects, and provide emergency services anywhere needed. The award will be made to two (2) contractors to ensure adequate as needed services.

Sealed bids for the As Needed Electrical Services were solicited through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Invitations for Bid were sent to thirty-eight (38) firms.

At 2:00 p.m. on April 20, 2023, two (2) bids were received and publicly opened. The bid result is as follows:

		Calvin Electric Arcanum, OH	Chapel Electric Co., LLC dba Kastle Electric Dayton, OH
Year 1			
Item	Description	Hourly Rate	Hourly Rate
1	Journeyman	\$75.75	\$69.00
2	Apprentice	\$48.48	\$48.30
3	Supervisor	\$82.57	\$79.35
4	Other	N/A	N/A
Year 2			
Item	Description	Hourly Rate	Hourly Rate
1	Journeyman	\$76.50	\$72.00
2	Apprentice	\$48.97	\$50.40
3	Supervisor	\$83.40	\$82.80
4	Other	N/A	N/A
Year 3			
Item	Description	Hourly Rate	Hourly Rate
1	Journeyman	\$77.28	\$74.00
2	Apprentice	\$49.46	\$51.80
3	Supervisor	\$84.24	\$85.10
4	Other	N/A	N/A
Option Year 1			
Item	Description	Hourly Rate	Hourly Rate
1	Journeyman	\$78.06	\$77.00
2	Apprentice	\$49.96	\$53.90
3	Supervisor	\$85.09	\$88.55
4	Other	N/A	N/A

		Calvin Electric Arcanum, OH		Chapel Electric Co., LLC dba Kastle Electric Dayton, OH
Option Year 2				
Item	Description	Hourly Rate		Hourly Rate
1	Journeyman	\$78.85		\$79.00
2	Apprentice	\$50.46		\$55.30
3	Supervisor	\$85.95		\$90.85
4	Other	N/A		N/A

This procurement will be partially funded through Federal grant funds where applicable and under operating funds.

After reviewing and evaluating the bids received, the Chief Executive Officer recommends that contracts be awarded to Calvin Electric and Chapel Electric Co., LLC dba Kastle Electric for three years of as needed electrical services for a project total of up to \$1,158,000 and two option years for a project total of up to \$772,000 for a total of up to \$1,930,000 for as needed electrical services over the five year period. Work will be assigned to the individual firms based on availability, specialization, and job price. Annual blanket purchase orders will be maintained with each firm for routine jobs, and other work will be handled with additions to the blankets or through standard purchase orders. A 15% contingency of \$289,500 will be included for a total of up to \$2,219,500. Total spending may be less based on actual need.

Board Meeting – 6/6/23
Chief Executive Officer

CIFB GD 23-08 As Needed Electrical Services

Company
Abel Building Systems
Active Electric*
Alternalite Electric, Inc.
Area Energy and Electric Inc.
Armstrong Electric
Axis Installation, Inc.
B&J Electrical
Calvin Electric, LLC
Capital Line Builders
Cardinal Diversity
Cardinal Electric Power, Inc.
Crescent Electric Supply Co.
Dunn Electric LLC
Elcon Associates, Inc.
Evans Electric Company Inc.
Henron Electrical Resources, LLC dba FTBA
Hollstegge Electric, LLC
Irizar Electric
Jacobs Telephone Contractors
Kastle Electric Co
Keleusmatic Technologies, Inc.
Kendall Electric
Kettering Electric
McDaniels Construction
North Electric, Inc.
NuSurge Electric, Inc.
P L Mechanical, LLC
Peak Electric, Inc.
Prime State Electrical Contractors, Inc.
Reddy Electric Co.
Reese Electric Inc
Royal Electric Construction Corporation
RWJ Wiring, Inc.
Sidney Electric Company
Siemens Building Technologies
Sollmann Electric Co.
Sparks Electric Services, Inc.
Triec Electrical Services
Universal Electric NW Ohio LLC
Wagner Industrial Electric, Inc.
Watt 1 Electrical Systems
Westfield Electric, Inc.
York Electric

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Action Item #3
Next Section



Action Item #3 Video Storage Appliances and Installation

The purpose of this procurement is for Greater Dayton Regional Transit Authority (RTA) to contract with a vendor for the purchase of the Cisco Chassis and NetApp Storage appliances and installation. These storage appliances are required to process and store copies of the videos from all of RTA's revenue vehicles and facility cameras. This project is consistent with RTA's core values of Safety and Stewardship by ensuring proper storage, maintenance, and protection of the copies of the videos that assist RTA employees with the safety and security of our customers, facilities, and employees.

The Video Storage Appliances will be spread across two (2) sites. Site 1 will be at the 600 Longworth Server Room to house copies of the videos from the revenue vehicles and the facility cameras at the Longworth Campus, and Site 2 will be at the 4 S. Main Street Server Room to house the videos from all the facility cameras at Wright Stop Plaza. Site 1 will serve as a backup for Site 2 videos and vice versa. The primary storage for vehicle cameras is considered the device on the vehicle, but a copy of all videos will be uploaded to the storage at Site 1.

Sealed bids for the above-mentioned procurement were solicited for Video Storage Appliance and Installation through the Dayton Daily News, Dayton Weekly News, and Transit Talent. Invitations for Bid were sent to twenty (20) firms.

At 3:00 p.m. on April 28, 2023, four (4) bids were received and publicly opened.

The results are as follows:

Vendor	CDW Government LLC Vernon Hills, IL	SHI International Corp. Somerset, NJ	*GHA Technologies Scottsdale, AZ	*Avalon Technologies, Inc. Bloomfield Hills, MI
Title	Cost	Cost	Cost	Cost
Cisco Xseries Framework	\$602,582.00	\$665,555.65	\$739,941.30	\$82,068.00
E5700 - Site 1	356,872.60	152,308.01	No Bid	783,127.00
A250 - Site 1	85,019.70	122,349.29	No Bid	101,225.00
E2800 - Site 1	116,835.40	152,308.01	No Bid	11,000.00
Net App Pro Svc - Site 1	13,725.00	14,952.57	No Bid	54,712.00
E5700 - Site 2	249,928.60	325,872.04	No Bid	360,919.00
A250 - Site 2	85,019.70	122,349.29	No Bid	101,225.00
Net App Pro Svc - Site 2	13,725.00	14,952.57	No Bid	11,000.00
Project Total Cost (Basis of Award)	\$1,523,708.00	\$1,570,647.43	739,941.30	\$1,505,276.00

*Non-Responsive

This procurement is partially funded by Federal grant funds.

After reviewing and evaluating the pricing received, the Chief Executive Officer recommends a contract AWARD to CDW Government LLC for the purchase of Video Storage Appliances and Installation in the amount of \$1,523,708.

Board Meeting – 6/06/2023
Chief Customer and Business Development
Officer

**IFB GD 23-10 Video Storage Appliances and
Installation**

Company
altafiber
Avalon Technologies
CDW-G
CompTech Computer Technologies, Inc.
Comstar Supply, Inc.
Connection
Dell Inc.
GHA Technologies, Inc.
Great Lakes Computer Corp
Insight
MNJ Technologies
PC Mall
RDI Corporation
Security 101
SHI
Southern Computer Warehouse
Step CG, LLC
Y&S Technologies
Zenith Systems
Zones, LLC

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Action Item #4
Next Section



ACTION ITEM #4 Cameras, Licenses and Recorders

The purpose of this procurement is to purchase cameras, storage cards, mobile recorders, and software licenses as a pilot program for the 103 new vehicles Greater Dayton Regional Transit Authority (RTA) is receiving this year. Each vehicle will get one (1) mobile recorder rated for harsh/mobile environments, two (2) fixed external rated cameras, and six (6) fixed internal rated cameras. Each camera will get one (1) 64GB SD card. RTA will also purchase 14 spare external cameras, 42 spare internal cameras, 56 spare SD cards and 7 spare recorders. This project is consistent with RTA's core value of Safety by ensuring that the required equipment provides the information RTA needs to keep our customers and employees safe.

RTA has many years of experience with two of the preeminent solutions for the transit industry for onboard cameras and video management. RTA has been dissatisfied with the User Interface and found the video storage inefficient with these systems. The Axis cameras and Genetec servers are already used by RTA in the facility camera system and have performed well. A few years ago, the Axis cameras and Genetec servers came on the market for the transit environment. Since RTA already uses these and is pleased with them in the facility environment, RTA desires a pilot program with the Axis cameras and Genetec servers. This will allow RTA to evaluate the integration of the pilot onboard camera system into the existing facility camera system, which will greatly benefit the employees in Transportation to have one type of system to navigate rather than two.

Sealed bids for the purchase of Cameras, Licenses and Recorders were solicited through Dayton Daily News, Dayton Weekly News, and Transit Talent. Invitations for Bid were sent to twenty-three (23) vendors.

At 2:00 p.m. on April 28, 2023, six (6) bids were received and publicly opened. The results are as follows:

Item	Product Number US	Product Description	Qty.	GHA Technologies Scottsdale, AZ		Moss Audio Grand Rapids, MI		Halifax Security Inc. Las Vegas, NV	
				Item Price	Total Cost	Item Price	Total Cost	Item Price	Total Cost
1.	02090-001	Axis Exterior On Board fixed dome camera	220 each	\$693.00	\$152,460.00	\$746.04	\$164,128.80	\$704.24	\$154,932.80
2.	01919-021	Axis Interior On Board fixed dome camera, 10 pack	66 10 pks.	3,950.00	260,700.00	4,249.23	280,449.18	4,010.97	264,724.02
3.	5801-961	Axis Surveillance Card 64 GB Includes SC card adapter, 10 pack	88 10 pks.	278.00	24,464.00	299.04	26,315.52	282.28	24,840.64
	Subtotal-Axis				\$437,624.00		\$470,893.50		\$444,497.46

4.	GSC-Vehicle-Headend	Genetec Security Center package for Headend system of Transit Agency. Includes: Automatic Vehicle Location module, 1000 Federation licenses, Plan Manager Site License and Plan Manager Advanced	1 each	No Bid	-	\$1,400.00	\$1,400.00	No Bid	-
5.	SVR-500A-4T-2S-17-VEHICLEPACK	Genetec Streamvault SVR-500E for harsh/mobile environments. 5 years warranty on hardware and 5 years Genetec Advantage included	110 each	No Bid	-	7,998.75	879,862.50	No Bid	-
	Subtotal-Genetec				-		\$881,262.50		-
	TOTAL				\$437,624.00		\$1,352,156.00		\$444,497.46

Results continued:

Item	Product Number	Product Description	Qty.	*Security 101 Dublin, OH		*SHI International Corp. Somerset, NJ		*CDW Government LLC Vernon Hills, IL	
				Item Price	Total Cost	Item Price	Total Cost	Item Price	Total Cost
1	02090-001	Axis Exterior On Board fixed dome camera	220 each	\$743.97	\$163,673.40	\$791.67	\$174,167.40	\$922.30	\$202,906.00
2	01919-021	Axis Interior On Board fixed dome camera, 10 pack	66 10 pks.	4,259.85	281,150.10	5,648.24	372,783.84	5,530.10	364,986.60
3	5801-961	Axis Surveillance Card 64 GB Includes SC card adapter, 10 pack	88 10 pks.	318.69	28,044.72	377.21	33,194.48	350.82	30,872.16
	Subtotal-Axis				\$472,868.22		\$580,145.72		\$598,764.76
4	GSC-Vehicle-Headend	Genetec Security Center package for Headend system of Transit Agency. Includes: Automatic Vehicle Location module, 1000 Federation licenses, Plan Manager Site License and Plan Manager Advanced	1 each	\$1,534.00	\$1,534.00	No Bid	-	No Bid	-

5	SVR-500A-4T-2S-17-VEHICLEPACK	Genetec Streamvault SVR-500E for harsh/mobile environments. 5 years warranty on hardware and 5 years Genetec Advantage included	110 each	8,411.45	925,259.50	No Bid	-	No Bid	-
	Subtotal-Genetec				\$926,793.50		-		-
	TOTAL				\$1,399,661.72		\$580,145.72		\$598,764.76

* Nonresponsive

This procurement will be partially funded with federal funds.

After reviewing and evaluating the bids received, the Chief Executive Officer recommends that contracts be awarded to GHA Technologies for Item Numbers 1 through 3 in the amount of \$437,624 and to Moss Audio for Item Numbers 4 and 5 in the amount of \$881,263 for a total award of \$1,318,887.

Board Meeting – 6/6/23
Chief Customer & Business Development Officer

GD 23-09**Cameras, Licenses and Recorders****Company**

9 to 5 Computer
Altafiber
CDW-G
CompTech Computer Technologies, Inc.
Comstar Supply, Inc.
Connection
Dell Inc.
GHA Technologies, Inc.
Great Lakes Computer Corp
Halfax Security, Inc. dba North American Video
Insight
MNJ Technologies
Moss
PC Mall
Preferred Technologies, LLC
RDI Corporation
Security 101
SHI
Southern Computer Warehouse
Step CG, LLC
Y&S Technologies
Zenith Systems
Zones, LLC

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Action Item #5
Next Section



Action Item # 5 Removal & Installation of Mobile Electronic Equipment for RTA Vehicles

The purpose of this procurement is for Greater Dayton Regional Transit Authority (RTA) to seek proposals for the removal and installation of mobile electronic equipment for a fleet of approximately 315 vehicles that use some form of mobile electronic equipment. RTA has approximately 140 diesel buses, 45 electric trolleys, 75 paratransit vehicles and 55 non-revenue/support vehicles. This contract shall also include repair of RTA's Mobile Electronic Equipment that may arise during the removal and installation work or if RTA's staff is unable to make necessary repairs.

This contract may include the following work:

1. The installation of new or used camera systems and/or radio-CAD/AVL equipment into new vehicles.
2. The removal of the used equipment from older vehicles and the installation of the used equipment into new vehicles.
3. The commissioning and acceptance testing per each manufacturer's instructions, which may include programming, software/firmware updates and other manufacturer protocols from Clever Devices, Motorola, Genetec, and Luminator/Apollo Video Systems.
4. The installation of all related mobile electronic equipment and all necessary wiring as required to make each system fully operational.

This work shall include the following general categories of equipment removal and installation:

1. Radio-CAD/AVL systems
2. Voice Radios and Components
3. Video Surveillance (Camera) Systems
4. Automatic People Counters (APC) equipment
5. Smart Yard Controllers
6. PA controls
7. Modems
8. Antennas

This procurement is consistent with RTA's core value of Safety for our customers, employees, and the communities we serve. We continuously work to keep our fleets safe, secure and accident-free.

Proposals for the Removal and Installation of Mobile Electronic Equipment for RTA Vehicles were solicited through Dayton Daily News, Dayton Weekly News, and Transit Talent. Proposals were sent to seven (7) firms.

At 2:00 p.m., April 19, 2023, one (1) proposal was received.

The Evaluation Committee reviewed the proposal using the following criteria:

- **Qualifications, Experience and References**
 1. Qualifications - qualifications of the firm and personnel in performing similar work.
 2. Experience – similar experience with transit companies.
 3. References – from transit agencies/companies with similar types of work.
- **Understanding of Scope and Contract Requirements**
 1. Understand the details of the work.
 2. Plan for performing the work.
- **Reasonableness of Cost**
- **Company History and Financial Stability**
 1. Years in business performing similar work.
 2. Insurance – able to meet RTA's criteria.
- **Quality of Proposal**

The pricing received is as follows:

**Black Bear Radio Inc.
Bellbrook, OH**

There is no work planned in Year Two as of now, but pricing was received in the event things change.

Item Description	Vehicle Type	Est. Qty Year 1	Item Price Year 1	Cost Year 1	Est. Qty Year 2	Item Price Year 2	Cost Year 2	Est. Qty Year 3	Item Price Year 3	Cost Year 3
DIESEL BUSES										
Camera System Complete Install	Diesel Bus	28	\$750	\$21,000	0	\$775	\$0	112	\$775	\$86,800
Radio-CAD/AVL Complete System Install	Diesel Bus	28	\$800	\$22,400	0	\$825	\$0	0	\$825	\$0

Item Description	Vehicle Type	Est. Qty Year 1	Item Price Year 1	Cost Year 1	Est. Qty Year 2	Item Price Year 2	Cost Year 2	Est. Qty Year 3	Item Price Year 3	Cost Year 3
Cradlepoint Modem Removal and Installation	Diesel Bus	112	\$250	\$28,000	0	\$257	\$0	0	\$257	\$0
Panorama Antenna Installation	Diesel Bus	112	\$250	\$28,000	0	\$257	\$0	0	\$257	\$0
URLC-4 Removal and Installation	Diesel Bus	112	\$75	\$8,400	0	\$77	\$0	0	\$77	\$0
TROLLEY BUSES										
Camera System Complete Install	Trolley Bus	0	\$950	\$0	0	\$975	\$0	45	\$975	\$43,875
Cradlepoint Modem Removal and Installation	Trolley Bus	45	\$350	\$15,750	0	\$360	\$0	0	\$360	\$0
Panorama Antenna Installation	Trolley Bus	45	\$350	\$15,750	0	\$360	\$0	0	\$360	\$0
URLC-4 Removal and Installation	Trolley Bus	45	\$106	\$4,770	0	\$109	\$0	0	\$109	\$0
PARATRANSIT BUSES										
Camera System Complete Install	Paratransit Bus	75	\$1,000	\$75,000	0	\$1,025	\$0	0	\$1,025	\$0
Radio-CAD/AVL Complete System Install	Paratransit Bus	75	\$950	\$71,250	0	\$975	\$0	0	\$975	\$0
NON-REVENUE VEHICLES										
Camera System Complete Install	Non-Revenue	0	\$800	\$0	0	\$825	\$0	7	\$825	\$5,775
Cradlepoint Modem Removal and Installation	Non-Revenue	48	\$300	\$14,400	0	\$310	\$0	0	\$310	\$0

Item Description	Vehicle Type	Est. Qty Year 1	Item Price Year 1	Cost Year 1	Est. Qty Year 2	Item Price Year 2	Cost Year 2	Est. Qty Year 3	Item Price Year 3	Cost Year 3
Panorama Antenna Removal and Installation	Non-Revenue	48	\$300	\$14,400	0	\$310	\$0	0	\$310	\$0
URLC-4 Removal and Installation	Non-Revenue	8	\$106	\$848	0	\$109	\$0	0	\$109	\$0
		YEAR 1 TOTAL	\$319,968		YEAR 2 TOTAL	\$0		YEAR 3 TOTAL	\$136,450	
3 Year Total										
CONTINGENCY: Hourly Rate - Maintenance Work / Year			HOURLY RATE YEAR 1	\$106		HOURLY RATE YEAR 2	\$109		HOURLY RATE YEAR 3	\$109
CONTINGENCY: Estimated Hours / Year	200		EST. COST YEAR 1	\$21,200		EST. COST YEAR 2	\$21,800		EST. COST YEAR 3	\$21,800

The bid list was polled to determine why only one proposal was received. One vendor responded that they were equipment resellers and rarely do installations or removal. One vendor said they were out of RTA's service area. One said they could only bid on the modems and antennas, and two responded that they were not certified by Clever Devices, Genetec, or Luminator/Apollo Video.

Removal & Installation of Mobile Electronic Equipment in RTA Vehicles is included in the Maintenance budget.

After reviewing and evaluating the proposal received, the Chief Executive Officer recommends that a contract be AWARDED to Black Bear Radio, Inc. for the Removal & Installation of Mobile Electronic Equipment in RTA Vehicles in the amount of \$319,968 for Year One; \$0 for Year Two; and \$136,450 for Year Three for a three-year total of \$456,418. The Chief Executive Officer also recommends that a contingency amount for hourly maintenance work be awarded in the amount of \$21,200 for Year One; \$21,800 for Year Two; and \$21,800 for Year Three, totaling \$64,800 resulting in a grand total award of \$521,218.

Board Meeting – 6/6/23
Chief Maintenance Officer

GD 23-06
Removal & Installation of Mobile Electronic
Equipment in RTA Vehicles
Company

American Communication Systems
B&C Communications
Black Bear Radio
iComera
In Motion Technology, Inc.
Mobilcomm, Inc.
P&R Communications Service, Inc.

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

Meeting Date: Tuesday, May 16, 2023 - 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 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 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.irderta.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

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.
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- **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.
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- **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.
- 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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- **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

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

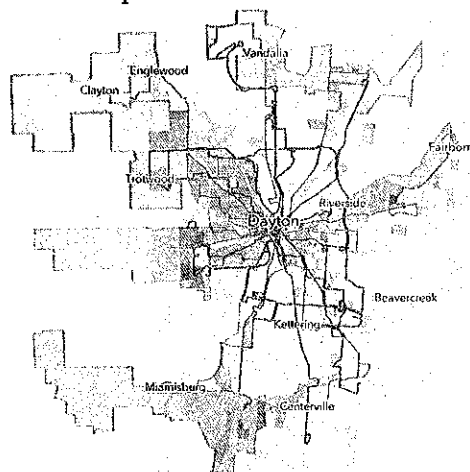
RTA's equity analysis found that the following service changes will have no disparate impact or disproportionate burden, and that only positive gains in service were shown in our Title VI data analysis, in every individual category:

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 Ambrose
Jenelle Oram
Joseph Ingle Jr.
David J. Schmitz
Mindy Gibson
Oliver Powell
Kym Bugh
Diana Bonfiole
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 MAYNARD

Angela Day

Beneck Back

Beverly Back

MARK E. CARRER

KAREN ROSE

MS. ERIC TROSEN-JONES

Wally Dams

Crystal Nash

AKINJO 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 Dwy

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

Jeannette Nossing

Richard Ritter

SUSAN D-ELLIS

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 Trauman

Lauren McKey

Paul Lintus

Ngoc, TRIEN Luong.

RACHEL KINARD

Mable Singleton Lewis

Renee Jones

LORI RATTERMAN

Rick Fishman

Linda Fandella

Mama Alozipo

Kae



**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

Dee Char
Willie Ray B. Perkins
Mary Sue Gmeiner
Joy Armstrong
Mary Schlottman
Percy 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 Botan	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.iwem@gmail.com	Did Not Provide	Payment	<p>Here is my feedback since I cannot attend any of your meetings.</p> <p>While there have been many horrifying changes in the last few months, I will focus on only one or two</p> <p>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.</p> <p>Here is my suggestion and solution for a policy change:</p> <p>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.</p> <p>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.</p> <p>And unrelated to that, since the Columbus Buses have free WiFi, why not in our fair city?</p> <p>Respectfully, Mário</p>
2/7/2023	Anonymous	Public Hearing	Did Not Provide	Did Not Provide	Did Not Provide	Route 11	<p>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.</p>
2/7/2023	Christopher Boian	Facebook	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	<p>I'm all for in route 25</p>
2/7/2023	Haley Davis	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	West Connector	<p>This route is perfect. I'm definitely liking all of the new add ons!!!</p>
2/7/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	General feedback	<p>There should still be more than 1 bus that goes to Walmart throughout the week.</p>

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.	kattidaddyoh@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 11 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 or 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	I really like the proposed route 4 changes.
2/10/2023	Michael Hartman	Public Hearing	Did Not Provide	m.hartman@gmx.us	Did Not Provide	Route 4	
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	adamst1971@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. 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	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 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.
2/13/2023	Lisa Williams	Email	Did Not Provide	lwilliams839@yahoo.com	Did Not Provide	Route 19	Thank you for your response. I saw the actual route listings today and was really relieved, lol. Guess I jumped the gun. I appreciate all the work the RTA people put into getting us where we need to go. Have a great evening. Lisa Williams
2/13/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 25	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.

Date	Name	Source	Address	Email	Telephone	Topic(s)	Comment
2/13/2023	Anthony Dillard	Public Hearing	Did Not Provide	jesuskeepsmefocused_29@yahoo.com	Did Not Provide	West Connector	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 downtown. When they eliminated 24 due to the pandemic, i 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 endup waiting for an hour for the line up. So maybe it 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.
2/13/2023	Shari Hicks	Email	Did Not Provide	shicks@greaterdaytonria.org	Did Not Provide	General feedback	<p>Hello</p> <p>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!</p> <p>Have a good day!</p> <p>Shari R Hicks</p> <p>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	ctrygrtl@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	mecarryer@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	churchfield@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 burchfield16&18 takes me to both of my jobs
2/15/2023	Arlene Stevens	Email	Did Not Provide	mygrandbabies284@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 wrangling young children, and Happy Asian Mart is a primary grocery for some shoppers. 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. Download 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 Amtrak expansion route 3C & D, since adding train service to Dayton would be wonderful.
2/16/2023	Lori Rotterman	Public Hearing	425 Dayton Towers Drive, Dayton, OH 45410	lorirotterman@gmail.com	Did Not Provide	General feedback	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	Dee Char	Email	Did Not Provide	rodchar@yahoo.com	Did Not Provide	Question	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	dclark33360@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)
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 tiger northbound, add a stop 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	kairawest03@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 mall 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>
2/20/2023	Carolyn A. Steele	Public Hearing	3704 Hickory Drive, Trotwood, OH 45426	Did Not Provide	9375702972	General feedback	<p>Senior apts - make senior shuttle more affordable - qualify for paratransit - issues with 14 check zones -- 9000 N. Main Wal-Mart - wants senior bus back</p>

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	114 Martz 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	journey01faith@gmail.com	Did Not Provide	Route 25	Wants to travel from South Hub to 48 area ... to (E-Sports) 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 Greene. 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 crosstown 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	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 - You could do what you said or take 27 all the way to Kettering and transfer to 28 I see what you mean, it does sound very inconvenient.
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	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.
2/21/2023	Anonymous	Remix Map	Did Not Provide	Did Not Provide	Did Not Provide	Route 28	It's great that there's gonna be a bus route on Dorothy east of Southern Blvd. I feel like this brings a lot more ridership in Kettering. While the frequency is amazing, it would be more convenient if there were busses going both ways. A detour to Kettering Hospital would be great too.
2/21/2023	Nevea Davis	Email	Did Not Provide	neveadbvt@yahoo.com	Did Not Provide	Schantz Ave impact	Greetings, 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. 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. 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. After reviewing the proposed changes, I cannot determine which Circulators, Connectors or On-Demand Zones would serve residents who live along W. Schantz. If none of those services are available either, am I left without any options from RTA transit? Your consideration and answers to my questions are greatly appreciated. Respectfully, Nevea Davis resident at Lytle Ln. and W. Schantz Ave.

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 k 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 k 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 k 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 Botan	Facebook k 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 k 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 dwntwn to catch 22 and I'll bw late to work..
2/23/2023	William Reeder	Facebook k 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 Botan	Facebook k 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	tistaack@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?

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

Meeting Date: Tuesday, May 16, 2023 - 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**NEORide Resolution No. 2023-6-1**

The purpose of this action item is to approve a resolution allowing RTA to join as a member of NEORide. Established as a Council of Governments under Ohio law and formed in 2014, the purpose of NEORide is to plan, promote, and enhance transportation options within the jurisdiction of its over 15 members across the states of Ohio, Kentucky, and Michigan.

By RTA joining NEORide, we will be a part of the conversations that have a potential impact to our customers and State of Ohio transportation. This also provides an opportunity for cost savings by engaging in joint procurements with NEORide member agencies. In addition, this membership with NEORide allows RTA to use many of their programs, activities and services. There are opportunities for networking, professional development opportunities, workshops and seminars. Access to online resources is also available.

The annual dues for RTA to be a member of NEORide is \$8,000 and that rate is based on ridership levels. NEORide will provide a pro-rated amount of \$4,000 for 2023.

The Chief Executive Officer recommends APPROVAL of the attached NEORide Resolution Number 2023-6-1.

Board Meeting – 6/6/2023
Chief Executive Officer

Attachment

NEORide Resolution 2023-6-1



**NEORIDE
RESOLUTION NUMBER 2023-6-1**

RESOLUTION AUTHORIZING GREATER DAYTON REGIONAL TRANSIT AUTHORITY (RTA) TO EXECUTE THE MEMBERSHIP AGREEMENT AND BYLAWS TO BECOME A MEMBER OF NEORIDE AN OHIO COUNCIL OF GOVERNMENTS.

WHEREAS, the Board of Trustees of RTA hereby finds and determines that all formal actions relative to the adoption of this resolution were taken in an open meeting of the Board of RTA Trustees, and that all deliberations of the Board of RTA Trustees, and of its committees, if any, which resulted in formal actions, were taken in meetings open to the public, in full compliance with applicable legal requirements, including Section 121.22 of the Ohio Revised Code, and

WHEREAS, Section 167 of the Ohio Revised Code provides that a political subdivision may, pursuant to the extent that it considers necessary, join with other political subdivisions in establishing and maintaining a Council of Governments for the purpose of including, but not limited to promoting cooperative arrangements and coordinate actions among its members, and

WHEREAS, a need has been identified to plan, promote, future and enhance transportation options within and between the jurisdictions of the members by encouraging cooperative arrangements and coordinating action among the members, and between the members and other governmental agencies, private persons, corporations, or agencies, and

WHEREAS, RTA Board of Trustees has determined that it is in the best interest of RTA to become a member of NEORide an Ohio Council of Governments to explore coordination options and join with other political subdivisions to benefit all involved.

NOW THEREFORE, BE IT RESOLVED, by the RTA Board of Trustees, in and for Montgomery County, Ohio that:

- Section 1. The RTA Board of Trustees authorizes the Chief Executive Officer, or his designee, to execute a membership agreement and bylaws of NEORide an Ohio Council of Governments to explore coordination options and join with other political subdivisions to benefit all involved.
- Section 2. The Chief Customer and Business Development Officer is appointed as the primary voting Director and Mobility and Customer Services Director is appointed as the alternate voting Director to represent RTA on the NEORide Counsel of Government Board.
- Section 3. This resolution is effective immediately upon its adoption.

**NEORIDE
RESOLUTION NUMBER 2023-6-1**

John A. Lumpkin, President
Board of Trustees

Date

CERTIFICATION

The undersigned duly qualified Secretary-Treasurer of the Greater Dayton Regional Transit Authority hereby certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of Trustees held on June 6, 2023.

Mary K. Stanforth
Secretary-Treasurer

Date

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

Meeting Date: Tuesday, May 16, 2023 - 8:30 a.m.
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 – 5/16/2023

RTA PLANS FIRST-EVER COMMUNITY CAREER FAIR

AGENCY JOINS FORCES WITH COMMUNITY PARTNERS, MAJOR EMPLOYERS TO ATTRACT JOB SEEKERS

“You bring the ambition; RTA will provide the drive” – that is the slogan of the Greater Dayton RTA’s first-ever community career fair.

The communications department has been hard at work planning the agency’s first career fair involving other employers. Communications Specialist Michael Everman reached out to several of the RTA’s community partners and major area employers to see if they would be interested in attending the career fair on May 24 from 9 a.m. to 3 p.m.

In addition to the RTA, representatives from the City of Dayton, Montgomery County, the Dayton Veterans Administration, CenterPoint Energy, Crocs and PSA Airlines will be in attendance to speak with job seekers. Each employer is conveniently located along one of the RTA’s routes and potential employees can use the RTA to get to and from work. Some employers, including the RTA, will be doing in-person, onsite interviews. There will also be an application station where job seekers can fill out online applications in real time. Members of the Employment Oppor-

See Career fair,
continued on page 2

The poster is for the RTA Community Career Fair. It features the RTA logo at the top, followed by the title 'COMMUNITY CAREER FAIR' in large white letters on a blue background. Below the title is a green banner with the slogan 'You bring the ambition; RTA will provide the drive.' in white. The poster lists several participating employers: DAYTON, PSA AIRLINES, Choose VA (with a VA logo), CenterPoint Energy, crocs, and MONTGOMERY COUNTY. A large green circle on the left contains the date 'MAY 24'. To the right of the circle, it says 'Ride RTA for FREE on May 24. 9 a.m. to 3 p.m.' Below this, the location is given as 'Wright Stop Plaza, 4 S. Main St., Dayton, OH 45402'. At the bottom, it says 'Limited free parking at event.' and provides the website 'www.iriderta.org/CommunityCareerFair'.

RTA LAUNCHES ADVERTISING CAMPAIGN FOR 5310 PROGRAM

The RTA has launched a new advertising campaign to promote the agency's 5310 Program.

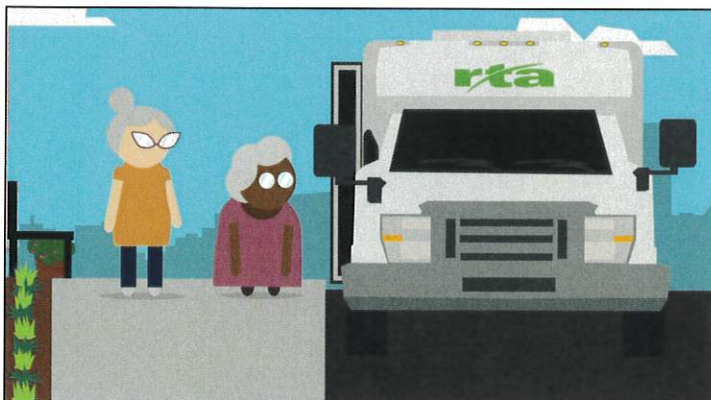
The 5310 Program is a \$5, door-to-door service for seniors age 65 and older and persons with a disability traveling to and from medical appointments, the pharmacy or grocery store within Montgomery County.

As part of the 50th anniversary celebration, people using the shuttle can bring

a friend for free.

Communications and Community Relations Manager Kristi Newton had DH Productions create an animated commercial, which will run on local television stations ThinkTV, WDTN and ABC22/Fox 45.

Senior Graphics Designer Cara Wood created posters and bus interior cards. Graphic Designer Carmen Gaines also created a full-page advertisement to run in the Dayton Daily News.



This is a screenshot of the RTA's animated commercial featuring the 5310 Program.

SPECIAL PROMOTION GROCERY • PHARMACY • MEDICAL TRIPS

Seniors (65+) and individuals with disabilities utilizing RTA's \$5 5310 program can bring a friend for free.



Both individuals must be traveling to and from the same location to qualify.



**Trips must be scheduled 3 days in advance.
Book your trip now by calling 937-425-8300.**

**For more information,
visit iriderta.org/5310program**

rtā
Proudly Serving Montgomery County

Dayton Daily News full-page advertisement for the 5310 Program

Career Fair,
continued from page 1

tunity Center will be in attendance to help people with their job search.

To promote the event, Senior Graphic Designer Cara Wood created a

webpage listing all of the participating employers. She has also been making promotional items, such as BrightSign displays, posters and flyers. Graphic Designer Carmen Gaines has been making social media

graphics, sandwich boards and information about the routes that can be used to access each employer.

Communications and Community Relations Manager Kristi Newton had a commercial produced,

which will air on local television stations WHIO, WDTN and ABC22/Fox45 and cable television carrier Spectrum. Radio promotions are also running on iHeart Radio and Alpha Media.

RTA SMASHES ONLINE ABBG SURVEY GOAL

The RTA smashed its goal for the American Bus Benchmarking Group (ABBG) survey.

The goal was to get 500 responses from when it launched on March 27 and until it closed on April 30. In total, 946 people completed the survey.

As an incentive, the RTA gave away free rides to encourage people to take the survey. During the first week of the survey, the RTA randomly awarded one month's worth of free rides to one participant. After that the RTA randomly awarded one week's worth of rides to one participant for the remainder of the survey.

HOW TO LOAD FUNDS

Several drivers said customers were not fully aware of all their options on how to load funds on their Tapp Pay accounts.

In response to driver feedback, Senior Graphic Designer Cara Wood created informational materials to help explain the process. The materials also include a QR code that customers can scan to find the nearest retail location to load cash onto their Tapp Pay account.

Wood created posters, which were placed in the all the transit centers and aboard RTA para-transit buses; rack cards, which can be handed out to customers; interior cards, which are placed aboard fixed-route buses; social media graphics, which will be shared on Facebook, Twitter, and Instagram; and a BrightSign graphic on display at Wright Stop Plaza.



May bus

RTA UNVEILS MAY BUS

The Greater Dayton RTA recently rolled out its May bus.

It was designed by Senior Graphic Designer Cara Wood and features vari-

ous holidays and special days of interest throughout the month.

Some of those days include National Teachers Day, Cinco de Mayo, Police

Week, Mother's Day and Memorial Day.

Meanwhile, Graphic Designer Car-men Gaines is putting the finishing touches on the June bus.

'PROUDLY SERVING' BUSES ROLL OUT INTO COMMUNITIES

The RTA's fleet of "Proudly Serving" buses has expanded.

The Harrison Township and Oakwood buses are now finished. Senior Graphic Designer Cara Wood and Communications Specialist Michael Everman showed off the buses to both Harrison Township and Oakwood city officials. The Harrison Township bus has already hit the routes while the Oakwood bus will be unveiled in the That Day in May community festival parade on May 20.

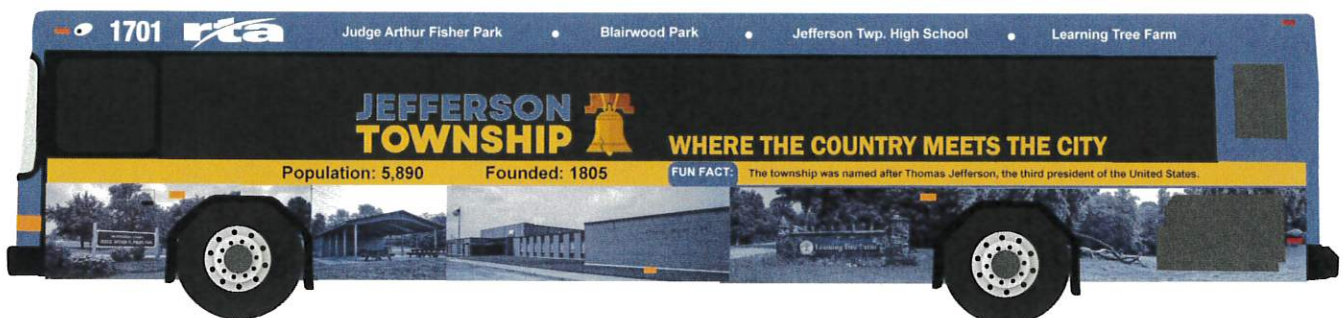
Meanwhile, Graphic Designer Carmen Gaines has finished designing the Jefferson Township bus. It, along with the Huber Heights and Riverside buses, are next in line to be finished.



Harrison Township Trustees (from left to right) Roland Winburn, Georgeann Godsey and Danielle Bradley pose with the Harrison Township bus at the Harrison Township Government Center.



Oakwood City Personnel and Properties Director Jennifer Wilder (from left), City Manager Norbert Klopsch and Leisure Services Director Carol Collins pose with the Oakwood bus.



Jefferson Township bus rendering

RTA PROMOTES SERVICES, ATTENDS JOB FAIRS

April was a busy month for the RTA when it came to outreach.

On April 19, Communications and Community Relations Manager Kristi Newton and Communications Specialist Michael Everman attended April Craze

at Wright State University. While there, they answered students' questions about the RTA's services and handed out T-shirts.

On April 26, Human Resources Administrator Kimbrala Woodward, Human Resources Workforce

Effectiveness Representative Isaiah Rice and Fixed Route Manager Tom Nichols attended the Montgomery County Re-entry Program's reverse career fair.

During this reverse career fair, members of the re-entry program sit at different

stations and potential employers walk from table to table to interview prospective candidates.

On April 27, Rice also attended the Montgomery County Job Fair at U.D. Arena.

Finally, newly hired Communica-

tions Specialist Katie Wedell and Michael Everman attended Wright State University's resource fair for new international students. They answered students' questions pertaining to the RTA's services and routes.



Communications and Community Relations Manager Kristi Newton (left) answers questions about the RTA's services to students at Wright State University's April Craze.



Communications Specialists Katie Wedell and Michael Everman attended Wright State University's resource fair for new international students.



Photo courtesy Robert Breen / Montgomery County, Ohio

Human Resources Administrator Kimbrala Woodward (front, blue shirt), Human Resources Workforce Effectiveness Representative Isaiah Rice (middle row, blue plaid shirt and gray jacket) and Fixed Route Manager Tom Nichols (back row, gray coat, next to Isaiah Rice) attended the Montgomery County Re-entry Program's reverse job fair.

NORTH COMMUNITY CONNECTOR BUS UNVEILED



The RTA has unveiled its North Community Connector bus. This bus will solely travel along the east-west route that runs from Trotwood to northeast Dayton. The North Community Connector does not come through downtown Dayton, but it does intersect with 10 other RTA routes. It was designed by Senior Graphic Designer Cara Wood.

RTA UNVEILS HIRING SIGNS AT BUS STOPS

The RTA has become very creative when it comes to hiring.

Recently, Graphic Designer Carmen Gaines created a hiring sign featuring a QR code that could be attached to the poles of certain bus stops.

In total, signs were placed at eight heavily trafficked stops. The

signs say "It's not just a job, it's a career!"

They also highlight the positions for which the RTA is hiring, such as bus drivers, mechanics, support staff and customer service representatives.

The signs also feature a QR code that once scanned, takes the person to the RTA's career page.



RTA WELCOMES COMMUNICATION SPECIALIST KATIE WEDDLE

The Greater Dayton RTA would like to welcome Katie Wedell to the agency as its new communications specialist.

Katie has worked as a local and national journalist for the past 15 years.

When not at work she enjoys travelling, reading and cheering on her Chicago Bears and Cubs.

In her role, Katie will be focused on internal communications, including enhancing the Info Hub experience.

If you need help regarding Info Hub, she can be reached at kwedell@greaterdaytonrta.org, or ext. 8376.



TRAINING IN PROGRESS



The training and safety department recently conducted training for one of its largest classes of drivers. In total, 16 drivers went through training. Pictured are 10 non-CDL drivers. Six CDL drivers were in another room reviewing for their permits.

RTA TO ADJUST SERVICE BEGINNING MAY 28

The Greater Dayton RTA periodically adjusts bus service in response to the needs of customers, communities and businesses. A service change affecting several routes will begin Sunday, May 28, 2023.

Adjustments will be made to Routes 1, 11, 12, 16, 17, 18, 19, 22, 43 and

the North Community Connector.

The communications department has been busy making items to alert customers about the changes.

Graphic Designer Carmen Gaines made posters and new schedule boards. Senior Graphic Designer Cara Wood made a BrightSign graphic.

SOCIAL MEDIA – APRIL

Facebook:

Reach: 20,043 Post Engagements: 5,508 Video Views: 413

Twitter:

Profile Visits: 536 Impressions: 1,503 Mentions: 18

Instagram:

Reach: 1,897 Accounts engaged: 126 Impressions: 8,569

Total Followers:

Facebook: 6,6162

Twitter: 1,851

Instagram: 3,243

Reach = # unique users

Impressions = # times your tweet displays on screen

Post Engagements = # comments, shares, clicks, likes

TRANSIT APP – FEBRUARY

Sessions: 778,962

Average number of daily sessions: 25,965.4

Monthly usage high: 5,697

Average number of daily users: 4,697.7

Session = # times app is accessed and used



Greater Dayton Regional Transit Authority
Financial Report
March 2023

Financial Summary
Comparative Data
Departmental Detail
Balance Sheets
Sales Tax Receipts

Greater Dayton Regional Transit Authority
YTD Financial Report
March 31, 2023

Revenues

Passenger Fares
Contract Service Fares
Service Subsidies
Interest
Other
Sales Tax - Net
State Assistance
Federal Assistance
Total Revenue

1,945,574
484
6,404
246,985
77,849
11,184,168
2,534,688
15,996,151

Passenger Fares are \$400K over budget as a result of increased ridership.

Expenses

Wages
Paid Absences
Fringe Benefits
Services
Materials & Supplies
Utilities & Power
Casualty & Liability Costs
Taxes
Purchased Transportation
Miscellaneous
Total Expenses

7,372,513
1,213,413
3,074,102
1,496,126
1,806,891
486,390
276,057
59,085
530,472
272,181
16,587,229

Total Revenue is \$ 1.5 M under budget due to higher passenger fares, offset by lower federal assistance and lower interest income.

Pre Local Capital - Gain (Loss)

Less - Local Capital Charge

RTA Service - Gain (Loss)

Audit & GASB Items

Less - Market to Market Adjustment
Plus - Market to Market Adjustment
Less - Federal/State Depreciation
Less - GASB 68 & 74 (Pensions) Charge
Plus - GASB 68 & 74 (Pensions) Credit

-
1,263,926
3,693,244
-
-

Audit Adjusted - Gain (Loss)

Plus - Non-RTA Capital Grants Received

Balance Sheet - Change in Net Position

(3,769,400)
-
(3,769,400)

Total Expenses are \$1.1 M under budget. Lower paid absences, fringe benefits, contract services and materials & supplies are the major contributors.

Greater Dayton Regional Transit Authority
YTD Financial Report
March 31, 2023

Revenues

	Actual March 2023	Budget March 2023	Actual March 2022	
Passenger Fares	1,945,574	1,545,750	928,643	6.1%
Contract Service Fares	484	-	2,780	0.0%
Service Subsidies	6,404	6,397	91,281	0.6%
Interest	246,985	450,000	99,454	0.7%
Other	77,849	62,499	48,295	0.3%
Sales Tax - Net	11,184,168	11,184,168	9,967,646	65.7%
State Assistance	-	-	255,783	1.7%
Federal Assistance	2,534,688	4,274,997	3,780,216	24.9%
Total Revenue	15,996,151	17,523,811	15,174,098	100%

Expenses

	Actual March 2023	Budget March 2023	Actual March 2022	
Wages	7,372,513	7,357,134	6,243,854	45.3%
Paid Absences	1,213,413	1,399,185	1,139,515	8.3%
Fringe Benefits	3,074,102	3,349,208	2,659,323	19.3%
Services	1,496,126	1,897,568	1,406,246	10.2%
Materials & Supplies	1,806,891	1,947,920	1,170,368	8.5%
Utilities & Power	486,390	512,007	519,309	3.8%
Casualty & Liability Costs	276,057	333,921	294,446	2.1%
Taxes	59,085	50,667	48,114	0.3%
Purchased Transportation	530,472	523,598	118,584	0.9%
Miscellaneous	272,181	341,804	168,618	1.2%
Total Expenses	16,587,229	17,713,012	13,768,377	100%

Pre Local Capital - Gain (Loss)

Less - Local Capital Charge

RTA Service - Gain (Loss)

Audit & GASB Items

Less - Market to Market Adjustment
Plus - Market to Market Adjustment
Less - Federal/State Depreciation
Less - GASB 68 & 74 (Pensions) Charge
Plus - GASB 68 & 74 (Pensions) Credit

Audit Adjusted - Gain (Loss)

Plus - Non-RTA Capital Grants Received

Balance Sheet - Change in Net Position

	1,263,926	1,610,297	
	3,693,244	3,580,210	
	(3,769,400)	(4,490,817)	
	(3,769,400)	(4,490,817)	

Greater Dayton RTA
Departmental Budget Summary
March 31, 2023

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

(Dollars in Thousands, Bracketed Variances are Favorable)

Current Month			Year to Date		
Actual	Budget	Variance	Actual	Budget	Variance
5	6	(1)	16	17	(1)
76	53	23	171	152	19
74	148	(74)	265	430	(165)
72	91	(19)	230	266	(36)
222	292	(70)	666	849	(182)
35	51	(15)	105	143	(38)
15	25	(11)	40	77	(36)
10	7	4	31	20	11
60	83	(22)	177	240	(63)
46	49	(3)	138	145	(7)
120	139	(19)	342	417	(76)
39	44	(5)	105	124	(19)
81	109	(28)	302	300	3
287	342	(55)	887	987	(100)
550	540	10	1,505	1,532	(27)
2,424	2,397	27	7,245	7,264	(19)
-	8	(8)	-	25	(25)
2,975	2,946	29	8,750	8,821	(70)
144	160	(16)	429	421	8
884	926	(41)	2,486	2,651	(166)
73	92	(20)	209	233	(25)
110	239	(129)	475	666	(192)
305	242	63	709	735	(26)
100	124	(23)	319	371	(52)
42	51	(9)	145	145	(0)
1,658	1,834	(176)	4,771	5,224	(452)
30	44	(14)	105	127	(22)
76	74	2	180	213	(33)
100	106	(6)	280	295	(15)
34	47	(13)	95	135	(39)
188	198	(11)	459	576	(117)
70	83	(13)	199	231	(31)
498	552	(54)	1,320	1,577	(257)
5,705	6,054	(349)	16,587	17,713	(1,126)

Annual Budget		
69		
618		
1,726		
1,067		
3,410		
574		
313		
3,425		
4,312		
587		
2,668		
501		
1,228		
4,983		
6,157		
33,317		
100		
39,574		
1,694		
10,703		
938		
2,572		
2,623		
1,423		
585		
20,538		
515		
856		
1,188		
540		
2,310		
929		
6,338		
79,224		

Greater Dayton RTA
Balance Sheets
March 2023 and Year End 2022

Assets and Deferred Outflows of Resources

	As of 03/31/2023	PRE-AUDIT As of 12/30/2022
Current assets:		
Cash and cash equivalents	\$ 9,004,616	\$ 12,038,330
Short-term investments	29,533,110	34,973,491
Accounts receivable, less allowance for doubtful accounts	32,525,108	19,348,080
Materials and supplies, net	7,442,220	6,634,718
Prepaid expenses and deposits	1,484,337	1,853,081
	<u>79,989,391</u>	<u>74,847,700</u>
Total current assets		
Non-current assets:		
Long-term investments	55,410,862	55,128,800
Net pension / OPEB assets	7,727,516	4,851,002
Capital assets:		
Land	7,361,536	7,361,536
Revenue producing and service equipment	126,510,677	129,103,876
Buildings and structures	143,336,920	134,310,336
Office furnishings, shop equipment and other	28,527,962	28,120,400
Construction in progress	25,763,115	30,681,929
Less accumulated depreciation	(148,855,663)	(147,082,668)
	<u>182,644,548</u>	<u>182,495,408</u>
Total capital assets - net		
Total non-current assets	<u>245,782,926</u>	<u>242,475,210</u>
Total assets	<u>325,772,317</u>	<u>317,322,910</u>
	<u>\$ 334,266,574</u>	<u>\$ 326,043,253</u>
Deferred outflows of resources - pensions/OPEB		
	8,494,257	8,720,343
Total assets and deferred outflows of resources		
	<u>\$ 334,266,574</u>	<u>\$ 326,043,253</u>

Liabilities, Deferred Inflows of Resources and Net Position

Current liabilities:		
Accounts payable	\$ 2,172,140	\$ 4,869,951
Accrued payroll and related benefits	4,653,174	5,344,473
Accrued self-insurance	5,729,534	5,801,260
Unearned fares	342,952	374,247
Other accrued expenses	1,779,353	1,631,011
	<u>14,677,152</u>	<u>18,020,942</u>
Total current liabilities		
Non-current liabilities:		
Accrued compensated absences	1,247,354	1,247,354
Net pension/OPEB liabilities	19,155,942	35,536,702
	<u>20,403,296</u>	<u>36,784,056</u>
Total non-current liabilities		
Total liabilities	<u>35,080,448</u>	<u>54,804,998</u>
	33,335,322	29,517,474
Deferred inflows of resources - pensions/OPEB		
Invested in capital assets	182,644,548	182,495,408
Unrestricted	83,206,256	59,225,373
	<u>265,850,804</u>	<u>241,720,782</u>
Total net position		
Total liabilities, deferred inflows of resources and net position	<u>\$ 334,266,574</u>	<u>\$ 326,043,253</u>



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

SALES PERIOD EARNED	MONTH RECEIVED	MONTHLY					YEAR TO DATE				
		2019	2020	2021	Actual 2022	Budget 2022	2019	2020	2021	Actual 2022	Budget 2022
JANUARY	APRIL	\$ 2,818,084	\$ 3,070,612	\$ 3,233,962	\$ 3,406,797	\$ 3,343,896	\$ 2,818,084	\$ 3,070,612	\$ 3,233,962	\$ 3,406,797	\$ 3,343,896
FEBRUARY	MAY	\$ 2,905,504	\$ 3,059,356	\$ 3,290,524	3,515,968	3,331,639	5,723,588	6,129,968	6,524,486	6,922,765	6,675,535
MARCH	JUNE	\$ 3,521,181	\$ 3,023,059	\$ 4,200,021	4,207,363	3,292,111	9,244,769	9,153,027	10,724,507	11,130,128	9,967,647
APRIL	JULY	\$ 3,093,769	\$ 2,756,395	\$ 3,960,624	4,023,682	3,401,715	12,338,538	11,909,422	14,685,131	15,153,810	13,369,362
MAY	AUGUST	\$ 3,307,774	\$ 3,561,409	\$ 4,174,409	4,292,382	3,978,375	15,646,312	15,470,831	18,859,540	19,446,192	17,347,737
JUNE	SEPTEMBER	\$ 3,530,545	\$ 3,929,617	\$ 3,995,835	4,073,673	3,979,353	19,176,857	19,400,448	22,855,374	23,519,865	21,327,090
JULY	OCTOBER	\$ 3,271,972	\$ 3,594,516	\$ 3,970,191	4,124,481	3,914,428	22,448,829	22,994,964	26,825,565	27,644,346	25,241,518
AUGUST	NOVEMBER	\$ 3,319,979	\$ 3,509,033	\$ 3,792,316	3,917,771	3,821,337	25,768,808	26,503,997	30,617,881	31,562,117	29,062,855
SEPTEMBER	DECEMBER	\$ 3,596,778	\$ 3,432,216	\$ 3,844,035	4,163,678	3,737,684	29,365,586	29,936,213	34,461,916	35,725,795	32,800,538
OCTOBER	JANUARY	\$ 3,391,956	\$ 3,820,242	\$ 3,771,559	4,075,167	3,760,243	32,757,541	33,756,455	38,233,475	39,800,962	36,560,781
NOVEMBER	FEBRUARY	\$ 3,411,674	\$ 3,431,837	\$ 4,015,563	3,989,588	3,837,269	36,169,215	37,188,292	42,249,038	43,790,550	40,398,050
DECEMBER	MARCH	\$ 4,014,198	\$ 4,000,815	\$ 4,620,756	4,677,163	4,456,950	40,183,413	41,189,106	46,869,794	48,467,713	44,855,000

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, 2023 - December 31, 2023

Contract Date	Requesting Department	Description	Vendor	Amount
01/01/23	Maintenance	UD Supervisor Leadership Class 2 Years / 20 Employees	University of Dayton	\$86,000
01/01/23	Maintenance	Diesel Exhaust Fuel (DEF)	Mansfield Oil Company	49,000
02/01/23	Human Resources	Consulting and Training on Vista	Personnel Data Systems	60,500
02/01/23	Maintenance	Trash and Recycling	Republic Services #260	58,875
02/09/23	Executive	Annual Membership Dues	Downtown Dayton Partnership	25,000
03/01/23	IT	Upgrade to Grievance System	Quantum Information Systems	39,250
03/22/23	Executive	Allocated Share of RAISE with Woolpert	Dayton Montgomery County Port Authority	25,000
03/29/23	Maintenance	SCADA Annual Maintenance	QEI LLC	27,924
03/29/23	Executive	Annual Membership Dues	Imperial College Projects Limited	26,250
04/03/23	Maintenance	5 Year BUSTR Inspection	Reliable Construction Services	74,685
04/05/23	Maintenance	Shelving and Printer	Grainger, W.W.	25,138
04/18/23	IT	Solarwinds Network Monitor	CDW Government LLC	94,307
			TOTAL	\$591,929

Board Meeting - 6/06/23
Chief Financial Officer