



TITLE VI REPORT TO THE FEDERAL TRANSIT ADMINISTRATION

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INTRODUCTION

The Toledo Area Regional Transit Authority (TARTA) is required, pursuant to Circular 4702.1B, to provide to the Federal Transportation Administration, a report detailing its progress in providing equal opportunity for the use of transit service and other transit benefits. According to Circular 4702.1B, all sub-recipients have to file a Title VI report in junction with TARTA. For the time period covered in this report TARTA supplied FTA funds to the following subrecipients: Bittersweet Inc., The Epilepsy Center of Northwest Ohio, Sisters of St. Francis, Anne Grady Corp., East Toledo Family Center, Maumee Seniors Inc. All of the subrecipients were awarded funds from the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. See Appendix BB for 5310 Oversight and Guidelines.

This report provides program-specific guidance for TARTA that provide service to geographic areas with a population of 200,000 people or greater under the 49 U.S.C. 5307. The following is the report of the Authority for the period from January 1, 2017 through December 31, 2019.

I. GENERAL REQUIREMENTS

1. Requirement of Title VI Notice To The Public

The Authority informs members of the public that it is the recipient and complies with Title VI procedures through the TARTA website's cover page on the bottom of the site. This is depicted in Appendix A. This statement is part of the Authority's Nondiscrimination policy, which covers all civil rights procedures including Title VI, EEO, and ADA.

Title VI Posters are posted on:

- TARTA's website, under "About Us", in the "Title VI" link under the "Rider Information" tab
- Central Office Customer Window
- TARPS Office Customer Window
- TARTA Transit Hub

An assurance that all of the records and information required under this circular have been or will be compiled, as appropriate, and maintained by the applicant, has been included on the current FTA TrAMS-Web site.

Appendix B shows the Authority's Title VI Poster.

2. Title VI Complaint Procedures

The Authority provides Complaint Procedures and Forms as Appendix C. These documents can be found on TARTA’s website under the “Rider Information” link at the top of the page. In this tab, there are two links: “Title VI” and “Nondiscrimination.” The “Title VI” link will take you to the page that provides a link to the Title VI compliant form. Under “Nondiscrimination” link the procedures for all Civil Rights, including Title VI are referenced. The procedures and forms can also be picked up at the Central Facility.

3. Record of Title VI Investigations, Complaints or Lawsuits

The Authority makes every effort to provide its service in accordance with the requirements of Title VI. Complaints recorded between January 2017 and December 2019 are listed below, additional details are in Appendix C. Bus operators, who are the main line of contact with the public, are reviewed to determine whether any counterproductive attitudes or actions are in evidence.

Date	Name	Summary
8/12/2016	Sharon Hill	Ms. Hill alleged that her driver on the TARPS service left too quickly, and she missed her ride. Because dispatch did not send another bus to get her, she alleged she had been discriminated against.
2/23/2017	Sharon Hill	Ms. Hill filed wherein she alleged that a dispatcher was rude to her.
3/10/2017	Sharon Hill	Sharon Hill alleged that a female driver violated her privacy and failed to speak with her.
4/28/2017	Sharon Hill	Ms. Hill alleged that she was rushed out of the bus and that a white female passenger is a racist.
10/22/2018	Sharon Hill	Ms. Hill alleged that a dispatch employee had retaliated against her for filing previous charges.
3/2/2018	Sharon Hill	Ms. Hill alleged that a driver had “with malice and hate” refused to open the exit door.
2/8/2018	Sharon Hill	Ms. Hill alleged that she had been retaliated against by a driver who did not open the door in what she deemed to be a timely manner.
2/5/2018	Sharon Hill	Ms. Hill alleged retaliation by a driver.
12/20/2018	ABLE on behalf of United Pastors for Social Empowerment	ABLE alleged that TARTA engaged in disparate impact discrimination and failed to establish a meaningful public participation.

12/21/2018	Sharon Hill	Ms. Hill alleged that she was “coerced and forced to release med student ID number” from the University of Toledo.
2/18/2019	Sharon Hill	Ms. Hill filed a Civil Rights Complaint form with the Federal Transit Administration (FTA).
4/19/2019	Sharon Hill	Ms. Hill alleged that she had been “hollered and screamed about my school ID” and subject to harassment from Jackie and Michelle.

4. Inclusive Public Participation

The Authority uses multiple forms of media to disseminate information to the public concerning the 5307 Program of Projects, the Disadvantage Business Enterprise Program updates, Major Service Changes, and Major Fare Changes, etc.

Our local media are being utilized such as the Toledo Blade, Toledo Free Press, WSPD 1370AM, WTOL CBS, WUPW FOX, WTVG ABC, and WNWO NBC.

The Sojourner’s Truth, La Prensa, and the Toledo Journal, are three of the minority-oriented newspapers, are used extensively to disseminate information concerning the transit system. The Authority also utilizes the electronic mail alerts, mobile alerts, Facebook, twitter, and the website of www.tarta.com with the information being posted on the “News and Detours” link.

The Authority, from the Board of Trustees and the General Manager down through the ranks of the employees understand that our service is not used if it is not known.

The Authority had a number of Public Hearings on Service Changes since the last submitted Title VI report. The Authority’s procedure is to post its legal notice in local newspapers and on the TARTA website to notify the public to allow them to attend and have the opportunity to ask questions or provide comments. The notice is posted 21 days prior the date of the hearing and we also allow seven days minimum after the hearing date for anyone to write their comments to the Authority’s General Manager. See Appendix V for all Title VI and Environmental Justice Reports with public participation activities.

As of Fall 2021, TARTA board meetings will be accessible live online. Public hearings relating to service changes will be accessible live online and TARTA will also have a recording posted on the webpage for the entirety of the public comment period. Prior to a major service change, TARTA will hold at least two in person events at different times and different days. Major service changes that are system wide or affect at least 6 routes will have no less than 4 public events held at different times and on different days. Event spaces will be accessible via public transit and will include locations near areas of high population, which are also wheelchair accessible such as the Main Library in Toledo or the TARTA Transit Hub.

Public comments, complaints, and suggestions will be saved and a summary will be made to note any opposition and to record mitigation efforts directly related to feedback. Public outreach occurs for Major Service Changes, changes to the Disadvantaged Business Enterprise Program, and publicizing the Program of Projects under 5307.

2017-2019 Outreach Events

1. A public hearing was held at 2:00 p.m. on March 22, 2017, in the Authority's Public Meeting Room at the TARPS facility at 130 Knapp St, Toledo, Ohio, for the purpose of presenting to the public a proposed change in TARPS reservation policy.
2. February 14, 2017 TARTA published a Program of Projects
3. TARTA held meetings at 12:30 p.m. on October 17, 2017 at Main Library; 6:00 p.m. on October 17, 2017 at the TARPS Facility; and 12:30 p.m. on October 18, 2017 at the TARPS Facility.
4. TARTA held a public meeting at 12:30 p.m. on January 17, 2018 and 6:00 p.m. on January 17, 2018 at the Central Facility to obtain public input on proposed service changes.
5. Public meetings were held at 12:30 p.m. on April 10, 2018 and 6:00 p.m. on April 10, 2018 at the Central Facility to cover service changes.
6. Public hearings explaining the service change to the public were at 12:30 p.m. and 6:00 p.m. Thursday, October 11, 2018 at TARTA's Central Facility. The public hearing discussed not only the schedule and routing changes to the 2019 Winter Assignment, but also provided and explanation of TARTA's dire financial hardship to make such drastic changes to the service.
Originally the deadline for public comments was until Thursday, October 18, 2018. Due to some concerns, TARTA extended the public comments until Tuesday, November 13, 2018.
7. October 22, 2018 TARTA published a Program of Projects
8. The Authority accepted written feedback for public record January 23, 2019 - February 28, 2019 5PM. A public hearing was held on February 20th and on February 21st.
9. May 17, 2019 TARTA published a Program of Projects

5. Access to Services by Persons With LEP

Four Factor Analyses Results

The Authority monitors and evaluates the language access plan through the Four Factor Analyses, especially utilizing Census tract data to evaluate any changes in the region.

- I. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient
 - a. Data is collected from the US Census Bureau American Fact Finder and GIS (i.e. ESRI, MapPoint) and it is monitored by the Planning, Information Technology Systems, and Scheduling Departments.
 - b. The following is the data attributes researched in the departments:

- (1) Social Characteristics: Language Spoken at Home
- (2) Social Characteristics: Ancestry
- (3) Social Characteristics: Foreign-born population
- (4) Census Tract Population
- (5) Census Tract Maps
- (6) Existing TARTA fixed-routes

II. The frequency with which LEP persons come into contact with the program

- a. Information is gathered from community organizations (but not limited to the list below) that serve LEP persons with liaisons of the Marketing, Planning, Transportation, and General Manager Departments

- (1) Toledo Public Schools 420 E. Manhattan Blvd, Toledo
- (2) Aurora Gonzales Community Center 1205 Broadway St, Toledo
- (3) Senior Centers, Inc. 2308 Jefferson Ave, Toledo
- (4) Asian Resource Center 7036 Mourning Dove Court, Toledo
- (5) Mobility Alliance of Northwest Ohio P.O Box 792, Toledo
- (6) United Way of Greater Toledo 424 Jackson Blvd, Toledo
- (7) Advocates for Basic Legal Equity, Inc. 525 Jefferson Ave, Toledo

- b. Information gathered from face-to-face meetings with LEP persons or surveys of LEP persons

- (1) United Way of Greater Toledo Initiative—TARTA is an active member of the United Way of Greater Toledo Latino Initiative created in early 2011 to mobilize the caring power of the Latino community and drive lasting change in the areas of education, income, and health. TARTA’s role is to understand and respond to the Latino community’s transportation needs as it relates to the Toledo region.
- (2) Advocates for Basic Legal Equity, Inc (ABLE)- TARTA works with ABLE to address community needs. Their community insight helps us provide a greater degree of support to our riders.
- (3) An internal Latino Outreach Coordinator/Community Liaison that can be available for public meetings if requested, to translate vital documents such as Title VI materials and Public Notices, translate TARTA’s main website, as well as translate any relevant TARTA messages for La Prensa and work with ESL Spanish-speaking individuals requiring assistance on a case-by-case basis on how to read the schedules and ride TARTA. This

liaison will also attend local Latino events such as: Latino Day at Fifth Third Field, Midwest Latino Festival, Mexican American Festival, Spanish Masses, St. Peter and Paul Festival, Día de Los Muertos/Sophia Quintero Center. The goal of the liaison to help promote and establish TARTA as a Latino-friendly agency.

III. The nature and importance of the program, activity, or service provided by the program to people's lives.

- a. Information gathered from interviews with agency staff who typically come in contact with LEP persons
 - (1) Community Relations, Planning, and Transportation Departments are the liaison to LEP persons in the community to address opportunities and needs
 - (2) All information is disseminated to the office of General Manager to review and implement the appropriate changes via route structures, timetables information, system maps, signage inside buses, transit stations, community buildings, etc.
 - (3) Internal surveys are conducted by TARTA staff to see the frequency of staff coming into contact with LEP Persons
 - (4) If staff come into contact with LEP persons and find that additional assistance is needed, they can reach out to TARTA's Community Relations Department for additional instruction and support.
- b. Information kept by the agency on past interactions with members of the public who are LEP
 - (1) Public hearings, meetings, letters (both written and electronically), surveys, and outreach are archived and recorded by the departments of General Manager and Planning
 - (2) Providing notices to LEP Persons via local minority newspaper (La Prensa and Toledo Journal)
 - (3) Providing language interpreters at public forums
 - (4) Available past information is provided through multiple reviews via Triennial, Civil Rights, etc.

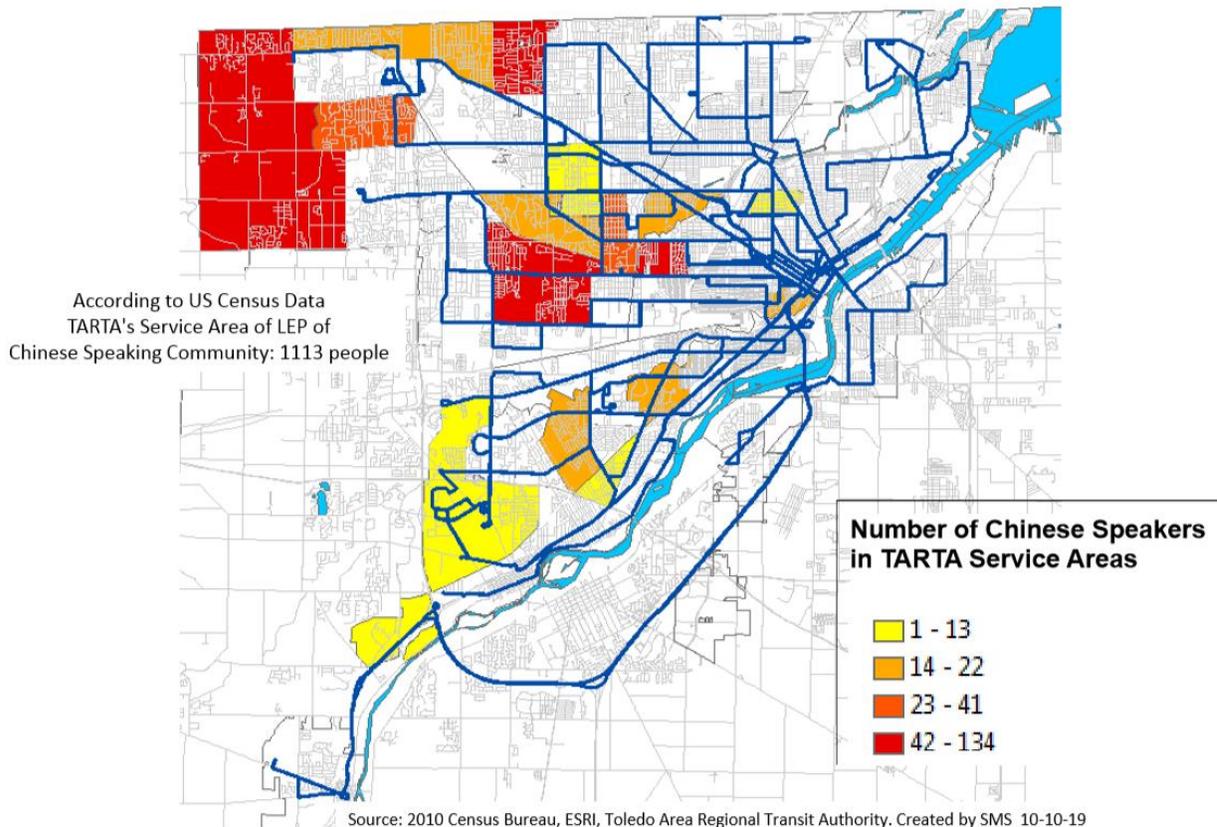
IV. The resources available to the recipient for LEP outreach, as well as the cost associated with that outreach

- a. Any costs to assist LEP are covered by administrative and marketing funds via TARTA General Revenue and Federal Urbanized Area Formula Funds.

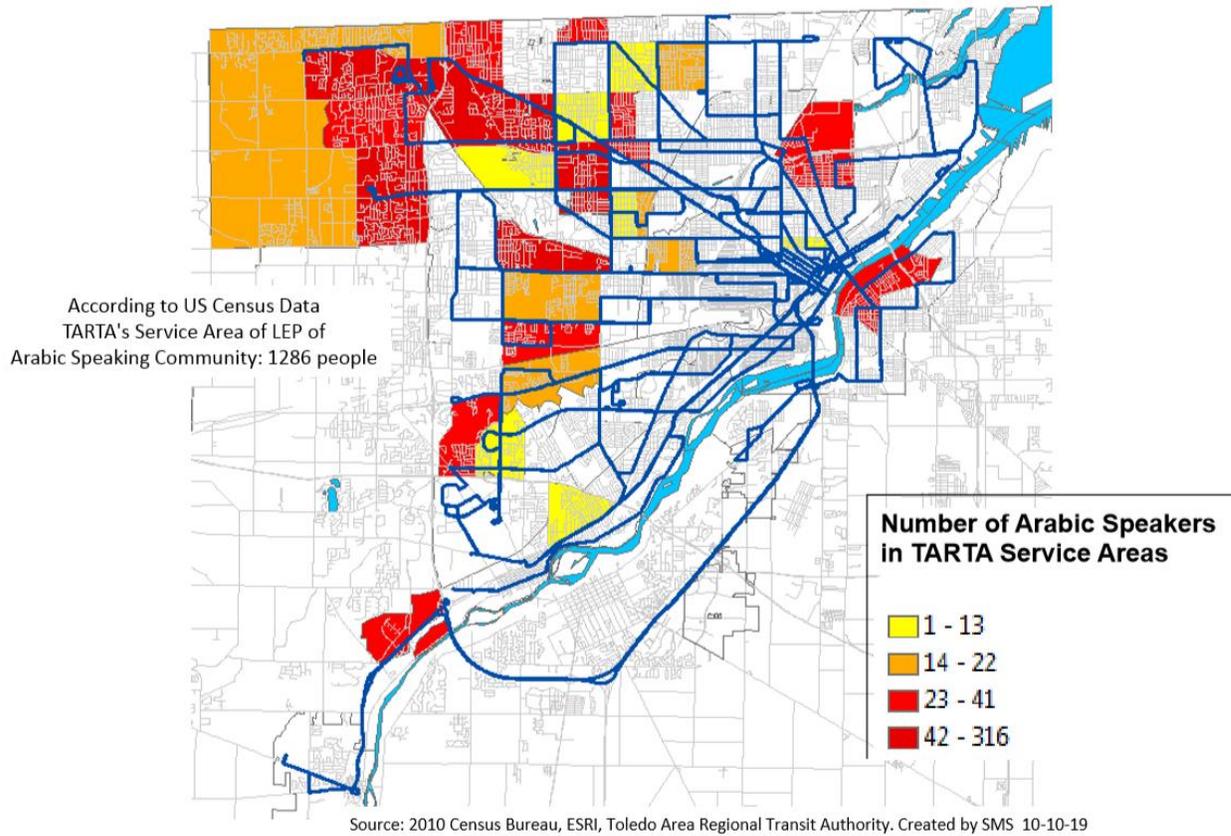
- (1) Document translation
- (2) Over the phone translation service
- (3) In person translator

The images below depict the Spanish, Chinese, and Arabic speaking population within the Authority’s service area who speak English less than “very well” by census tracts from 2010 Census information. The census tracts focus on the area of the population who has limited English proficiency (LEP) which is described under the Safe Harbor Provision listed in Circular 4702.1B Chapter III, Section 9. The largest population with LEP is Spanish. The Authority’s service area has a Spanish speaking population of three percent, of which .78 percent speaks English less than “very well.” The next major foreign spoken language within the Authority’s service area is Arabic of .24 percent, of which .25 percent speaks English less than “very well.” The third foreign spoke language within the Authority’s service area is Chinese of .21%. Spanish, Arabic and Chinese fall into the Safe Harbor Provision.

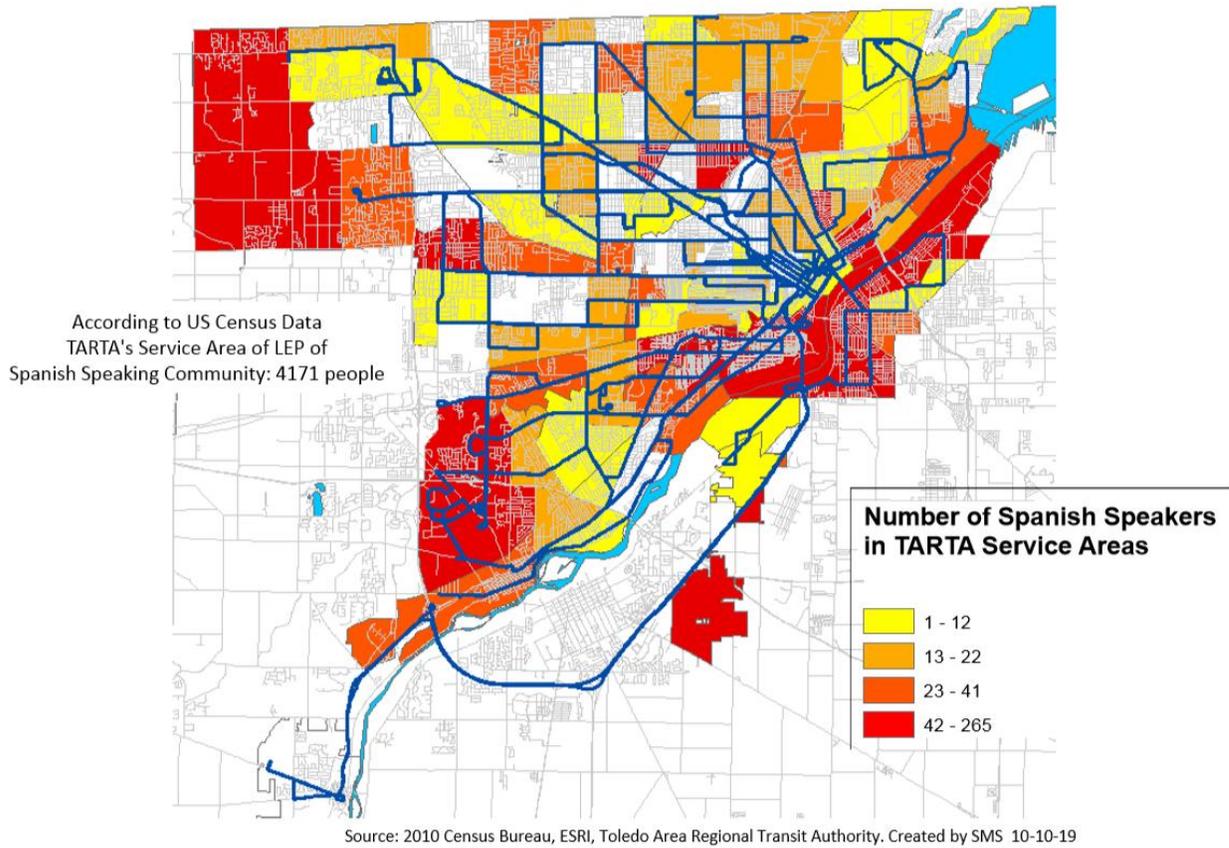
Number of Chinese Speakers in TARTA Service Areas That Speak English Less Than Very Well



Number of Arabic Speakers in TARTA Service Areas That Speak English Less Than Very Well



Number of Spanish Speakers in TARTA Service Areas That Speak English Less Than Very Well



Appendix E displays a table of the total population speaking another language and know English less than “very well” and its percentage compared to the total. Separate analysis has been done in every census tract to ensure that none of the individual census tracts has a speaking population above 5% with LEP.

Using the 2010 Census data for persons who indicated they spoke English less than “very well”, the chart below combines the total number of Spanish, Arabic, and Chinese speakers by route based on the associated census tracts. Routes 3, 39, and 19 potentially served the largest number of non-English speakers and Routes 10L, 17, 16, and 15 had the lowest number.

Limited English Speakers By Route		
Route	Census Tract Pop	Combined
3	59222	1378
39	85570	1348
19	83364	1139
35	54691	957
41	53693	940
32	49354	898
20	71561	887
28	50546	857
12_14	38839	793
47	54583	779
22	40670	774
2	45206	761
5	48103	732
31	44330	631
44X	31805	628
27	43701	623
29X	51367	579
34	38277	530
26	66430	418
10L	20918	389
17	49158	381
16	30733	275
15	25519	178
Total		16875

Continuing that analysis, but just looking at each language individually the following charts list each route in order of highest to lowest number of LEP persons potentially served. Routes 35, 41, 32, 12/14, and 47 could potentially serve over 700 LEP Spanish speakers per route. Routes 39, 3, 19, 20, 2, and 22 each could potentially serve over 500 LEP Arabic speakers. Routes 3, 5, 39, and 28 each could potentially serve over 300 LEP Chinese speakers. No route had a census tract total of more than 1000 LEP persons for any one non-English language. The highest percentage of any one language by route was 1.903% for Spanish speakers around Route 12/14. The highest percentage of Chinese speakers was 0.788% for Route 5, and Arabic was highest for Route 22 at 1.232%.

Limited English Speakers By Route - Spanish

Route	Census Tract Pop	Spanish Speaking	Route Ranking	% Of Tract	% Ranking
35	54691	846	1	1.547%	6
41	53693	831	2	1.548%	5
32	49354	793	3	1.607%	4
12_14	38839	739	4	1.903%	1
47	54583	702	5	1.286%	7
44X	31805	587	6	1.846%	2
31	44330	565	7	1.275%	8
29X	51367	515	8	1.003%	10
34	38277	468	9	1.223%	9
19	83364	461	10	0.553%	15
28	50546	439	11	0.869%	11
10L	20918	370	12	1.769%	3
39	85570	355	13	0.415%	20
26	66430	349	14	0.525%	16
17	49158	309	15	0.629%	14
3	59222	276	16	0.466%	19
16	30733	247	17	0.804%	12
5	48103	233	18	0.484%	17
20	71561	227	19	0.317%	21
27	43701	207	20	0.474%	18
15	25519	178	21	0.698%	13
22	40670	125	22	0.307%	22
2	45206	110	23	0.243%	23
Total		9932		0.873%	

Limited English Speakers By Route – Arabic

Route	Census Tract Pop	Arabic Speaking	Route Ranking	% Of Tract	% Ranking
39	85570	687	1	0.803%	4
3	59222	668	2	1.128%	2
19	83364	582	3	0.698%	6
20	71561	519	4	0.725%	5
2	45206	504	5	1.115%	3
22	40670	501	6	1.232%	1
27	43701	133	7	0.304%	7
5	48103	120	8	0.249%	8
28	50546	112	9	0.222%	9
17	49158	72	10	0.146%	10
26	66430	61	11	0.092%	14
12_14	38839	54	12	0.139%	11
32	49354	52	13	0.105%	12
35	54691	52	14	0.095%	13
29X	51367	37	15	0.072%	16
41	53693	33	16	0.061%	17
16	30733	28	17	0.091%	15
47	54583	9	18	0.016%	18
31	44330	2	19	0.005%	19
15	25519	0	20	0%	23
10L	20918	0	21	0%	22
44X	31805	0	22	0%	21
34	38277	0	23	0%	20
Total		4226		0.371%	

Limited English Speakers By Route - Chinese

Route	Census Tract Pop	Chinese Speaking	Route Ranking	% Of Tract	% Ranking
3	59222	434	1	0.733%	2
5	48103	379	2	0.788%	1
39	85570	306	3	0.358%	6
28	50546	306	4	0.605%	4
27	43701	283	5	0.648%	3
22	40670	148	6	0.364%	5
2	45206	147	7	0.325%	7
20	71561	141	8	0.197%	8
19	83364	96	9	0.115%	14
41	53693	76	10	0.142%	11
47	54583	68	11	0.125%	13
31	44330	64	12	0.144%	10
34	38277	62	13	0.162%	9
35	54691	59	14	0.108%	15
32	49354	53	15	0.107%	16
44X	31805	41	16	0.129%	12
29X	51367	27	17	0.053%	18
10L	20918	19	18	0.091%	17
26	66430	8	19	0.012%	19
17	49158	0	20	0%	22
16	30733	0	21	0%	21
15	25519	0	22	0%	20
12_14	38839	0	23	0%	23
Total		2717		0.239%	

How LEP Services Are Provided

Due to the higher number of Spanish speakers, there is some Spanish translations provided on timetables for all routes. These timetables are found where paper timetables are made available, as well as on TARTA's website under Rider Information tab, Route Index, and by selecting the route.

The Authority created a new website layout in September 2014 to provide better information access to the LEP Communities by featuring the Google Translate toolbar. This allows anyone to select any language offered by Google Translate, and to have that page translated into their native language.

TARTA has created a Language Assistance Plan which was adopted by the Board on November 5, 2015. The Board approved an update on January 9, 2020, shown in Appendix F. TARTA has also

gone through the process to have vital documents translated into Arabic and Chinese and Spanish. These documents are available on TARTA's website under the Ridership information tab, where they can select their own language. The vital documents included are:

- Title VI Policy
- TARPS Application
- ADA Policy
- TARTA Procedures
- TARTA Complaints Form
- Fares and Passes Policy

The LEP person/s can also receive a print off of the documents in person at key TARTA customer service locations. The Authority will monitor all of the Census tract population data in its service district to meet the guidelines of the DOT LEP.

Since December 2016, TARTA also offers Over the Phone Interpretation (OPI) on its Information Line for LEP. This allows LEP person/s to speak with an Information Operator through a translator, regardless of the caller's spoken language.

TARTA received a recommendation from community partners at Advocates for Basic Legal Equity, Inc (ABLE) to expand the selection of language services provided.

The 2019 Internal LEP Survey (Appendix X) confirms that over half of TARTA's vehicle operators interact with non-English speakers regularly with Spanish being the most recognized non-English language.

LEP Notices

Notices are published via La Prensa, the local newspaper serving the Latino/Hispanic communities. Spanish translations are available on the website and are available in other languages by request.

LEP Monitoring

The LEP census data will be reanalyzed every three years. At least once a year, the Communications, Mobility and Customer Experience Department and the Development and Equity Officer will review any LEP interactions via drivers, TARTA Help Line, and the TARTA webpage to ensure appropriate and meaningful access is maintained.

LEP Training

The public facing employees at TARTA receive training on the services offered to limited-English speaking riders and are instructed on how to guide them to these resources.

Vehicle Operators will have access to LEP Translation Cards which provide instructions on how to access interpreter services and/or translated materials; these instructions will be translated in the top spoken languages for the area.

Information Officers (IO) at TARTA can incorporate Over the Phone Interpreting. Callers may select Spanish, Chinese, Arabic or speak with a coordinator to assist in identifying a language; this will allow an interpreter to join the line with the IO and the caller.

6. Non-Elected Planning Board

The Authority has no Non-Elected Planning Board that meets the standards that are listed in FTA C. 4702.1B.

7. Board of Trustees Approval to Adopt Title VI Program

The Authority's Board of Trustees adopts the Title VI program through the Authority's Public Participation Plan and the supplementary Public Engagement Process via a board resolution. This 2017-2019 Title VI Program was adopted October 2020 by the Board of Trustees. The signed resolution is in Appendix G.

An updated Public Participation, Title VI and Environmental Service Policy was approved December 6, 2018. The policies are attached in Appendix H. The signed resolutions are attached in Appendix I.

8. Equity Analysis to Determine Site or Location of Facility

The Federal Transit Administration (FTA) evaluated the environmental review documents submitted by TARTA for the proposed Toledo Transit Hub Project in downtown Toledo, Ohio. The FTA found that the proposed Project met the criteria for a National Environmental Policy Act (NEPA) categorical exclusion. TARTA submitted documentation demonstrating that the specific conditions for 23 C.F.R. 771.118(d) were satisfied, and that significant environmental effects would not result from the Project. Approval letter and Categorical Exclusion Checklist are attached in Appendix W.

II. REQUIREMENT TO SET SYSTEMWIDE SERVICE STANDARDS

2021-2022 TARTA will be conducting a Comprehensive Operational Analysis and will begin planning for a system redesign which will include an update to all service standards.

1. Vehicle Load

The Toledo Area Regional Transit Authority has adopted as a service standard a load factor of 1.25 except on Park and Ride buses utilizing the expressway system where, for safety considerations, a load factor of 1.0 has been established. The vehicle load standard is used to determine if buses are overcrowded.

Loads are measured at the most crowded point on all bus routes during AM Peak/PM Peak/Non-Peak hours and compared against the load standard. The load standards are not the maximum capacity of the given vehicle types, rather they are set at levels that provide a reasonable amount of comfort for customers on their daily commutes. Any routes and time periods that exceed these standards on a regular basis should be targeted for improved service.

Loads are reported for the bus fleet using Fare Counts, On-Board Surveys, Automatic Passenger Counts, Vehicle Operators which all count how many passengers enter and exit the buses. The resulting loads are later calculated and analyzed.

2. Vehicle Headways

Appendix J provides information on the peak and off-peak headways, which were in effect as of September 2019

Vehicle headway is defined as the amount of time between two vehicles traveling in the same direction on a given line or combination of lines.

The standard for peak weekday vehicle headway on the bus lines is to operate 30 to 60 minutes. The route branches (i.e. 15A and 15E of Route 15) may have a frequency greater than 60 minutes, but a bus for said route will meet lineup within the set maximum.

The bus network was established to ensure that customers across the more densely populated parts of the service area with high transit usage can readily access bus routes during the peak hours.

The vehicle headway standard for the bus network is to operate at least every 40-90 minutes during the weekday off-peak period, and every 90 minutes during Saturday lineups. The route branches (i.e. 15A and 15E of Route 15) may have a frequency greater than 90 minutes, but a bus for said route will meet lineup within the set maximum.

3. On-time Performance

The Authority has set the policy on determining the on-time performance based on the total number of times versus the number of early and late checks. In the policy it also establishes the guidelines that if a unit (bus) is more than five minutes late or one minute early it is considered not to be on time. The Service Standard for on-time performance at TARTA is 80% or higher at all times. Appendix K shows the On-Time Performance Monitoring report from January 2020.

4. Service Availability

The service availability standard is based on customer travel distances to reach transit. Customers throughout the service area should be able to travel a half mile or less to reach the nearest transit service.

For the City of Toledo, the Toledo Area Regional Transit Authority uses the guideline where at least 90% of the area will be within a half mile of the fixed line, at least 70% should be within one quarter mile. 100% coverage is mitigated by neighborhood considerations. In some areas, the Authority is unable to operate routes because of the street layout and/or neighborhood opposition.

As of 2019 93.8% of the City of Toledo was within ½ mile of the fixed line and 72.8% was within ¼ mile of the fixed line (see maps in Appendix U)

Riders in suburban and rural jurisdictions (Ottawa Hills, Sylvania, Sylvania Township, Rossford, Maumee, and Waterville) may need to walk half-mile or more to access fixed line service. Residents in these areas may use the park and ride facilities and/or use the Call-A-Ride services which are a curb-to-curb demand response system open to the public within the lesser-developed suburban areas.

III. REQUIREMENT TO SET SYSTEM-WIDE SERVICE POLICIES

1. Vehicle Assignment

Buses of the Toledo Area Regional Transit Authority are, to the extent possible, assigned on a random basis. As buses are returned to the storage facility at the end of their assignments at the end of the day they are pulled in facing the rear of the building. They are then driven to the Service Building by the cleaning and service crew and, after washing and servicing, they are returned to the storage building and stored facing the front doors. As there are 22 lanes available in the building, buses are parked in any of several rows on a random basis. The following morning the buses are assigned randomly as the bus operators report for work. TARTA presently has 138 lift-equipped line service buses and operates fully accessible service on all routes.

2. Transit Security

TARTA presently has the “Toledo Area Regional Transit Authority For Emergency Guide” which emphasizes on measures taken to protect TARTA employees and the public against any intentional

act or threat of violence or personal harm, either from a criminal, terrorist act, natural disaster, or community emergency. The Emergency Guide provides protocols of communication flow chart and function outline, which sets forth each Management and Supervisory employee's responsibility, his/her alternate(s) which is responsible for notifying, and all employee's telephone numbers.

The Authority has a contract with Toledo Police Department to provide additional security. TARTA buses are equipped with cameras for security purposes. The Authority's facility has entry security features.

3. Transit Amenity

Installation of transit amenities shall be primarily based on documented requests and the number of passenger boarding's at bus stops and along a route. These amenities involve placement of ADA accessible bus shelters. Additional requirements for placement include safety, proper zoning approval if necessary and meeting all applicable building and construction laws. Requests for transit amenities can be submitted through our customer service staff and are documented. Each request should be reviewed on a monthly basis. (See Appendix Y)

The Authority has 99 passenger shelters in place. The Authority contracts with a local agency to maintain the cleanliness of the shelters. If there are several requests to have a bus shelter installed at a certain location, the Authority will contact the owner and/or organization of the land to receive permission to install shelter on their property. Sometimes if the Authority is redesigning a route to go through a major attraction, they will contact the organization for permission of the shelter.

Shelters are located throughout TARTA's fixed route service. More than half of them are located in areas where minority and low-income are above average within TARTA's service area. This is shown in Appendices M and N.

The Authority has no other transit amenities that are user oriented.

4. Design

New routes and route changes are shaped by a number of TARTA policies and requirements. (See Combined Public Participation, Title VI, and Environmental Justice Service Policy Appendix H)

IV. REQUIREMENT TO COLLECT DEMOGRAPHIC DATA

Option A: Demographic and Service Profile Maps and Charts

The Authority works with the geographic information system from several website which provide maps, data, and charts from several sources to monitor the population and demographic change of our region. The main source of data we use is from the U.S. Census Bureau to help us determine where the needs are in terms of minority and low-income population.

- (1) A base map of the Authority's service area, displayed in Appendix L, is provided as a resource to the general public. It includes routes and transit stations, depots, and major activity centers that include shopping areas, hospitals, colleges, and schools. Appendix O shows the shades of different Census tracts. There are five demographic maps that reflect the Census tract boundaries, tract numbers, and fixed guideways which are separated in different areas of the region (i.e. central, southwest, northeast, etc.). This enables us to determine where the needs are.
- (2) An overlay map of the Authority's service area is provided as Appendix P shows us the shades of Census tracts of where the percentage of the total minority population for Black or African Americans, Hispanic/Latino, American Indian, Asian, and Hawaiian/Pacific Islander or other minority population. A table report in an excel format provided as Appendix Q shows the Census tract population and the percentage of the minority population within the Authority's service area from 2010 census information. The average minority population in the Authority's service district is 35 percent. In Appendix R displays a map that shows which census tracts are above the average percentage in the area. This enables us to look at the high concentration of minority population groups in each of the Census tracts throughout the region which helps us determine where transit service is needed.
- (3) An overlay map of the Authority's service area is provided as Appendix S shows the shades of Census tracts where the percentages of low-income population live using poverty terminology based on the 2010 census information. The average population living below the poverty level in the Authority's service district is at 24 percent. Appendix T depicts which census tracts are above the average percentage in the area. This enables us to look at the high concentration of low-income population groups in each of the Census tracts throughout the region which helps the Authority determine where transit service is needed.

V. REQUIREMENT TO MONITOR TRANSIT SERVICE

The Authority collects the following data from time to time: a) Passenger by route, trip, and fare type, i.e. adult cash, adult pass, student pass, E/D; b) Vehicle assignment by route; c) Vehicle headway by route and time of day; d) Load factor by route. The Authority also conducts passenger

surveys to determine the overall attitude toward its bus service along with responses of comments and suggestions from our passengers via telephone, postage mail, and electronic mail.

The Service Monitoring spreadsheets attached in appendix U show load factors and average on-time performance by route, define routes minority/non-minority, and analyze low-income population in TARTA service area. The minority and low-income routes are measured by the mileage of the route that goes through census tracts that have a higher percentage than the jurisdiction average of minority and low-income populations. This spreadsheet is handled with TARTA Planning staff. This analysis was performed by census tract data and GIS analysis. The analysis ensures that none of the minority routes or low-income routes bears any extra hardship if a route goes through any major service changes, including route changes and changes in schedule adjustments in comparison to the non-minority or non-low income classified routes.

Appendix J provides information on the peak and off-peak headways, which were in effect as of September 2019

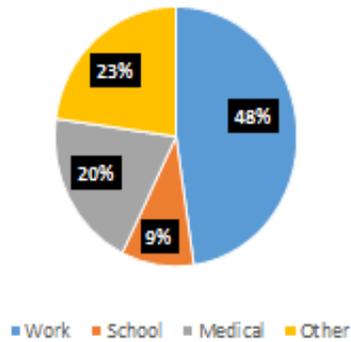
Appendix U also contains a sample results for max ridership by route for peak and off-peak times, as well as GFI ridership results by route.

VI. RIDERSHIP SURVEYS

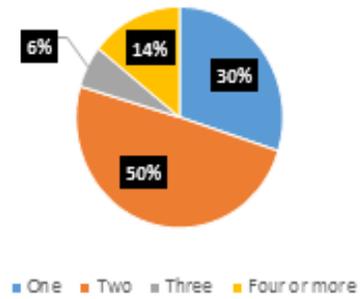
System wide surveys will be conducted no less than every 3 years. Surveys are generally one (1) page long and include demographic questions relating to age, income, race, and English proficiency, language spoken at home, and travel patterns. Surveys are distributed by vehicle operators and include a Spanish translation on the back. Additional translations are available at request. From the results a demographic profile is developed to compare minority riders with non-minority riders and low-income riders with non-low income riders. The most recent demographic analysis survey went out February 6, 2019, for use in the Title VI Fare Increase Assessment. (See Appendix Z)

2019 Survey Results:

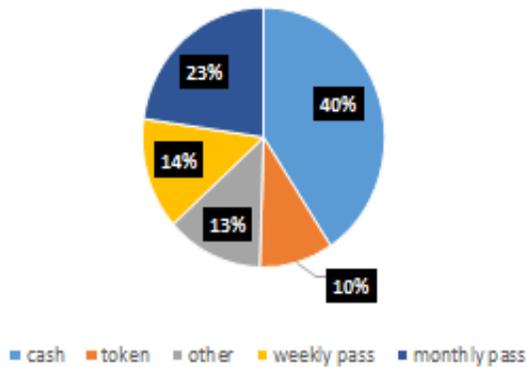
Overall Survey Results: Purpose of Trip



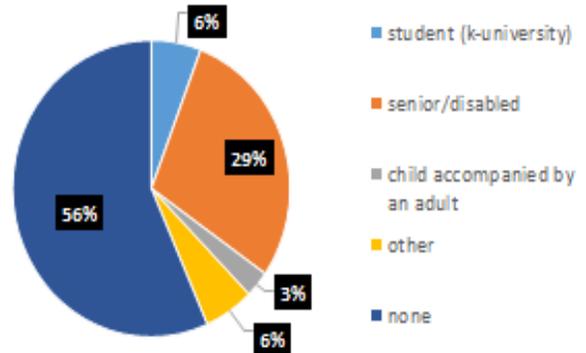
Overall Survey Results: Number of TARTA Vehicals Used on the One-Way Trip to Destination



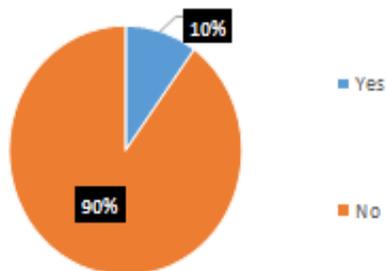
Overall Survey Results: Payment Type



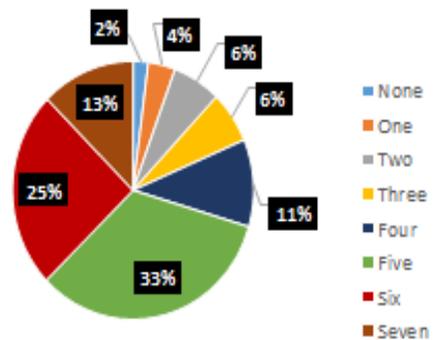
Overall Survey Results: Special Fare Discount Used



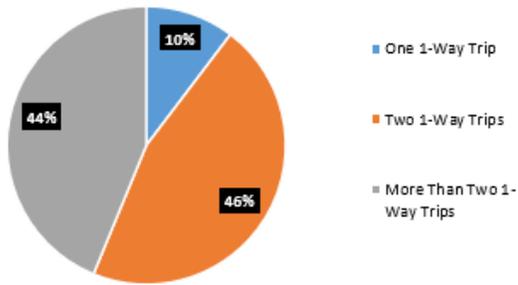
Overall Survey Results: Personal motor vehical available



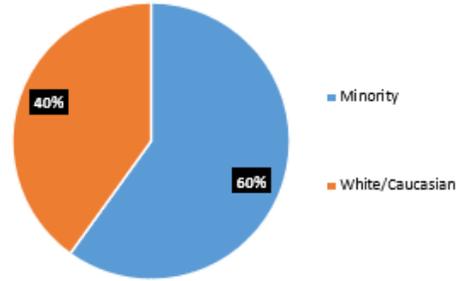
Overall Survey Results: Number of days per week rider uses TARTA



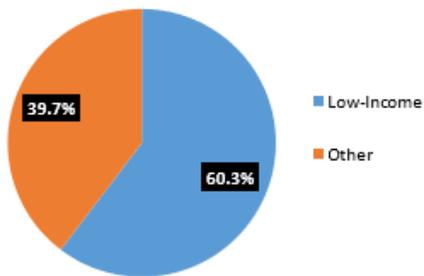
Overall Survey Results: Typical daily use of TARTA



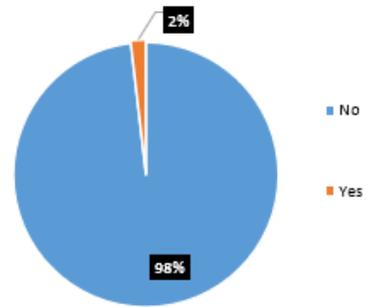
Overall Survey Results: Race



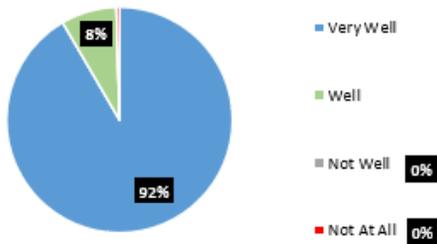
Overall Survey: Annual Household Income



Overall Survey Results: Any language other than English Spoken at Home



Overall Survey Results: English Proficiency



VII. REQUIREMENT TO EVALUATE SERVICE AND FARE CHANGES

Equity analyses are required regardless of whether proposed changes would cause positive or negative impacts to riders. Major service changes include expansions as well as reductions.

The Authority's Public Engagement Process addresses three criteria: 1.) major service changes, 2.) disparate impact, which are requirements addressed under Title VI and Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular 4702.1B, and 3.) disproportionate burden, which are requirements addressed under the Environmental Justice Disproportionate Burden Policy in compliance with federal Environmental requirements under Executive Order 12898 and FTA Circular 4702.1B.

TARTA defines the threshold for a "disparate impact" as follows: Should the impact of any major service change and/or fare change require a minority population to bear adverse effects twenty percent (20%) or greater than those adverse effects borne by the non-minority population, that impact will be deemed a disparate impact.

TARTA defines the threshold for an "environmental justice disproportionate burden" as follows: Should the burden of any major service change and/or fare change require a low-income population to bear adverse effects twenty percent (20%) or greater than those effects borne by the non-low-income population, that impact will be considered a disproportionate burden.

For example, if TARTA were to eliminate route 5 which had a minority rate of 74%, that would represent a disparate impact since the area average is 35%. This would exceed to 20% threshold by an additional 19%. If TARTA added 3 hours of daily service to all routes, this would not represent a disproportionate or disparate impact since it would affect all routes and riders in the same way.

Service and fare changes are shaped by a number of TARTA policies and requirements. See Combined Public Participation, Title VI, and Environmental Justice Service Policy Appendix H. The Authority develops a written proposal for a fare change or service change. The proposal is then advertised in local newspapers of general circulation and meetings are held to provide the public with additional information and to seek their input. Notices also go to minority and non-English news media, see Inclusive Public Participation above.

1. Major Fare Changes between January 2017 through December 2019

There has been one system wide fare increase during the report period of this Title VI report (January 2017 – December 2019). The fare was increased by 20% for most fare types, and went into effect on Sunday, April 1, 2019. Senior/Disabled individual ticket increased by 25% but remained less than ½ the cost of a regular ticket. TARTA's on-demand service fare increased by 140%. The previous fare increase was in 2015. TARTA still remains one of the lowest fares in the state of Ohio.

A fare analysis was done through our fare box information system, a Commuter Advertising demographic survey, and census tract analysis. For the purpose of affording an opportunity for interested persons or agencies to be heard with respect to the proposed adjustments, a public hearing explaining the change as well as the necessity of such a tariff adjustment was held at the Administration Building of Toledo Area Regional Paratransit Services (TARPS) at 12:30 p.m.

(EDT)Thursday, February 20, 2019 and 6:00 p.m. (EST) Thursday, February 21, 2019. The analysis report is shown in Appendix AA.

2. Major Service Changes between January 2017 through December 2019

When considering changes in service the General Manager of the Toledo Area Regional Transit Authority will establish a period of public comment prior to the initiation of said changes. The period of public comment shall be of sufficient length and time before the implementation of said changes that the Board of Trustees can consider such comment in its deliberations.

Public comment will be solicited when:

1. There is a change in service of twenty-five (25) percent or more of the number of transit route miles of a route.
2. Twenty-five (25) percent or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made.
3. A transit route is eliminated.

Since the last Title VI report, the Authority has had twelve (12) assignments with major service changes, where there was change in service that was greater than 25% change for the route mileage, or daily revenue vehicle miles computed. Each of these service changes have their own Title VI and Environmental Justice Assessment analysis report and can be readily available per request.

a. Route 10L- January 2017

During the weekday service, 10L had three (3) Inbound express trips- one in the morning and two in the evening, and three (3) Outbound express trips- two in the morning and one in the evening. Two of the inbound trips- one in the morning and one in the evening, were discontinued, as well as both evening outbound trips were discontinued.

The purpose of this express trip was to bring the public from downtown Toledo to the city of Rossford for work and vice versa. However once Rossford received their own on-demand response service, #10 Call-A-Ride, the ridership of the 10L dropped significantly, and was less utilized over a long period of time. The #10 Call-A-Ride will still be operating its normal hours and covering the same area, which includes all the areas that route 10L comprise.

A public hearing explaining the change to the public was at 12:30 P.M and 6:00 P.M Wednesday, February 15th, 2017 in TARTA's Administration offices.

b. Route 7- January 2017

Route 7 provided an express service from Downtown to Wal-Mart on Holland-Sylvania Rd and Central Ave, and Meijer on Central Ave and vice versa. This route was designated for those who had employment at these locations and needed an express route once in the morning and once in the evening. Due to the low ridership, TARTA has determined to discontinue route 7 express service. The public that wanted to go to Wal-Mart on Holland-Sylvania Rd and Central Ave from downtown had the options of the following weekday services: routes 5/R, 20M, and 27H. This Wal-Mart was also accessible during the evenings/weekends/holiday service with route 20/24. The Call-A-Ride 1 and 4 were also an available option for those that live in the City of Sylvania, Sylvania Township and Ottawa Hills to reach this Wal-Mart location. Also starting March 19, 2017, the Wal-Mart was accessible with the revised 2North/South Crosstown route. If the public wanted to go to the Meijer on Central Ave from downtown during weekday service, the public could utilize Route 20M. The Call-A-Ride 1 and 4 were also an available option for those that live in the City of Sylvania, Sylvania Township and Ottawa Hills to reach this Meijer location. Also starting March 19, 2017, the Meijer was accessible with the revised Route 6 King Road/City of Sylvania.

A public hearing explaining the change to the public was at 12:30 P.M and 6:00 P.M Wednesday, February 15th, 2017 in TARTA's Administration offices

c. Route 2C & 6- January 2017

At this assignment change Route 2C weekday and evening service was renamed to Route 6 King Road/ City of Sylvania. The route no longer interlined with Route 3, and the integrity of Route 3's routing and scheduled frequency remained intact, and passengers could still make transfers to Route 6 at Franklin Park Mall. The experimental Route 6 was modified with new end destinations of Meijer and Wal-Mart.

The 1 or 4 Call-A-Ride demand response service can mitigate both losses of route coverage from Route 2C. TARTA's fixed route 19F/T can also help mitigate passengers who rode the 2C along Secor and Alexis. Route 39/M can also transport the public to Centennial Terrace.

A public hearing explaining the change to the public was at 12:30 P.M and 6:00 P.M Wednesday, February 15, 2017 in TARTA's Administration offices.

d. Route 42- January 2017

Route 42 provided one express service trip in the morning from Jackman/Laskey, Alexis/Douglas, and Miracle Mile to Downtown Toledo for people in the area that have a downtown job. Then in the evening, there was one express service trip from Downtown and transport people back to Miracle Mile, Alexis/Douglas, and Jackman/Laskey. With the

reconstruction of I-75 through the city of Toledo, the Berdan Exit/On Ramp had been permanently closed. This is the very same exit/on ramp used for the 42 express trip. With no capabilities to maintain the route as an express trip, on top of the low ridership, TARTA determined to discontinue route 42 express service.

Route 26D provided coverage along Douglas Rd, Alexis Rd, and Jackman Rd, in addition to Miracle Mile. Routes 26L and 17B provided coverage along Jackman Rd in addition to Miracle Mile. 17E provided another option to go from downtown to Miracle Mile.

A public hearing explaining the change to the public was at 12:30 P.M and 6:00 P.M Wednesday, February 15th, 2017 in TARTA's Administration offices

e. Route 50- July 2017

Owens Community College is located within Perrysburg Township, which is outside of TARTA's jurisdiction. TARTA was able to provide services with a contract and having an open-door service to the public who wanted to go to OCC. Unfortunately, since OCC dissolved its contract with TARTA, there was no direct public transit route for the public to go from downtown to OCC. An alternative public transit connection the public could utilize would be to take TARTA's Call-A-Ride 10 to the Meijer store in Rossford and connect to Perrysburg's public transit, Ride Rite. OCC also provides their own shuttle service for their students that will connect them from the campus to downtown Toledo, where students can connect to TARTA routes.

The public had been notified through TARTA's website, to seek any public comment. The TARTA board had been notified about the dissolution of contract services with Owens Community College.

f. Route 24/T- September 2017

Route 24 provided service from Downtown, through the center city to Toledo Hospital, along Kenwood to the Westgate area. Route 24T provided the same service except with an extension to Pelham Manor along Douglas, Pelham, and Cheltenham and through Ottawa Hills via Indian. Beginning with the 2018 Winter Assignment, TARTA proposed to streamline the service and begin weekday line-up service that ran approximately every 30 or 60 minutes. Because TARTA was taking this opportunity to streamline service and simplify routing, they decided to dissolve Route 24, which had low ridership, and merged Route 24T with Route 20 renaming it Route 20W. Routes 2, 20F, and 20W help mitigate any adverse effects of this change.

Public hearings explaining the change to the public were at 1.) 12:30 P.M Tuesday, October 17, 2017 at the Toledo Main Library's McMaster Family Center for Lifelong Learning, 2.) 6:00 P.M Tuesday, October 17, 2017 and 3.) Wednesday, October 18, 2017 at the Toledo Area Regional Paratransit Service (TARPS) Facility Building.

g. Route 43- January 2018

Route 43 provided service from Downtown through South Toledo neighborhoods, University of Toledo's Medical Campus, to Maumee, Meijer, Kroger, Arrowhead Parkway and Southwyck. The routing remained the same at the start of 2018 Spring Assignment. Route 43 had a schedule adjustment for the assignment change, where several trips were eliminated due to low ridership.

The public still have options to get to their destination such as Southwyck via other routes (31G/H, 32R, 35 and 41). From Southwyck, the public can have access to any of the other Maumee attractions through the 8 Call-A-Ride, which can take the public to any place within Maumee.

Public hearings explaining the change to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Wednesday, January 17, 2018 at TARTA's administrative office building.

h. Route 39/M- January 2018

Route 39/M weekday service will have reduced hours of operation due to low ridership. Route 39 provided service from Downtown expresses to Franklin Park Mall, through the city of Sylvania via Sylvania to Lourdes University to Sylvania's Park and Ride at Centennial Terrace. Route 39M provided the same service except it travels via Monroe St and stops at Flower Hospital. Beginning with the 2018 Spring Assignment, TARTA proposed to streamline the downtown routing for all express routes. Many of the express routes double loop through the downtown area to stop at many transit stations downtown. Many of the passengers have streamlined to certain stations, especially when making connections with other fixed routes, that many of the extra stations are no longer required. Therefore, TARTA will be streamlining downtown routing for express routes. However, Route 39/M will also have a schedule adjustment for this assignment change, where several trips will be eliminated.

The public still had options to get to their destination such as Franklin Park Mall via other routes (2, 19F/T, 20T, and 22). From Franklin Park Mall the public had access to any of the other Sylvania attractions through the 1 Call-A-Ride or route 6, which can take the public to Lourdes University, Flower Hospital, or even Centennial Terrace.

Public hearings explaining the change to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Wednesday, January 17, 2018 at TARTA's administrative office building

i. Route 3- January 2018

Route 3 weekday service had reduced hours of operation due to low ridership. Route 3 was a crosstown route that provides service from VA Clinic to Franklin Park Mall, going through both University of Toledo's Medical Campus (UTMC) and main campus' transit center. The routing remained the same in 2018 Spring Assignment. Route 3 had a schedule adjustment for this assignment change, where several trips will be eliminated.

The public would still have options to get to their destination such as Franklin Park Mall via other routes (2, 19F/T, 20T, and 22). The public can have access to the University of Toledo's transit center via other routes (5). The public will have access to UTMC via other routes (32, 34 and 43).

Public hearings explaining the change to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Wednesday, January 17, 2018 at TARTA's administrative office building.

j. Route 3- May 2018

Route 3 weekday service had increased hours of operation and modified routing due to public comment. Route 3 is a crosstown route that provides service from VA Clinic to Franklin Park Mall, going through both University of Toledo's Medical Campus (UTMC) and main campus' transit center. The new routing goes along Airport Hwy to Brookview Dr, and on selected trips to apartments along Douglas Rd, Central Ave, and Alisdale to serve a high-density apartment residents. Route 3 had a schedule adjustment for this assignment change, where several trips were added.

Public hearings explaining the change to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Wednesday, January 17, 2018 at TARTA's administrative office building.

k. Route 28- May 2018

Route 28 weekday service had increased hours of operation and modified routing, where it breaks into three branches: 28A/B/C. The modified routing was to assist the central city lack of access to other routes and destinations. 28A Indiana via UT is the same as 28 outbound trips but is extended along Indiana and Dorr St (both directions) with the new end destination being the University of Toledo's Transit Center. 28B Oakwood via UT is similar to 28 inbound trips, but it is extended along Secor Rd, Bancroft St and Upton Ave (both directions). 28C Art Museum, similar routing to 28B, runs in the weekday evenings making trips between the University of Toledo's Transit Center and Toledo Museum of Art. Route 28ABC had a schedule adjustment for this assignment change, where several trips will be added. The public will still have access to the same destinations from the current 28, but new access to new destinations, where they can transfer to other routes (5 and 22).

Public hearings explaining the change to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Wednesday, January 17, 2018 at TARTA's administrative office building.

l. Routes 6, 29X, 43, 47/X, 19, 31, Sunday/Holiday service- November 2018

TARTA had multiple service reduction including:

- Special Services: Operate all Muddy and Walleye Shuttles on the weekends only,

- Holiday Service: Discontinue all holiday service (fixed route and paratransit) including New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day,
- Sunday Service: Discontinue all Sunday service (fixed route and paratransit),
- Saturday: Discontinue 7:30AM and 7:30PM lineups, where lineups would be from 9:00AM – 6:00PM,
- 1 and 8 Call-A-Ride Saturday Service changes from 8:00AM – 4:00PM to 9:30AM – 4:00PM,
- Weekday: Discontinue 6:30AM and 10:30PM lineups, where lineups would be from 6:30AM – 9:00PM,
- 1 Call-A-Ride Weekday Service changes from 6:00AM – 9:00PM to 6:30AM – 8:30PM,
- 8 Call-A-Ride Weekday Service changes from 6:00AM – 7:00PM to 6:30AM – 7:00PM,
- Route 6: Discontinue route due to low ridership,
- Route 29X: Discontinue 5:15PM outbound trip due to low ridership,
- Route 39/M: Discontinue 39 outbound trip at 4:14PM and discontinue 39M inbound trip at 5:00PM,
- Route 43: Renamed/Rerouted/Schedule adjustments to Experimental Route 47/X Maumee-Arrowhead/Work Express with destinations/timepoints of downtown, University of Toledo Medical Campus, Maumee Assembly & Stamping, Arrowhead Park, Kroger, and Meijer.

Since TARTA proposed to eliminate the first and last lineup of weekday service (6AM and 10:30PM) and reduce the number of trips for some express routes all weekday routes were analyzed for this Title VI and Environmental Justice report. The following routes for weekday service are greater than 25% and were considered a major service change are 6, 29X, 43 and 47/X.

Route 6 provided service from Franklin Park Mall through City of Sylvania and Sylvania Township neighborhoods such as Flower Hospital, Lourdes University, Kroger, Library branches, Meijer, and Wal-Mart. The route was proposed to be eliminated for 2019 Winter assignment. The public will still have options to get to navigate through Sylvania and Sylvania Township. They have access to route 39/M and the 1 Call-A-Ride, which can take the public to any place within Sylvania, Sylvania Township and Ottawa Hills.

Route 29X provides express service from Downtown to Waterville’s two Park-n-Ride locations, Third and Farnsworth and Kroger. The trip being eliminated had only on average one passenger. TARTA will continue to maintain its one evening express trip to Waterville at 4:50PM.

Route 43 provided service from Downtown through South Toledo neighborhoods, University of Toledo's Medical Campus, to Maumee, Meijer, Kroger, Arrowhead Parkway and Southwyck. The routing was rerouted and renamed to 47/X Maumee Arrowhead/Work Express at the start of 2019 Winter Assignment with a schedule adjustment. One reason for the revised 47/X route was due to low ridership on route 43. Route 43 was considered an unattractive route to take, since it took too long to get to Maumee. Due to these factors, TARTA is introducing an experimental route 47/X (outlined in Figure 20). Route 47X goes from downtown and expresses on Anthony Wayne Trail to uptown Maumee. Route 47 goes from downtown, expresses on Anthony Wayne Trail, stops at University of Toledo's Medical Campus, and express back to uptown Maumee.

Route 19 provided service from Downtown through Cherry St to Franklin Park Mall via Sylvania (19F), or via Tremainsville/Secor (19S), or via Tremainsville/Talmadge (19T). TARTA implemented Saturday changes in the schedule for route 19, specifically the reduced 19T trips. The public will still have options to get to their destination such as Franklin Park Mall via other routes (2, 19F/S, 22 and 20F).

Route 31 provided service from Downtown through South Toledo neighborhoods via Broadway to Southwyck either via Glendale (31G) or via Heatherdowns/Maumee Kroger (31H). TARTA implemented Saturday changes in the schedule for route 31, specifically the reduced 31H trips. The public will still have options to get to their destination such as Southwyck via other routes (31G and 32R).

Sunday service had coverage throughout all TARTA's jurisdiction member (except Waterville). The routing was discontinued 2019 Winter Assignment. TARTA does not have adequate local funds to maintain service on Sundays and is unable to provide any mitigation at the time being for minority, low-income and all populations seeking public transit on Sundays.

Holiday service had coverage throughout all TARTA's jurisdiction member (except Waterville). The routing was discontinued 2019 Winter Assignment. TARTA does not have adequate local funds to maintain service on Holidays and is unable to provide any mitigation at the time being for minority, low-income and all populations seeking public transit on Holidays.

Public hearings explaining all of 2019 Winter assignment proposed changes to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Thursday, October 11, 2018 at TARTA's administrative office building.

-See attached Title VI & Environmental Justice Assessment as Appendix V for further details.

--END OF REPORT--

Appendix

Appendix A: Nondiscrimination Statement and Notice

The screenshot shows a web browser window with the URL tarta.com. The page title is "VIEW OUR SERVICES". Below the title, there are language options: العربية, 中文, and Español. A paragraph states: "All language assistance services for Toledo Area Regional Transit Authority programs and services, including paratransit functional assessments and paratransit eligibility appeals, are provided to the public at no charge."

The main content area is divided into three columns:

- FOLLOW US!**: Encourages following TARTA on social media for the latest news, bulletins, and updates. It includes icons for Facebook, Twitter, LinkedIn, and YouTube, and language options: العربية, 中文, and Español.
- SIGN UP TO RECEIVE MOBILE ALERTS**: A section for signing up to receive detour and route updates via text messages. It includes a text input field for "your mobile phone #", a checkbox for "I agree to receive msg/ automated text messages from TARTA on the phone number provided above", and a blue "SUBSCRIBE" button.
- Navigation Menu**: A vertical list of links: ROUTES & SCHEDULES, SERVICES, RIDER INFORMATION, NEWS & ALERTS, and CONTACT.

Below the main content, there are three paragraphs of text:

TARTA serves the communities of Maumee, Ottawa Hills, Rossford, Sylvania, Sylvania Township, Toledo, and Waterville.

TARTA does not discriminate in employment, provision of services, and/or business practices on the basis of race, color, creed, religion, sex, marital status, national origin, sexual orientation, ancestry, age, military status, and physical or mental disability. TARTA prohibits workplace harassment, including sexual harassment, as well as retaliation against employees.

All language assistance services for Toledo Area Regional Transit Authority programs and services, including paratransit functional assessments and paratransit eligibility appeals, are provided to the public at no charge.

Information found on this website can be provided in an alternative format upon request. Please contact Customer Service at 419-243-RIDE (7433) to speak to a representative or email the Information Coordinator at info@TARTA.com. TARTA will do its best to provide the requested alternative format within a reasonable time.

At the bottom of the page, there are links for CAREERS, ADVERTISING, PRIVACY POLICY, and SITE MAP. On the right, there is a copyright notice "©2018" and a language selection button for "English".

Your Rights under Title VI of the Civil Rights Act of 1964

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

Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Toledo Area Regional Transit Authority (TARTA).

To request additional information on TARTA's nondiscrimination obligations or to file a Title VI Complaint, please submit your request to:

Chief Executive Officer, TARTA
1127 W Central Ave, Toledo OH 43610
*office 419-245-5222 * fax 419-243-8588 * email Info@TARTA.com*

Title VI Complaint Forms may also be obtained at TARTA's website by visiting tarta.com/rider-information-2/titlevi/. Title VI translations are also available upon request or at tarta.com/rider-information-2/titlevi/.

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

If information is needed in another language, contact 419-243-7433 option 1 then option 1.

Si necesita un intérprete o la traducción de materiales a su idioma, por favor llame a TARTA al 419-243-7433, elija la opción 1 y luego de nuevo la opción 1.

TARTA
TARTA.COM | 419-243-RIDE

**Toledo Area Regional Transit
Authority
(TARTA)
June 2022**

Nondiscrimination and Title VI Policy and Complaint Procedure

Policy

TARTA does not discriminate in employment, provision of services, and/or business practices on the basis of race, color, creed, religion, sex, marital status, national origin, sexual orientation, ancestry, age, military status, and physical or mental disability. TARTA prohibits workplace harassment, including sexual harassment, as well as retaliation against employees.

These procedures cover all external complaints regarding TARTA programs and activities filed under Title VI of the Civil Rights Act of 1964 as contained in 49 CFR 21, "Nondiscrimination in the Federally-Assisted Programs of the Department of Transportation." Title VI says that "[n]o person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance."

These procedures, required per 23 CFR 200.9 (b)(3), also cover external complaints regarding TARTA programs or activities filed under other related nondiscrimination laws that additionally prohibit discrimination on the basis of disability, sex, age and/or low income. This includes, but is not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990, 23 USC 324, 42 USC 610, Executive Order 13166, and the DOT Order on Environmental Justice and Executive Order 12898. These procedures are for any external discrimination complaints relating to any program or activity administered by TARTA.

Any external complaints that come through the TARTA organization via telephone, mail, e-mail or in person, are processed and logged immediately by the Information or Customer Service Department staff. The differentiation of complaints varies from bus stop removal, buses running late, driver's attitude, service provisions, bus passenger shelter removal, trash and/or many other issues. However, if there is a complaint that is identified to be a Title VI claim, the information is processed by the Transit Service Development Department.

Federal regulation 49 CFR 21 outlines types of prohibited discriminatory actions per that law. It follows, in part:

1. A recipient to which this part applies may not, directly or through contractual or other arrangements, on the grounds of race, color, or national origin:
 - i. Deny a person any service, financial aid, or other benefit provided under the program.
 - ii. Provide any service, financial aid, or other benefit to a person which is different, or is provided in a different manner, from that provided to others under the program.
 - iii. Subject a person to segregation or separate treatment in any matter related to his receipt of any service, financial aid, or other benefit under the program.
 - iv. Restrict a person in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefits under the program.
 - v. Treat a person differently from others in determining whether he satisfied any admission, enrollment, quota eligibility, membership, or other requirement or condition which persons must meet in order to be provided any service, financial aid, or other benefit provided under the program.
 - vi. Deny a person an opportunity to participate in the program

through the provision of services or otherwise afford him/her an opportunity to do so which is different from that afforded to others under the program; or

vii. Deny a person the opportunity to participate as a member

of a planning, advisory, or similar body which is an integral part of the program.

The law prohibits intimidation or retaliation of any kind. The procedures do not deny the right of the complainant to file formal complaints with other federal, state, or local agencies or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints.

COMPLAINT PROCEDURE:

1. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited by Title VI nondiscrimination provisions may file a written complaint with the Transit Service Development Department. A formal complaint must be filed within 180 calendar days of the alleged occurrence. Please use the form for the Complaint located on our website at:
https://tarta.com/wp-content/uploads/2015/12/TARTA_Complaint_Form.pdf
2. Upon receipt of the complaint, the office of the Transit Service Development Department will determine TARTA's jurisdiction, acceptability of the complaint, and need for additional information. TARTA will also acknowledge receipt of the complaint by notifying the complainant.
3. The Transit Service Development Department will assign or designate a staff person from whose area is affected by the complaint to investigate the merit of the complaint.
4. The complaint will receive a case number and will be logged in the TARTA records identifying the basis of the complaint and the race, color, national origin, and gender of the complainant. The assigned staff will start the investigation.
5. Within 50 calendar days of the receipt of the complaint, TARTA's investigator will prepare an investigative report for the Director of Transit Service Development or designee to review. The report shall include narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition. TARTA will also include signed affidavits from all parties—complainant, accused, and witnesses—as applicable. Any reports or documents gathered during the investigation will also be included.

6. The investigative report and its finding shall be sent to TARTA's legal counsel for review. Counsel will review the report and associated documentation and will provide input within 10 calendar days.
7. TARTA's investigator will review any comments or recommendations from TARTA's legal counsel. The investigator will discuss the report and recommendations with the Director of Transit Service Development or designee. The report will be modified as needed and made final for its release.
8. Once TARTA's investigative report becomes final, the parties will be properly notified of the resolution of the complaint, recommendations to remedy any discriminatory practice and rights to appeal.
 - Any individual, group of individuals or entity may appeal within 30 days of being notified about the final report.
 - The appeal will be provided to the office of the CEO for review.
 - Within 30 days of receipt, the office of the CEO will make a final determination and recommendation.
9. If it is determined, following the investigation that TARTA acted in a discriminatory manner TARTA will take whatever action is needed, per the recommendations in the investigative report, to remedy the discriminatory practice.

For more information regarding the TARTA complaint process of filing complaints, please contact: Info@tarta.com

Neil Greenburg
Director of Transit Service Development
TARTA
(419) 725-5284

Laura Koprowski
CEO
TARTA
(419) 245-5222

Upon request, alternative formats of this document will be produced for people who are disabled. Call (419) 382-9901 or email customerservice@tarta.com. All language assistance services for Toledo Area Regional Transit Authority programs and services, including paratransit functional assessments and paratransit eligibility appeals, are provided to the public at no charge.

**Toledo Area Regional Transit Authority
Non-Discrimination and Title VI Complaint Form**

NAME (Complainant):

PHONE: ())

HOME ADDRESS (Include City, State and ZIP):

E-MAIL (If Applicable):

If applicable, name of persons who allegedly discriminated against you:

Basis of Non-Discrimination and/or Title VI Action(s) (Check all that might apply):

Non-Discrimination:

Sex
 Age
 Disability

Title VI:

Race
 Color
 National Origin

Date of Alleged Incident:

Location and position of person(s) who alleged discriminated against you if known:

Explain briefly and clearly as possible what happened and how you believe you were discriminated against. Indicate who was involved. Be sure to include how you feel other persons were treated differently than you. Please attach additional pages as needed or any additional written material about your complaint.

2017 Complaint	Date	Name	Summary	Status	Action(s) Taken
	8/12/2016	Sharon Hill	On August 12, 2016 Ms. Hill filed a charge of discrimination with OCRC that was assigned charge number TOLG2(3790)07165016/22A—2016—02308F. Ms. Hill alleged that her driver on the TARP service left too quickly and she missed her ride. Because dispatch did not send another bus to get her, she alleged she had been discriminated against. TARTA has provided a good deal of information to assist OCRC in its investigation and is awaiting a decision.	On July 18, 2019 OCRC issued a letter of determination finding it not probable that discrimination occurred. Ms. Hill had 10 days to request reconsideration through OCRC and 30 days to seek judicial review. With these times having passed, TARTA deems this charge to be fully and finally resolved in its favor.	TARTA has provided a good deal of information to assist OCRC in its investigation and is awaiting a decision.
	2/23/2017	Sharon Hill	Ms. Hill filed another charge, number TOLG2(38397)04.05.2017 wherein she alleged that a dispatcher was rude to her.	This charge is deemed to be fully and finally resolved in TARTA's favor	TARTA presented information to assist OCRC in its investigation and on December 14, 2017 it issued a finding of no probable cause
	3/10/2017	Sharon Hill	Sharon Hill filed another charge of discrimination, number TOLG2(38324) 0301.2017. She alleged that a female driver violated her privacy and failed to speak with her.	This matter is considered to be fully and finally resolved in TARTA's favor.	TARTA provided information to assist OCRC in its investigation and on December 14, 2017 it issued a no probable cause finding. Ms. Hill had 10 days from the mailing of that decision within which to request reconsideration and 30 days to seek judicial review.
	4/28/2017	Sharon Hill	On April 28, 2017 Ms. Hill filed charge number TOLG2(38399)04052017 with OCRC. She alleged that she was rushed out of the bus and that a white female passenger is a racist.	TARTA considers this charge fully and finally resolved in its favor.	TARTA provided information to OCRC to assist in its investigation and on December 14, 2017 a no probable cause determination was issued. Ms. Hill had 10 days from the mailing of that notice within which to seek reconsideration and 30 days to seek judicial review.

2018 Complaint	Date	Name	Summary	Status	Action(s) Taken
	10/22/2018	Sharon Hill	On October 22, 2018 Ms. Hill filed charge number TOLGZ38954 010 62018 alleging that a dispatch employee had retaliated against her for filing previous charges. TARTA provided a good deal of information to OCRC to assist in its investigation.	With all said times having passed, TARTA deems this charge to be fully and finally resolved in its favor.	On September 27, 2018 OCRC issued a letter of determination finding it not probable that Ms. Hill was discriminated against. The charge was thus dismissed. From that time Ms. Hill had 10 days to request reconsideration through OCRC. 15 days to request action by the EEOC and 30 days to seek judicial review.
	3/2/2018	Sharon Hill	On March 2, 2018 Ms. Hill filed charge number TOLGZ (39020)02092018 alleging that a driver had "with malice and hate" refused to open the exit door. TARTA provided a good deal of information to assist OCRC in its investigation.	With all said times having passed, TARTA deems this charge to be fully and finally resolved in its favor.	On November 15, 2018 OCRC issued a letter of determination finding it not probable that Ms. Hill was discriminated against. The charge was thus dismissed. From that time she had 10 days to seek reconsideration through OCRC. 15 days to seek review by the EEOC and 30 days to pursue judicial review.
	2/8/2018	Sharon Hill	On February 8, 2018 Ms. Hill filed charge number TOLGZ3899401262018 alleging that she had been retaliated against by a driver who did not open the door in what she deemed to be a timely manner. TARTA provided a good deal of information to OCRC to assist in its investigation.	With all said times having passed, TARTA deems this charge to be fully and finally resolved in its favor.	On October 25, 2018 OCRC issued a letter of determination finding it not probable that Ms. Hill was discriminated against. Her charge was thus dismissed. From that time she had 10 days to seek reconsideration through OCRC. 15 days to seek review by the EEOC and 30 days to pursue judicial review.
	2/5/2018	Sharon Hill	On February 5, 2018 Ms. Hill filed charge number TOLGZ3899501262017 alleging retaliation by a driver. TARTA provided a good deal of information to OCRC to assist in its investigation.	With all said times having passed, TARTA deems this charge to be fully and finally resolved in its favor.	On October 25, 2018 OCRC issued a letter of determination finding it not probable that Ms. Hill was discriminated against. Thus, the charge was dismissed. From that time she had 10 days to seek reconsideration through OCRC. 15 days to seek review by the EEOC and 30 days to pursue judicial review.
	12/20/2018	Advocates for Basic Legal Equality on behalf of United Factors for Social Empowerment	ABLE alleges that TARTA engaged in disparate impact discrimination and failed to establish a meaningful public participation.	New leadership at TARTA reinstituted conversations with ABLE on 7/9/21 to address complaint.	Resolution to be determined
	12/21/2018	Sharon Hill	On December 21, 2018 Ms. Hill filed charge number TOLGZ3951810162018 alleging that she was "coerced and forced to release me a student ID number" from the University of Toledo.	On July 18, 2019 OCRC issued a letter of determination finding it not probable that discrimination occurred. Ms. Hill had 10 days to request reconsideration through OCRC and 30 days to seek judicial review. With those times having passed, TARTA considers this matter to be fully and finally resolved in its favor.	TARTA maintains that it did not discriminate against Ms. Hill in anyway and has provided a good deal of information to assist OCRC in its investigation.

2019	Date	Name	Summary	Status	Action(s) Taken
Complaint	2/18/2019	Sharon Hill	Ms. Hill filed a Civil Rights Complaint form with the Federal Transit Administration (FTA).	Additional information was provided on July 8, 2019 and this matter is deemed resolved.	The FTA sought information regarding Ms. Hill's allegations and TARTA responded in detail on June 24, 2019.
	4/19/2019	Sharon Hill	Ms. Hill filed charge number TOIG2139678\02102019 (AMENDED) alleging that she had been "hollered and screamed about my school ID" and subject to harassment from Jackie and Michelle.	On October 29, 2019 a letter of determination was issued finding it not probable that discrimination occurred. Ms. Hill had 10 days to seek reconsideration and 30 days to seek judicial review. With those times having passed, TARTA deems this charge to be fully and finally resolved in its favor.	TARTA provided a good deal of information to OCR to assist in an investigation of these allegations.

Appendix E: LEP Languages: know English less than “very well” table

Language Categories: From 2010 US Census Tracts Languages Spoken at Home	Total Population: Speak another language & Speak English less than "very well"	Calculated Percentage of Speak another language & Speak English less than "very well" with total population
Estimate; Total:	531466	100.00%
Estimate; Total: - Speak only English	500455	94.17%
Estimate; Total:- Spanish or Spanish Creole: - Speak English less than very well	4171	0.78%
Estimate; Total: - Arabic: - Speak English less than very well	1286	0.24%
Estimate. Total: - Chinese - Speak English less than very well	1113	0.21%
Estimate; Total: - Other Indic languages - Speak English less than very well	343	0.06%
Estimate; Total: - French (incl. Patrois, Cajun): - Speak English less than very well	299	0.06%
Estimate; Total: - Vietnamese - Speak English less than very well	270	0.05%
Estimate; Total:- German - Speak English less than very well	246	0.05%
Estimate; Total:- Korean: - Speak English less than very well	237	0.04%
Estimate; Total: - African languages: - Speak English less than very well	217	0.04%
Estimate; Total: - Japanese - Speak English less than very well	205	0.04%
Estimate; Total: - Polish: - Speak English less than very well	169	0.03%
Estimate; Total: - Other Asian languages - Speak English less than very well	154	0.03%
Estimate; Total: - Thai - Speak English less than very well	145	0.03%
Estimate; Total: - Russian: - Speak English less than very well	131	0.02%
Estimate; Total: - Persian: - Speak English less than very well	111	0.02%
Estimate; Total: - Greek: - Speak English less than very well	107	0.02%
Estimate; Total: - Tagalog: - Speak English less than very well	95	0.02%
Estimate; Total: - Hindi: - Speak English less than very well	74	0.01%
Estimate; Total: - Italian: - Speak English less than very well	46	0.01%
Estimate; Total: - Serbo-Croatian: - Speak English less than very well	44	0.01%
Estimate; Total: - Other Slavic languages - Speak English less than very well	42	0.01%
Estimate; Total: - Laotian: - Speak English less than very well	35	0.01%
Estimate; Total: - Hungarian - Speak English less than very well	33	0.01%
Estimate; Total: - Other Indo-European languages - Speak English less than very well	23	0.00%
Estimate; Total: - Gujaratic: - Speak English less than very well	18	0.00%
Estimate; Total: - Other W Germanic languages: - Speak English less than very well	13	0.00%
Estimate; Total: - Portuguese or Portugese Creole- Speak English less than very well	9	0.00%
Estimate; Total: - Hebrew - Speak English less than very well	9	0.00%
Estimate; Total: - Other Native North American languages: -Speak English less than very well	8	0.00%
Estimate; Total: - Urdu:- Speak English less than very well	2	0.00%
Estimate; Total: - Other Pacific Isand languages: - Speak English less than very well	1	0.00%
Estimate; Total: - Yiddish: - Speak English less than very well	0	0.00%
Estimate; Total: - Scandinavian languages - Speak English less than very well	0	0.00%
Estimate; Total: - Mon-Khmer, Cambodian: - Speak English less than very well	0	0.00%
Estimate; Total: - Other and unspecific langiages:- Speak English less than very well	0	0.00%

Appendix F: Language Assistance Plan & Procedures and Board Resolution

TOLEDO AREA REGIONAL TRANSIT AUTHORITY

RESOLUTION NO: 12-20

ADOPTS THE AUTHORITY'S REVISED LANGUAGE ASSISTANCE PLAN AS A COMPONENT OF THE TITLE VI PUBLIC ENGAGEMENT PROCESSES REQUIRED BY THE U. S. DEPARTMENT OF TRANSPORTATION AND FEDERAL TRANSIT ADMINISTRATION

WHEREAS, it is required by the U. S. Department of Transportation and Federal Transit Administration (FTA) in accord with the provisions of Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21, FTA Circular 4702. 1B and Executive Order 12898, that in connection with receiving federal funds the applicant must include Title VI Public Engagement Process language into TARTA's Title VI program and practices to remain eligible for such funding; and

WHEREAS, the FTA has revised its Title VI Requirements and Guidelines For Federal Transit Administration Recipients as of October 1, 2013, to require review and approval of the Title VI public engagement process by the governing entity prior to the submission of the Authority's updated report to FTA; and

WHEREAS, on June 5, 2014, the Transit Board approved Resolution 11-14, which approved the Authority's Title VI program; and

WHEREAS, a component of this program is a Language Assistance Plan for limited English proficiency populations that ensures persons with limited English proficiency have meaningful access to the Authority's transit services; and

WHEREAS, on November 15, 2015, the Transit Board approved Resolution 24-15, adopting the Authority's Language Assistance Plan for limited English proficiency populations in accordance with FTA regulations; and

WHEREAS, this resolution adopts the Authority's revised Language Assistance Plan as required by the U. S. Department of Transportation and Federal Transit Administration (FTA) and to address current needs.

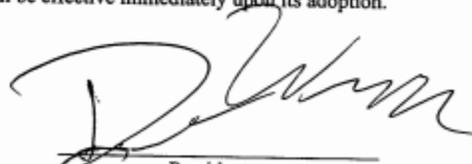
NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOLEDO AREA REGIONAL TRANSIT AUTHORITY, OHIO:

SECTION 1. Adopts the Authority's revised Language Assistance Plan for the Toledo Area Regional Transit Authority service district.

SECTION 2. Allows that the Language Assistance Plan may be amended as necessary with approval from the General Manager and General Counsel between now and the next full submission of the Authority's Title VI program.

SECTION 3. That this resolution shall be effective immediately upon its adoption.

ADOPTED: January 9, 2020



President

ATTEST:



Secretary-Treasurer

Appendix G: Signed Resolution Adopting 2020 TARTA Title VI Plan



TOLEDO AREA REGIONAL TRANSIT AUTHORITY

RESOLUTION NO: 57-20

ADOPTS THE TARTA 2020 TITLE VI PROGRAM REQUIRED
BY THE U. S. DEPARTMENT OF TRANSPORTATION AND
FEDERAL TRANSIT ADMINISTRATION

WHEREAS, it is required by the U. S. Department of Transportation and Federal Transit Administration (FTA) in accord with the provisions of Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21, FTA Circular 4702. 1B and Executive Order 12898, that in connection with receiving federal funds the applicant must provide a Title VI Program to the FTA every three years to remain eligible for such funding; and

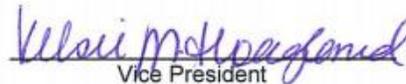
WHEREAS, the FTA has revised its Title VI Requirements and Guidelines For Federal Transit Administration Recipients as of October 1, 2013, to require review and approval of the Title VI Program by the governing entity of TARTA prior to the submission of the Authority's latest report to FTA; and

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOLEDO AREA REGIONAL TRANSIT AUTHORITY, OHIO:

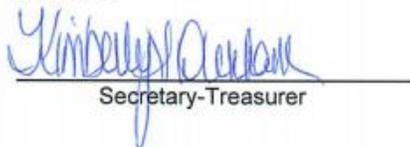
SECTION 1. Adopts the TARTA 2020 Title VI Program (as attached) for the Toledo Area Regional Transit Authority service district.

SECTION 2. That this resolution shall be effective immediately upon its adoption.

ADOPTED: October 15, 2020


Vice President

ATTEST:


Secretary-Treasurer

Combined Public Participation, Title VI, and Environmental Justice Service Policy

December 2018

Definition of Terms

“Minority population” is defined as follows: A minority population is any readily identifiable group of minority persons (persons identified by race, color, or national origin) who live in geographic proximity.

“Low-income population” is defined as follows: A low-income population is any readily identifiable group of households who live in geographic proximity and whose median household income is at or below 150% of the Department of Health and Human Services Poverty Guidelines.

Persons with disabilities are also covered by the combined Public Participation, Title VI, and Environmental Justice Service Policy.

Title VI Major Service Change Policy

TARTA establishes this Major Service Change Policy in compliance with applicable federal requirements under Title VI and Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular 4702.1B.

TARTA defines the threshold for a “major service” as follows: Should the impact of any major service change require a population to bear adverse in as

1. There is a change in service of 25 percent or more of the number of transit route miles of a route
2. 25 percent or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made
3. A transit route is eliminated

Title VI Disparate Impact Policy

TARTA establishes this Disparate Impact Policy in compliance with applicable federal requirements under Title VI and Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular 4702.1B.

TARTA defines the threshold for a “disparate impact” as follows: Should the impact of any major service change require a minority population to bear adverse effects twenty percent (20%) or greater than those adverse effects borne by the non-minority population, that impact will be deemed a disparate impact.

Environmental Justice Disproportionate Burden Policy

TARTA establishes this Environmental Justice Disproportionate Burden Policy in compliance with federal Environmental requirements under Executive Order 12898 and FTA Circular 4702.1B.

TARTA defines the threshold for an “environmental justice disproportionate burden” as follows: Should the burden of any major service change require a low-income population to bear adverse effects twenty percent (20%) or greater than those effects borne by the non-low-income population, that impact will be considered a disproportionate burden.

Fare Equity Analysis Policy

TARTA shall engage the public in the decision-making process prior to adopting, altering, or amending this Fare Equity Analysis Policy.

TARTA proposes to establish this Fare Equity Analysis Policy in compliance with applicable federal requirements under Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21, as well as Environmental Justice requirements under Executive Order 12898 and FTA Circular 4702.1B.

Except for those limited and unique conditions noted below, the FTA requires that recipients of FTA funding prepare and submit fare equity analyses for all proposed fare changes, regardless of increase or decrease. As with the service equity analyses required under Title VI and federal Environmental Justice guidelines, the FTA requires TARTA to evaluate the effects of fare changes on minority populations and low-income populations. TARTA’s Fare Equity Analysis Policy is a stand-alone provision, separate for TARTA’s Public Participation and Public Engagement Policies. TARTA’s Fare Equity Analysis Policy operates in tandem with any other TARTA policies for changing the fare structure, fare media, or fare price.

This policy incorporates by reference the definitions of “disparate impact” and “disproportionate burden” from TARTA’s Public Engagement Policy.

This policy incorporates by reference the percentage thresholds for “disparate impact” and “disproportionate burden” from TARTA’s Public Engagement Policy.

For proposed changes that would increase or decrease the fares on the entire system, or on certain transit modes, or by fare payments type or fare media, TARTA shall analyze any available information generated from ridership surveys indicating whether minority and/or low-income riders are disproportionate more likely to use the mode of service, payment type, or payment media that would be subject to the fare change.

TARTA shall then—

(i) Determine the number and percent of users of each fare media being change; (ii) Review fares before the change and after the change; (iii) Compare the percentage differences for each particular fare media between minority users and overall users; and

(iv) Compare the percentage difference for each particular fare media between low-income users and overall users.

Should a proposed fare change result in a disparate impact, TARTA will consider modifying the proposed changes to avoid, minimize, or mitigate the disparate impact of the change. If TARTA finds a potential disparate impact and then modifies the proposed change to avoid, minimize, or mitigate potential disparate impacts, TARTA will reanalyze the proposed changes to determine whether the modifications actually removed the potential disparate impacts of the changes.

Where the disparate impacts are identified, TARTA shall provide a meaningful opportunity for public comment on any proposed mitigation measures, including any less discriminatory alternatives that may be available.

If TARTA chooses not to alter the proposed fare changes despite the disparate impact on minority ridership, or if TARTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed fare change, TARTA may implement the fare change only if:

(i) TARTA has substantial justification for the proposed change, and (ii) TARTA can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish TARTA's legitimate program goals.

If at the conclusion of the analysis, TARTA finds that low-income population will bear a disproportionate burden of the proposed fare change, TARTA will consider modifying the proposed changes to avoid, minimize, or mitigate the disproportionate burdens of the change, where practicable.

Exceptions. TARTA will not require a fare equity analysis for the following conditions:

(i) "Spare the air days," snow emergencies, or other instances when TARTA had declared that all passengers ride free; (ii) Temporary fare reductions that are mitigating measures for other actions; and (iii) Promotional fare reductions that last less than six months in duration.

Public Comment – Fare Changes

When it has deemed necessary that a fare change be considered for its continued financial stability, the Toledo Area Regional Transit Authority will set a period during which it will receive public comment both at a public hearing or hearings and in written form. No less than twenty-one (21) days before said public hearing the Authority will publish, in one or more newspapers of general circulation and on www.tarta.com, a notice of public hearing that outlines the date, time and place of said hearing(s) and states the intent of the hearing. If published more than once the second notice will be published no less than seven (7) days after the first. Said hearing will be held in a facility that is wheelchair accessible for all public meetings in conformance with the Americans with Disabilities Act with regard to public participation. Special provisions will be made available for hearing impaired, vision impaired and limited English proficient community participants upon request.

At the hearing, a representative from TARTA will present information in written and oral form, which outlines the amount of the fare change and the purpose therefore. After said presentation the public

will be permitted to offer comment on the proposed change. A representative of TARTA shall prepare a report of the hearing.

Written comment will be accepted for seven (7) days after the completion of public hearings so that members of the public may have time to respond to information made available at said public hearing(s). Correspondence will also be accepted electronically. At the end of this time the public comment period will be closed.

At a Board of Trustees meeting following the public comment period or at a special meeting of the Board set for the purpose of considering a fare change, a report shall be made to the Board of Trustees on the public comments obtained so that they can consider the comments in their deliberations before setting the final fare structure or determining whether there should be a change enacted. The action of the Board of Trustees is final.

With any changes in fare structure, a Title VI analysis will be conducted pursuant to FTA regulations before the change is finalized by the Board of Trustees.

Special Fare – Special Events

Should the Board of Trustees authorize the provision of limited special service or a special fare these hearing and Title VI analysis requirements shall not apply.

Public Comment – Service Changes

When considering changes in service the General Manager of the Toledo Area Regional Transit Authority will establish a period of public comment prior to the initiation of said changes. The period of public comment shall be of sufficient length and time before the implementation of said changes that the Board of Trustees can consider such comment in its deliberations.

Public comment will be solicited when:

1. There is a change in service of 25 percent or more of the number of transit route miles of a route; or,
2. 25 percent or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made; or,
3. A transit route is eliminated.

When any changes in fixed route service meet the thresholds established above, a Title VI analysis will be conducted pursuant to FTA regulations before the changes are finalized by the Board of Trustees.

When it is deemed necessary that a service change be considered for continued operating efficiency the Toledo Area Regional Transit Authority will set a period during which it will receive public comment both at a public hearing or hearings and in written form. No less than twenty-one (21) days before said public

hearing the Authority will publish, in one or more newspapers of general circulation a notice of public hearing, which outlines the date, time and place of said hearing(s) and states the intent of the hearing. If published more than once the second notice will be published no less than seven (7) days after the first. Notices shall also be posted on www.tarta.com. Said hearing will be held in a facility that is wheelchair accessible for all public meetings in conformance with the Americans with Disabilities Act with regard to public participation. Special provisions will be made available for hearing impaired and vision impaired community participants upon request.

At the hearing a representative of TARTA will present information in written and oral form, which outlines the service change or changes proposed, the route(s) affected, and the purpose therefore. After said presentation the public will be permitted to offer comment on the proposed change or changes. A representative of TARTA will prepare a report of the hearing.

Written comment will be accepted for seven (7) days after the completion of public hearings so that members of the public may have time to respond to information made available at said public hearing(s). Correspondence will also be accepted electronically. At the end of this time the public comment period will be closed.

At a Board of Trustees meeting following the public comment period or at a special meeting of the Board set for the purpose of considering the proposed service changes, the General Manager, or his/her representative, shall provide the Board of Trustees with a record of the public comments obtained so that they can consider the comments in their deliberations before making final some or all of the proposed service changes or determining whether any of the proposed changes should be made. The action of the Board of Trustees is final.

Experimental Changes in Service

The Toledo Area Regional Transit Authority may institute experimental changes in service provided those changes are not extended for more than one hundred eighty (180) days without a public hearing or Title VI analysis. Should the experimental changes be deemed to be of such benefit that they should be permanent the Authority will, prior to the end of the one hundred eighty (180) day period initiate the public hearing and Title VI analysis process. If the desirability of retaining the experimental service as a permanent change has not been determined by the end of the one hundred eighty (180) day period the service on the route or routes shall be returned to the status it held prior to the initiation of experimental service until the public comment and Title VI process can be initiated and completed.

Process for Amending Policies

If TARTA decides to amend any of the Title VI and Environmental Justice Policies which includes the Public Participation Policy, Public Engagement Policy and this Title VI and Environmental Justice and Fare Policies, TARTA must go through the following steps.

(i) Hold a Public Hearing meeting for public comments and input a. TARTA will publish a public notice in one or more newspaper of general circulation and on www.tarta.com no less than twenty-one (21) days before said public hearing. Written comment and feedback will be accepted for seven (7) days after the

completion of the public hearing/s so that members of the public may have time to respond to information made available at said public hearing(s). Correspondence will also be accepted electronically. At the end of this time the public comment period will be closed. (ii) Following the public comment period, the TARTA Board of Trustees will review, comment and sign a resolution to support proposed amendments to any of the policies.

Toledo Area Regional Transit Authority Service Standards and Policies September 2015

Overview and Objectives

The Toledo Area Regional Transit Authority (TARTA) has revised its Service Standards and Policies in accordance with Federal Transit Administration (FTA) circular 4702.1B regarding requirements and guidelines for compliance with Title VI of the Civil Rights Act of 1964 (Title VI).

These standards and policies address how service is distributed across the transit system and ensure that the manner of the distribution affords users access to these assets. TARTA regularly monitors its adherence to these standards and policies and will report to the FTA on its adherence as it relates to Title VI every three years as required by the circular.

Service Standards

This document sets service standards for vehicle load, vehicle headway, on-time performance and service availability, transit amenities, and vehicle assignment for the bus network.

I. Vehicle Load Standard

The Toledo Area Regional Transit Authority has adopted as a service standard a load factor of 1.25 except on Park and Ride buses utilizing the expressway system where, for safety considerations, a load factor of 1.0 has been established. The vehicle load standard is used to determine if buses are overcrowded.

Loads are measured at the most crowded point on all bus routes by half-hour period and compared against the load standard. The load standards are not the maximum capacity of the given vehicle types, rather they are set at levels that provide a reasonable amount of comfort for customers on their daily commutes. Any routes and time periods that exceed these standards on a regular basis should be targeted for improved service.

Loads are reported for the bus fleet using Fare Counts, On-Board Surveys, Automatic Passenger Counters, and other technologies, which counts how many passengers enter and exit the buses at each stop and calculates the resulting loads.

II. Vehicle Headway Standard

Appendix A provides information on the peak and off-peak headways, which are in effect as of August 25, 2013.

Vehicle headway is defined as the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. The standard for maximum vehicle headway on the bus lines is to operate 30 to 60 minutes or better at all times of the day.

In addition to this system-wide maximum headway, TARTA has vehicle headway standards covering the peak hours on the bus network. The bus network was established to ensure that customers across the more densely populated parts of the service area with high transit usage can readily access bus routes during the peak hours.

The vehicle headway standard for the bus network is to operate at least every 30-40 minutes during the weekday and evening peak hours, 40 -60 minutes during the weekday midday period, and during line-ups (late night, Saturdays, Sundays and Holidays) 80 minutes.

III. On-time Performance Standard

TARTA's on-time performance standard includes criteria for when a bus is considered on time and a threshold of acceptable performance in meeting these criteria.

The Authority has set the policy on determining the on-time performance based on the total number of times versus the number of early and late checks. In the policy it also establishes the guidelines that if a unit (bus) is more than five minutes late or one minute early it is considered not to be on time. The goal of the Transportation Department of TARTA is to increase the on-time performance eventually and maintain an 80% or higher at all times. Transportation Department is still working on achieving this goal.

IV. Service Availability Standard

The service availability standard is based on customer travel distances to reach transit. Customers throughout the service area should be able to travel a half mile or less to reach the nearest transit service.

The Toledo Area Regional Transit Authority uses as a guide displayed in Appendix B for transit access the accepted one-quarter of a mile walking distance from a route. This guideline is mitigated by neighborhood considerations. In some areas, the Authority is unable to operate routes which are no more than one-half mile apart because of the street layout or neighborhood opposition. In the central portions of the City of Toledo, all of the service meets the one-quarter mile walking distance criteria. However, in many of the less dense areas on fringe of the service district the walk may be a half-mile or more. Fortunately, many of the residents in these areas choose to use our park and ride facilities or use the Call-A-Ride services which are a curb-to-curb demand response system open to the public within the lesser-developed suburban areas.

V. Transit Amenities Policy

TARTA has several types of amenities which are provided for the convenience of the riding public.

- i. Park and Ride Lots - The Authority presently operates 8 Park and Ride Lots. These lots are located on the fringe of the service area and are located at regional shopping centers, parks, and hospitals. The Authority has a standing agreement with no financial stipulation with these centers and with their unwavering support we use the lot for the pickup and discharge of passengers.

These locations have been selected by vendors and public citizen's requests. The Authority has selected some of the Park and Ride Lots based on routing design ridership analysis, and passengers' comments. Then the Authority contacts the designated businesses to receive a memorandum of understanding to have buses pull onto their property.

- ii. Transit Passenger Waiting Shelters - At this time, the Authority has a total of 94 passenger shelters.

The Authority now maintains a supply of shelters ready for installation and uses a private contractor to install them. The Authority also contracts with a local agency to maintain

the cleanliness of the shelters. Shelters are installed on the basis of loads generated and requests. If there are several requests to have a bus shelter installed at a certain location, the Authority will contact the owner and/or organization of the land to receive permission to install shelter on their property. Sometimes if the Authority is redesigning a route to go through a major attraction, they will contact the organization for permission of the shelter.

VI. Vehicle Assignment Policy

Vehicle assignment refers to the process by which transit vehicles are placed into service at bus garage throughout TARTA's system.

TARTA's fleet consists of light transit vehicles, low-floor 35-foot buses and low-floor 40-foot buses, all of which are air-conditioned and ADA accessible. All buses are also equipped with bike racks and make voice announcements for all bus stops through the Automated Vehicle Announcement System voice announcements for all stations. All downtown transit stations have AVL signage to estimate the arrival of buses.

TARTA's vehicle assignment policy is to assign the LTVs, 35-foot and 40-foot bus fleet randomly, after allocations are made based on expected ridership on any given route.

Appendix I: Signed Board Resolutions of Public Participation Policy, Public Engagement Policy, and Service Standards Policy

TOLEDO AREA REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 27-18

ADOPTS THE COMBINED PUBLIC PARTICIPATION, TITLE VI AND ENVIRONMENTAL JUSTICE SERVICE POLICY REQUIRED BY THE U. S. DEPARTMENT OF TRANSPORTATION AND FEDERAL TRANSIT ADMINISTRATION

WHEREAS, it is required by the U. S. Department of Transportation and Federal Transit Administration (FTA) in accord with the provisions of Title VI of the Civil Rights Act of 1964, including 49 CFR Section 21, FTA Circular 4702. 1B and Executive Order 12898, that in connection with receiving federal funds the applicant must include Title VI Public Engagement Process language into TARTA's Title VI program and practices to remain eligible for such funding; and

WHEREAS, the FTA has revised its Title VI Requirements and Guidelines For Federal Transit Administration Recipients as of October 1, 2013, to require review and approval of the combined Public Participation, Title VI and Environmental Justice Service Policy by the governing entity prior to the submission of the Authority's updated report to FTA; and

WHEREAS, the required policies and guidelines had previously been contained in separate policies previously approved by the Board of Trustees of the Toledo Area Regional Transit Authority; and

WHEREAS, this resolution combines those previous policies into a unified policy without changes in content.

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE TOLEDO AREA REGIONAL TRANSIT AUTHORITY, OHIO:

SECTION 1. Adopts the combined Public Participation, Title VI and Environmental Justice Service Policy for the Toledo Area Regional Transit Authority service district.

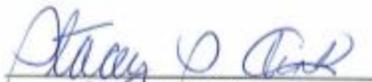
SECTION 2. That this resolution shall be effective immediately upon its adoption.

ADOPTED: December 6, 2018



President

ATTEST:



Secretary-Treasurer

updated March 19 2020

Toledo Area Regional Transit Authority

Route Description and Average Headways

Definitions:
 Branch mail consist of subroutes (i.e. 15A and 15E) and/or travels lesser street
 Circulator non fixed route, on demand curb to curb service
 Trunk either there are no subroutes or the route travels in primarily one direction
 N/A not applicable

Route Number	Route Name	Service Type	Route Type	Peak Headway	Off-Peak Headway	Evenings, Saturday	Minority Route	Low Income Route
1	Ottawa Hills/Sylvania/Township Call-A-Ride	Call-A-Ride	Circulator	N/A	N/A	N/A		
2	Franklin Park Mall via Toledo Hospital	Fixed Line	2 Trunk	30 min.	60 min.	90 min.	X	
3	North/South Cross-town	Fixed Line	3 Trunk	30 min.	45 min.	N/A	X	
5	Dorr via Main Campus/Vaimart	Fixed Line	5 Trunk	30 min.	60 min.	90 min.	X	
8	Maumee/Vanderbilt Call-A-Ride	Call-A-Ride	Circulator	N/A	N/A	N/A		
10	Rossford Call-A-Ride	Call-A-Ride	Circulator	90 min.	90 min.	90 min.		
10L	Rossford via Hollywood Casino	Limited/Express	Express	2 trips per day	N/A	N/A	X	
12	Front/Star	Fixed Line	12 Branch	30 min.	30 min.	90 min.	X	
14	Oak/East Broadway	Fixed Line	14 Branch	30 min.	30 min.	N/A	X	
15	Summit/Souder/Alexis	Fixed Line	15A Branch	30 min.	90 min.	180 min.	X	
15E	Summit/Point Place via Alexis	Fixed Line	15E Branch	60 min.	90 min.	180 min.		
16	Alexis via Weiler	Fixed Line	16 Trunk	30 min.	60 min.	90 min.	X	
17	Lagrange/Bennet via Miracle Mile	Fixed Line	17B Branch	30 min.	90 min.	90 min.		
17E	Lagrange/Eleanor via Miracle Mile	Fixed Line	17E Branch	60 min.	90 min.	180 min.		
18	Cherry/Franklin Park	Fixed Line	18F Branch	30 min.	90 min.	90 min.		
18S	Cherry/Southern Franklin Park	Fixed Line	18S Branch	60 min.	90 min.	180 min.		
19T	Cherry/Tremainsville/PM	Fixed Line	19T Branch	120 min.	N/A	N/A		
20	Central/Franklin Park	Fixed Line	20F Branch	30 min.	60 min.	90 min.	X	
*20F	Central/Franklin Park	Fixed Line	20F Branch	60 min.	90 min.	180 min.		
*20M	Central/Meieler Drive	Fixed Line	20M Trunk	60 min.	90 min.	180 min.		
*20W	Ottawa Hills via Westgate	Fixed Line	20W Branch	N/A	N/A	N/A		
22	Bancroft via UT Campus/Franklin Park	Fixed Line	22F Trunk	30 min.	60 min.	90 min.	X	
28	Berdan/Douglas/Miracle Mile	Fixed Line	28D Branch	30 min.	60 min.	90 min.		
*28D	Berdan/Douglas/Miracle Mile	Fixed Line	28D Branch	60 min.	90 min.	180 min.		
28L	Lewis/Alexis/Miracle Mile	Fixed Line	28L Branch	60 min.	90 min.	180 min.		
27	Nebraska/Hill-Reynolds	Fixed Line	27H Branch	30 min.	60 min.	90 min.	X	
*27H	Nebraska/Hill-Reynolds	Fixed Line	27H Branch	60 min.	90 min.	180 min.		
*27N	Nebraska/South-Reynolds	Fixed Line	27N Branch	60 min.	90 min.	180 min.		
28	Indiana via UT	Fixed Line	28A Branch	30 min.	60 min.	90 min.	X	
*28A	Indiana via UT	Fixed Line	28A Branch	60 min.	90 min.	180 min.		
*28B	Oakwood via UT	Fixed Line	28B Branch	60 min.	90 min.	180 min.		
*28C	Art Museum	Fixed Line	28C Branch	N/A	N/A	60 min Evenings		
28X	Waterline Express	Limited/Express	Express	2 trips per day	N/A	N/A	X	
31	Glendale/Southwyok	Fixed Line	31G Branch	30 min.	60 min.	90 min.	X	
*31G	Glendale/Southwyok	Fixed Line	31G Branch	60 min.	90 min.	180 min.		
31H	Heatherdowns/Southwyok	Fixed Line	31H Branch	30 min.	60 min.	90 min.	X	
32	Southern Airport	Fixed Line	32H Branch	30 min.	60 min.	90 min.	X	
*32H	UT Health Science Campus/Southwyok	Fixed Line	32H Branch	60 min.	90 min.	180 min.		
*32F	Detroit/Bjorne/Western via UTM/C	Fixed Line	32F Branch	60 min.	90 min.	180 min.		
34	Detroit/Bjorne/Western via UTM/C	Fixed Line	34 Trunk	30 min.	60 min.	90 min.	X	
35	Airport/Maumee-Arrowhead	Limited/Express	Express	22 trips per day	N/A	N/A	X	
39	Franklin Park/City of Sylvania	Limited/Express	Express	5 trips per day	N/A	N/A		
39M	Monroe/Central/Sylvania	Limited/Express	Express	3 trips per day	N/A	N/A		
41	Glendale-Southern/Maumee-Arrowhead	Limited/Express	Express	12 trips per day	N/A	N/A		
44X	St. Luke's Hospital	Limited/Express	Express	4 trips per day	N/A	N/A		
47	Maumee-Arrowhead	Limited/Express	Express	6 trips per day	N/A	N/A		
47X	Maumee-Arrowhead/Work Express	Limited/Express	Express	4 trips per day	N/A	N/A		

Appendix J: Vehicle Headways

Appendix K: On Time Performance Monitoring Report

According to TARTA's Service Standard Policy for On-Time Performance (OTP), a unit (bus) is considered to not be on-time if it is more than five (5) minutes late or departs one (1) minute early. The Service Standard for on-time performance at TARTA is 80% or higher at all times. The chart below depicts the percentages of transit vehicles that were on-time, early, and late during the month of January 2020. As the report indicates, TARTA is exceeding the goal of 80% OTP.

Line	Minority Route	Low Income Route	Sample Count	Tally >5 min late	Average Time Late	Tally >1 min Early	Average Time Early	Tally Total	OTP %
2	X		29	2	7	2	4	4	0.862069
3	X		44	8	7.87	10	2.9	18	0.590909
5	X	X	21	1	6	6	2.83	7	0.666667
12		X	12	0	0	3	2.66	3	0.75
14		X	11	0	0	10	3.9	10	0.090909
15		X	30	1	8	3	3	4	0.866667
16	X	X	41	1	6	9	2.44	10	0.756098
17		X	10	1	7	1	4	2	0.8
19			40	1	7	3	4.6	4	0.9
20	X		144	3	13.33	34	2.64	37	0.743056
22	X		55	0	0	15	2.66	15	0.727273
26		X	11	1	6	1	6	2	0.818182
27	X	X	12	0	0	4	3	4	0.666667
28	X	X	13	0	0	5	4.6	5	0.615385
31	X	X	9	0	0	1	2	1	0.888889
32	X	X	17	3	7	2	4	5	0.705882
34	X	X	10	1	6	2	4.5	3	0.7
35	X	X	7	0	0	2	2	2	0.714286
39			3	0	0	1	2	1	0.666667
41			5	0	0	2	2.5	2	0.6
47			1	0	0	0	0	0	1
			525	23		116		139	0.736243

Call-A-Ride Routes 1, 8, and 10 are a demand response route, and have no way to accurately record its OTP.

From the January sample route 3 did not meet the 80% OTP. The sample consisted of 527 counts; 23 were late arrivals and 8 were early departures. Of those routes 3 is considered by TARTA to be a non-minority route.

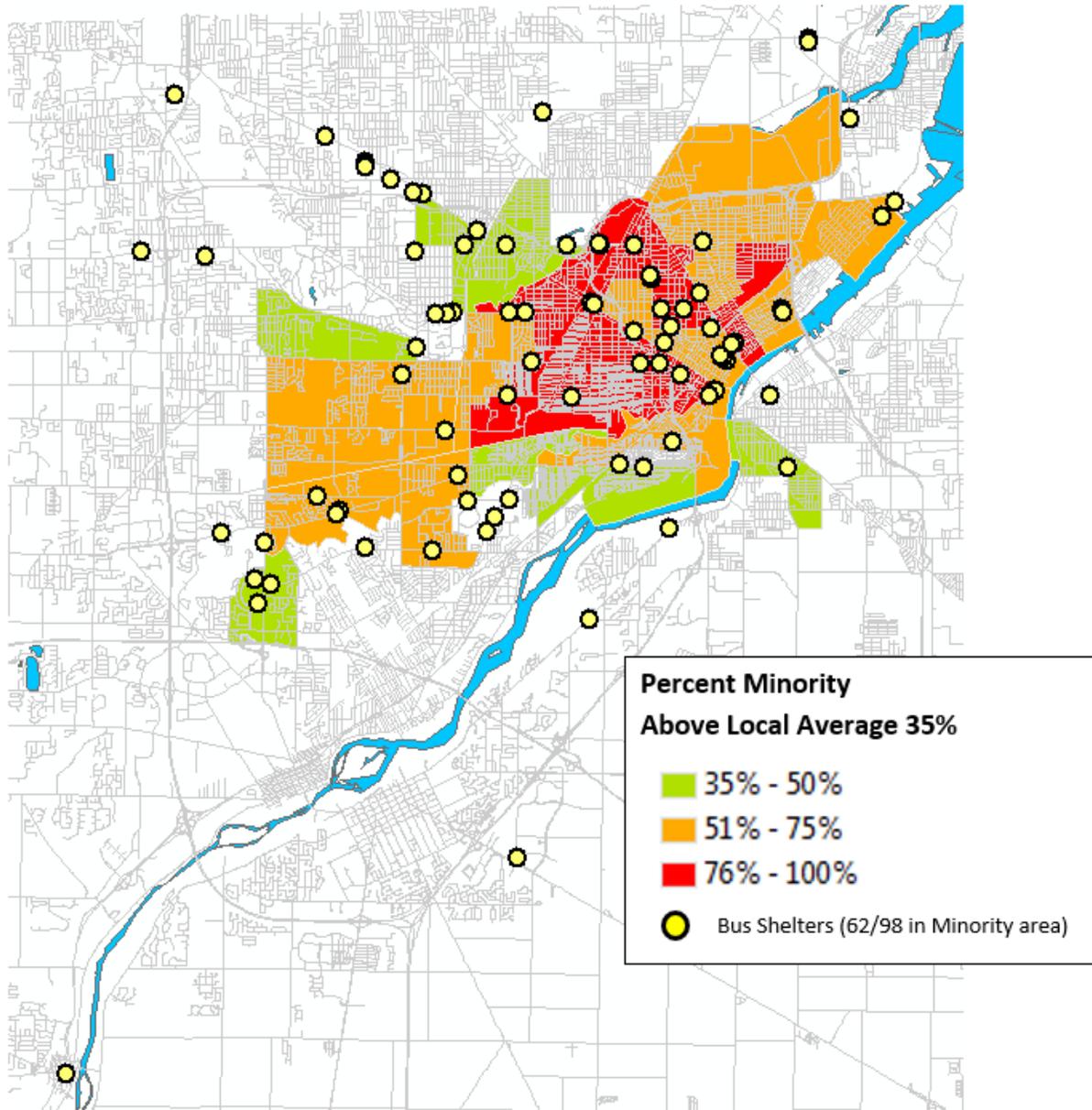
Routes 5, 27, 28, 31, 32 are TARTA's top 5 routes with the most ridership. These routes make up 33% of total ridership for all TARTA routes. Routes that have high ridership make frequent stops to pick-up and drop-off passengers, and often affect the OTP of that route. Transportation and Planning Department monitor the ridership, to see if buses frequently meet over-capacity to see if any additional service is ever required.

Transportation Department monitors OTP on a monthly basis, and reports OTP to the Board of Trustees each month. Road supervisors do physical monitoring of OTP on limited observation opportunities. They perform these based on actual time arrival/departure of designated time points and record on an OTP document. If there is a discrepancy of one route with significantly low OTP, careful analysis of ridership and other outside factors (such as construction, accidents) are taken into consideration. If the OTP continues to be low, Transportation and Planning Departments discuss possible solutions, such as adjust the running time between time-points.

Future expectations are that we have the technology to provide 100K+ verified timepoints and the ability to drill down and see where improvements on sections of routes need to be modified to accomplish a greater OTP metric.

Appendix M: Bus Shelter Locations & Percentage Minority Population

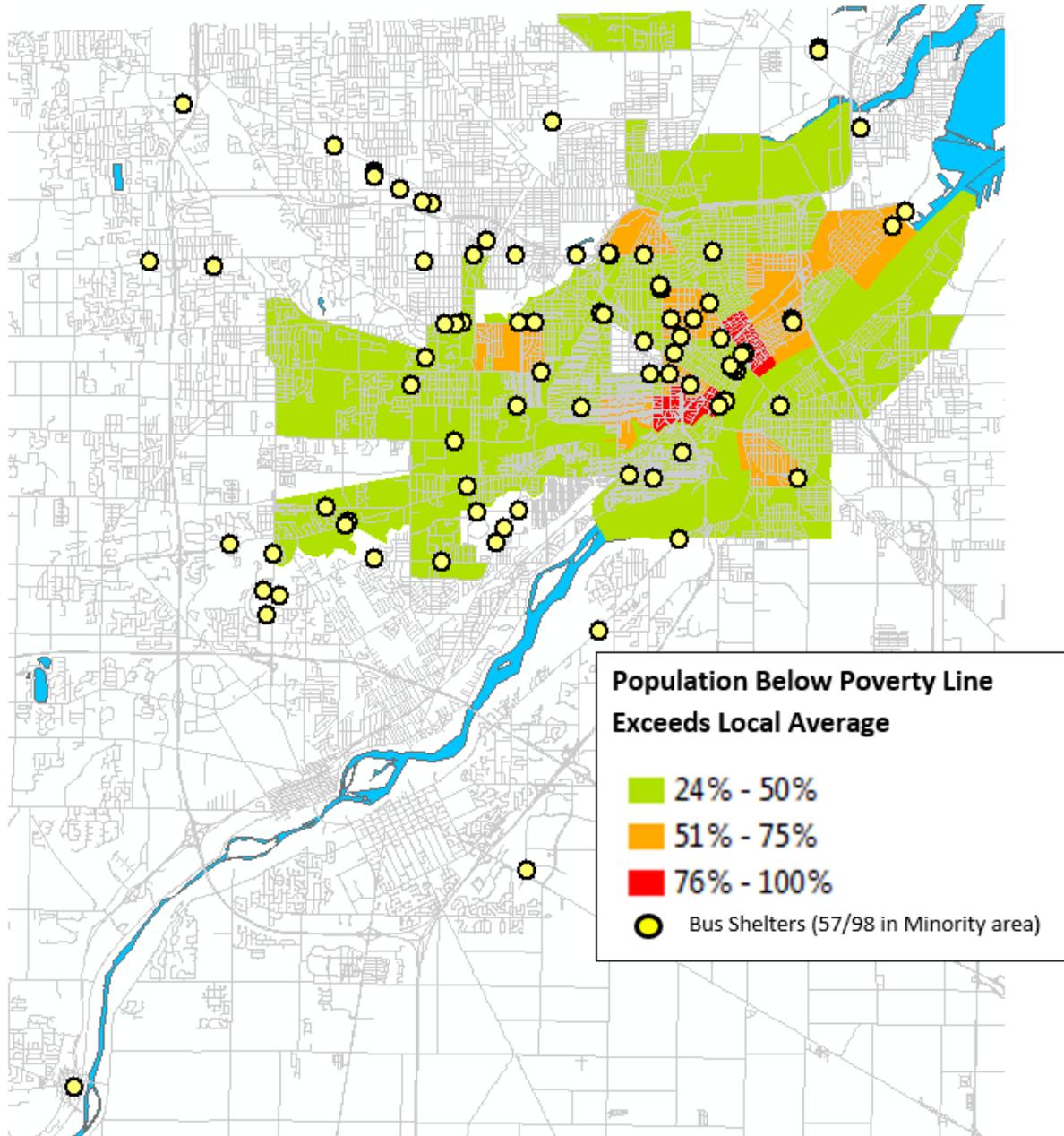
Bus Shelter Location & Percentage Minority Population



Source: Census Bureau, ESRI, and Toledo Area Regional Transit Authority

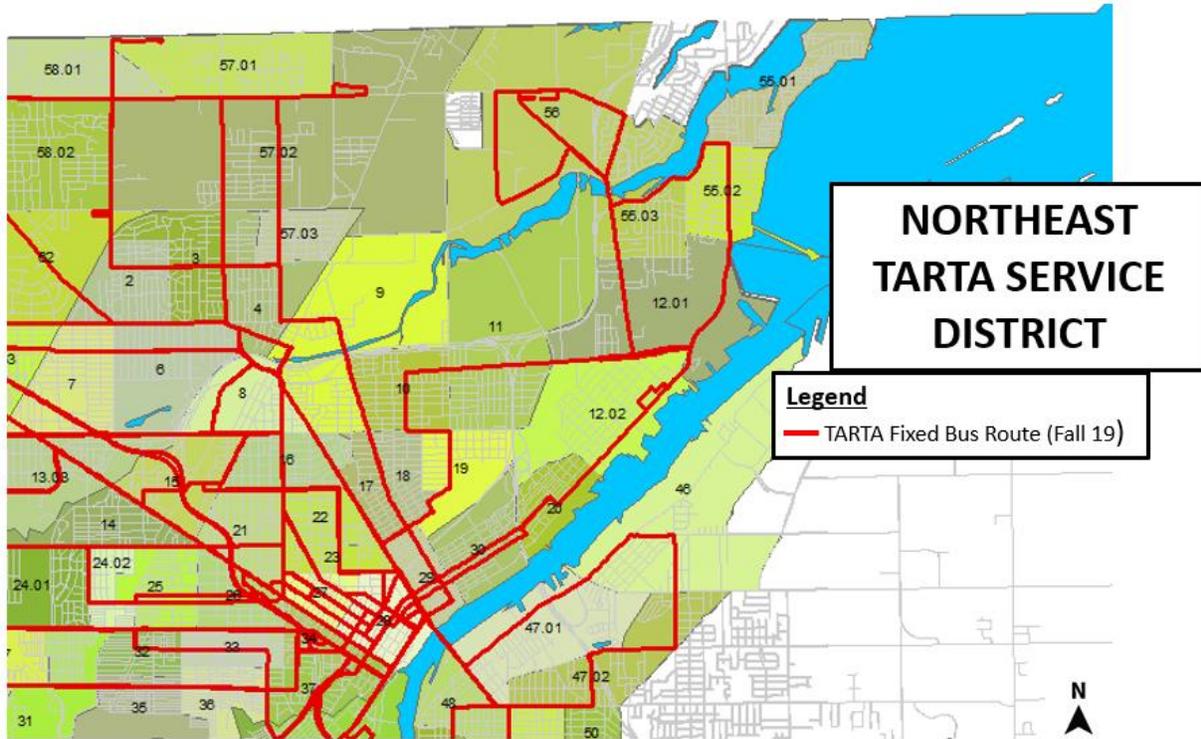
Appendix N: Bus Shelter Locations & Population below Poverty Line

Bus Shelter Location & Percentage Below Poverty Line

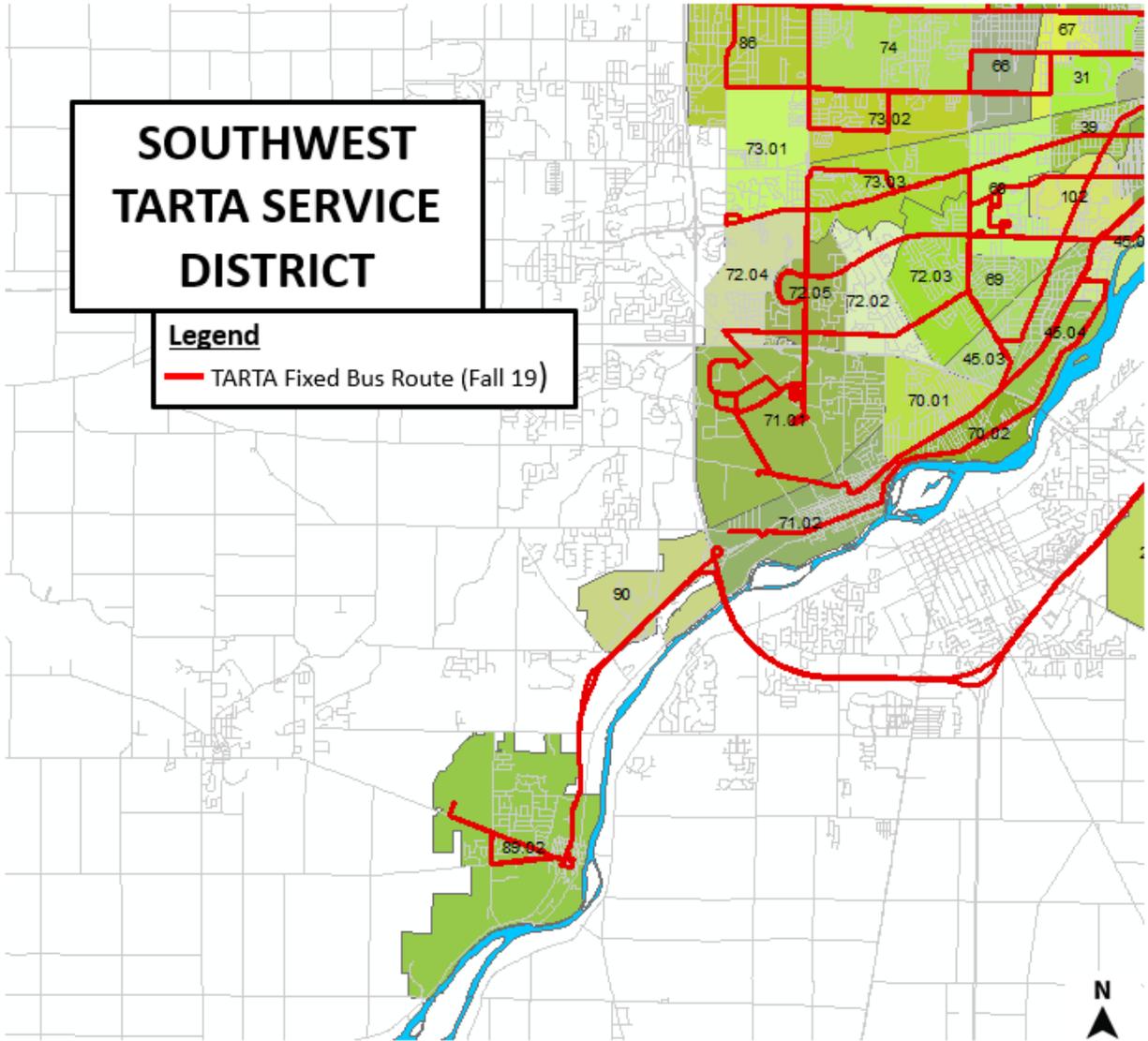


Source: Census Bureau, ESRI, and Toledo Area Regional Transit Authority

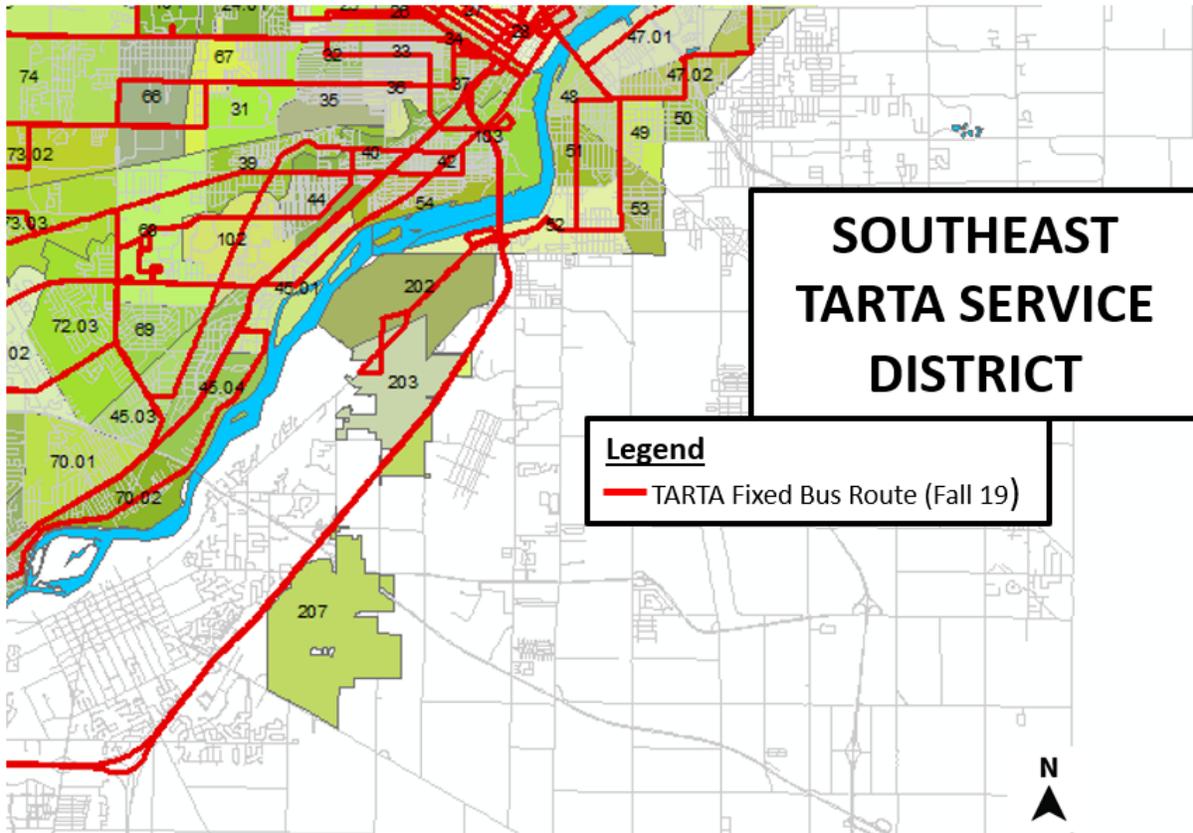
Appendix O: Five Regions Census Maps with TARTA's Fixed Routes



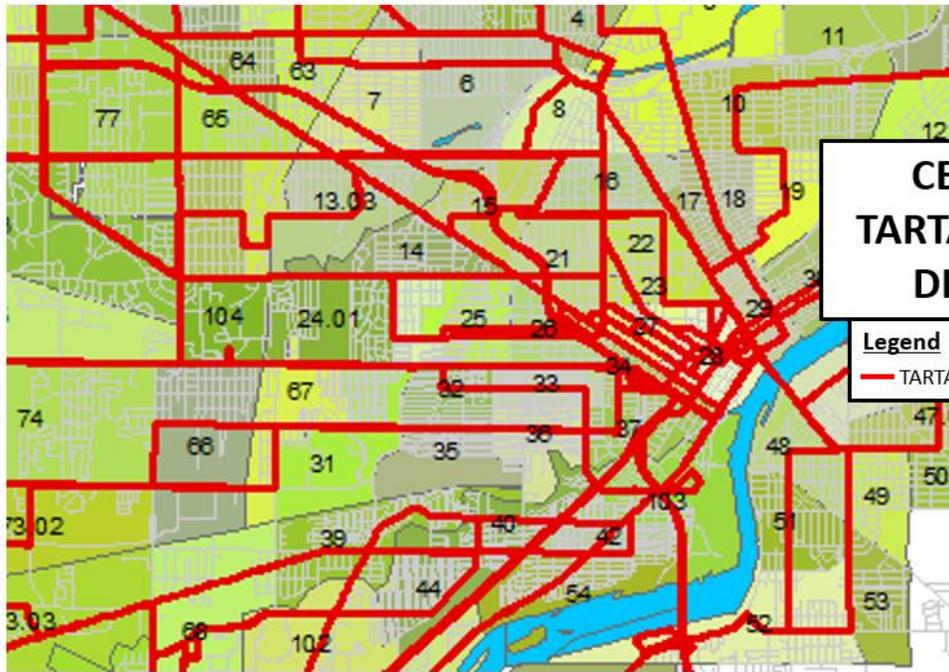
Source: Census Bureau, ESRI, and Toledo Area Regional Transit Authority
Created by SMS on 10/11/19



Source: Census Bureau, ESRI, and Toledo Area Regional Transit Authority
 Created by SMS on 10/11/19



Source: Census Bureau, ESRI, and Toledo Area Regional Transit Authority
Created by SMS on 10/11/19

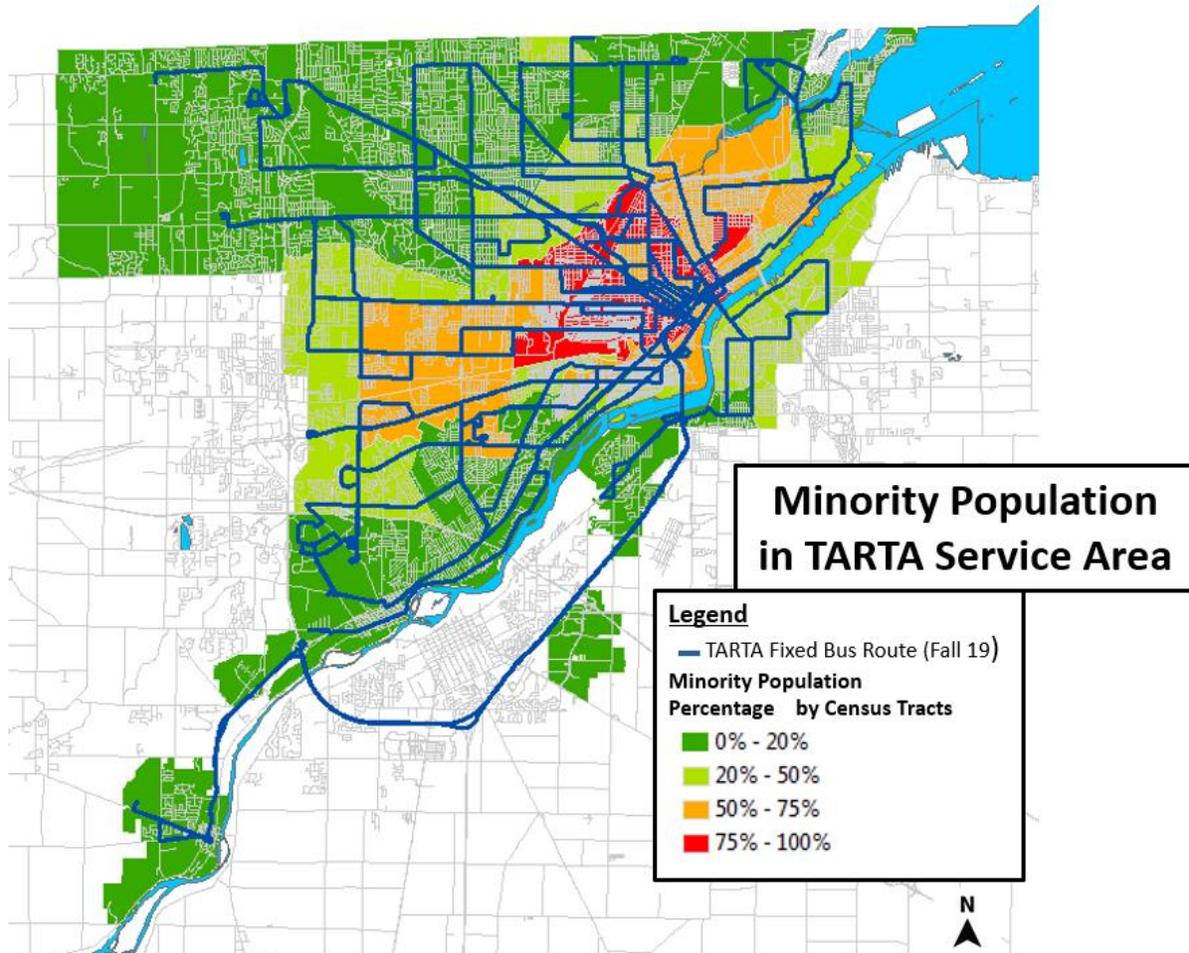


**CENTRAL
TARTA SERVICE
DISTRICT**

Legend
 — TARTA Fixed Bus Route (Fall 19)

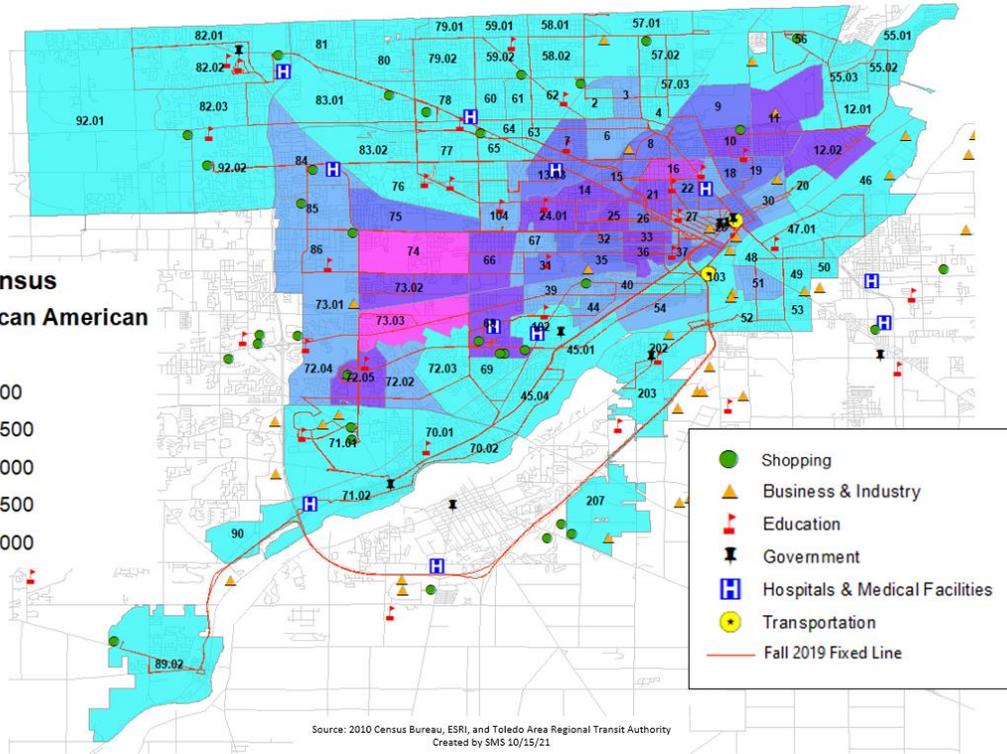
Source: Census Bureau, ESRI, and Toledo Area Regional Transit Authority
 Created by SMS on 10/11/19

Appendix P: Minority Population in TARTA Service Area

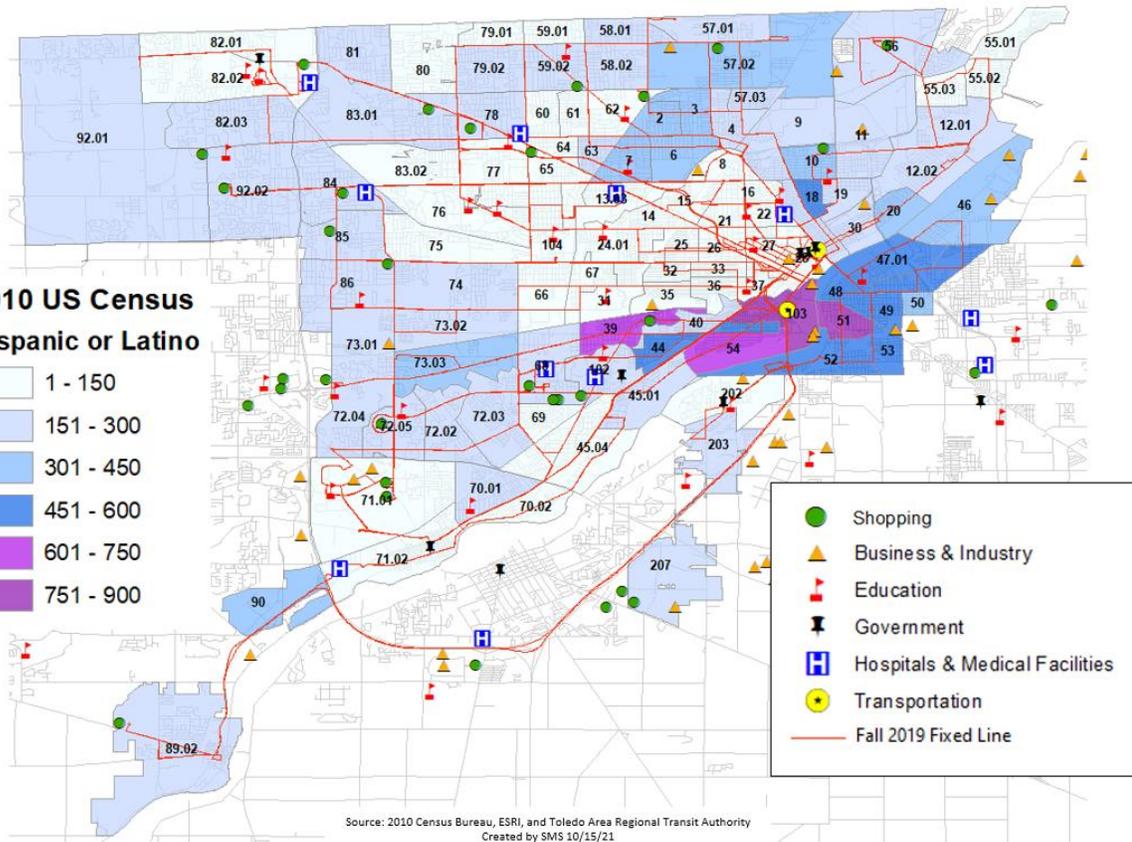


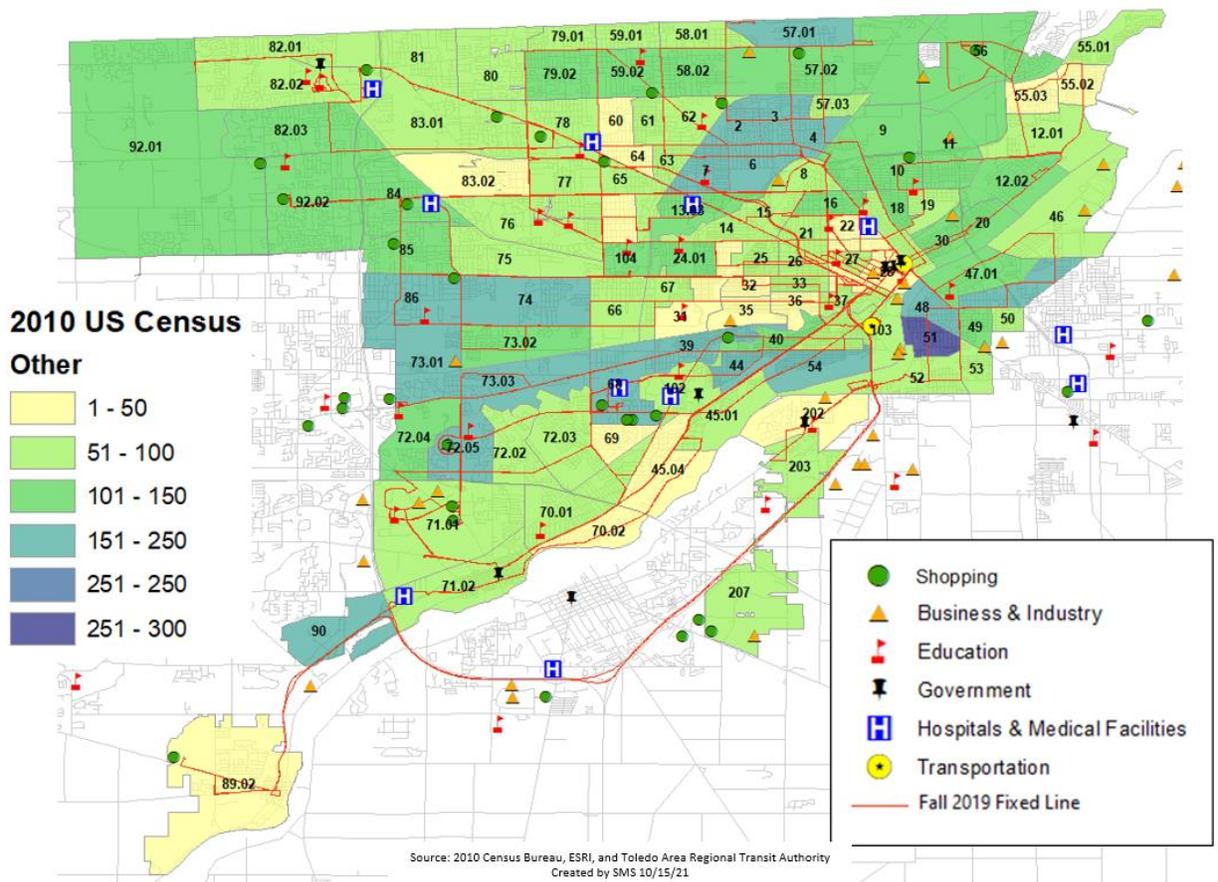
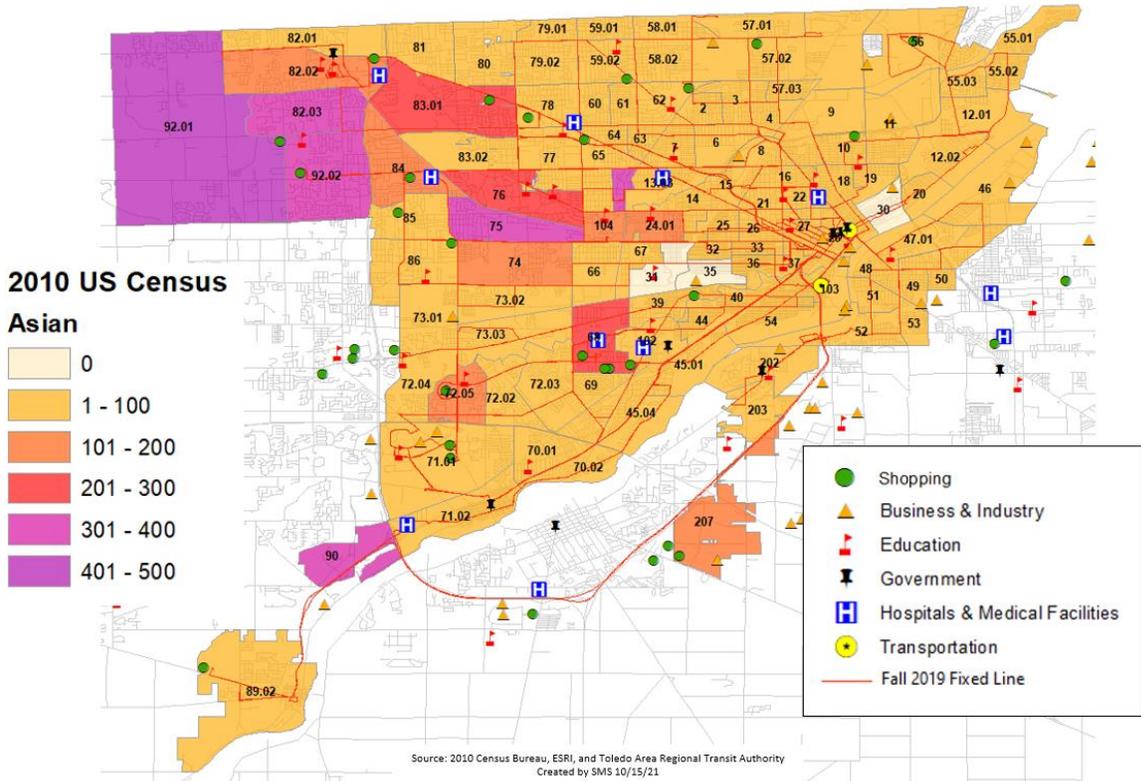
Source: Census Bureau, ESRI, and Toledo Area Regional Transit Authority
Created by SMS on 10/11/19

**2010 US Census
Black or African American**



**2010 US Census
Hispanic or Latino**





Appendix Q: Percentage of Minorities per Census Tract Table

Percentage of Minorities per Census Tract Table

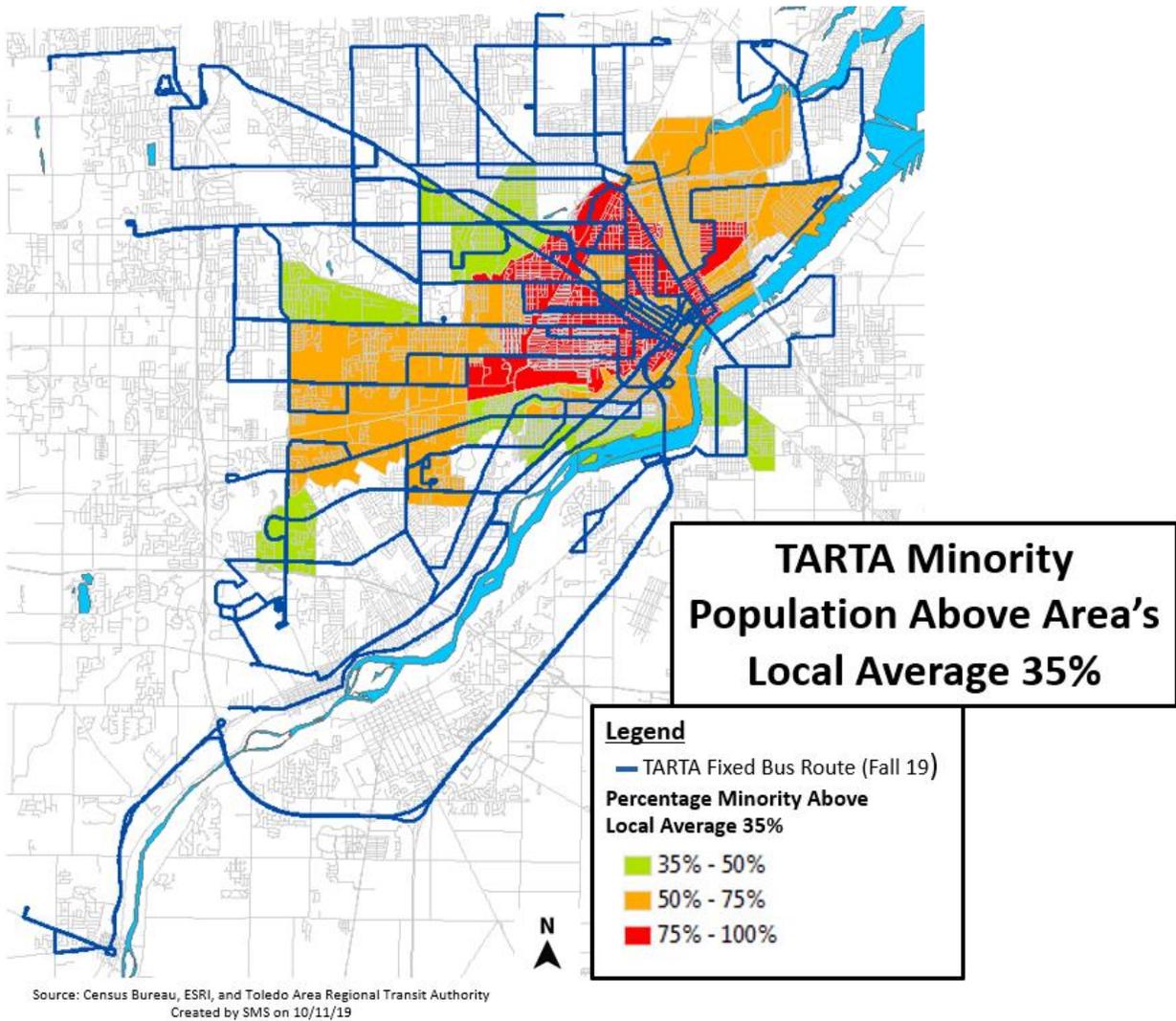
<i>Tract</i>	<i>Country</i>	<i>2010 Total Pop</i>	<i>Black</i>	<i>Hispanic</i>	<i>Asian</i>	<i>Am. Indian</i>	<i>Hawaiian Pacific Islander</i>	<i>Other</i>	<i>Total Minority Pop</i>	<i>Total Minority Pop%</i>
2	Lucas	4493	814	392	33	17	16	37	1309	29%
3	Lucas	4927	652	371	0	12	0	12	1047	21%
4	Lucas	3449	754	242	128	54	0	54	1232	36%
6	Lucas	5115	986	487	33	33	106	97	1742	34%
7	Lucas	5355	1597	301	10	28	0	58	1994	37%
8	Lucas	1355	1247	39	11	0	0	11	1308	97%
9	Lucas	2735	1622	183	81	0	0	45	1931	71%
10	Lucas	3728	2017	587	0	0	0	357	2961	79%
11	Lucas	3328	2190	237	0	55	0	134	2616	79%
12.01	Lucas	2432	561	271	2	42	0	207	1083	45%
12.02	Lucas	2103	1240	263	0	63	0	49	1615	77%
13.01	Lucas	2609	176	41	82	17	0	0	316	12%
13.02	Lucas	2046	770	92	49	38	0	74	1023	50%
13.03	Lucas	2800	1350	90	62	54	0	62	1618	58%
14	Lucas	1595	1278	50	66	18	44	41	1497	94%
15	Lucas	1429	1330	100	0	0	36	8	1474	103%
16	Lucas	3051	2339	53	44	18	0	34	2488	82%
17	Lucas	1754	857	125	49	0	0	28	1059	60%
18	Lucas	2541	1395	366	37	0	0	285	2083	82%
19	Lucas	1848	1315	122	28	23	0	41	1529	83%
20	Lucas	1883	359	129	0	83	0	40	611	32%
21	Lucas	2790	1611	54	23	5	0	7	1700	61%
22	Lucas	1811	1579	28	0	3	0	28	1638	90%
23	Lucas	1555	1283	33	0	7	0	22	1345	86%
24.01	Lucas	3554	1733	88	146	48	0	0	2015	57%
24.02	Lucas	1812	1731	50	0	16	44	0	1841	102%
25	Lucas	2347	2255	28	29	20	0	0	2332	99%
26	Lucas	1212	1170	0	36	3	0	0	1209	100%
27	Lucas	861	411	41	29	63	0	0	544	63%
28	Lucas	1154	561	50	11	7	0	36	665	58%
29	Lucas	1454	1037	191	26	7	0	49	1310	90%
30	Lucas	1948	767	304	0	10	0	159	1240	64%
31	Lucas	925	846	44	0	0	0	15	905	98%
32	Lucas	1361	1298	24	0	0	0	24	1346	99%
33	Lucas	1880	1736	105	0	35	0	0	1876	100%
<i>Tract</i>	<i>Country</i>	<i>2010 Total Pop</i>	<i>Black</i>	<i>Hispanic</i>	<i>Asian</i>	<i>Am. Indian</i>	<i>Hawaiian Pacific Islander</i>	<i>Other</i>	<i>Total Minority Pop</i>	<i>Total Minority Pop%</i>
34	Lucas	783	641	95	13	0	0	0	749	96%
35	Lucas	1821	1759	24	0	89	0	0	1872	103%

36	Lucas	1347	1254	0	0	0	0	0	1254	93%
37	Lucas	1279	973	49	19	0	0	8	1049	82%
39	Lucas	4667	1017	507	8	52	0	116	1700	36%
40	Lucas	2340	916	456	0	49	0	294	1715	73%
42	Lucas	1619	355	171	0	8	0	43	577	36%
44	Lucas	4261	856	359	143	255	8	94	1715	40%
45.01	Lucas	2860	188	353	13	0	0	6	560	20%
45.03	Lucas	2637	174	47	36	48	0	0	305	12%
45.04	Lucas	3538	84	178	36	0	0	68	366	10%
46	Lucas	2899	325	565	0	11	0	26	927	32%
47.01	Lucas	2782	316	540	0	88	0	280	1224	44%
47.02	Lucas	3982	443	834	47	123	56	213	1716	43%
48	Lucas	3262	555	672	0	0	0	335	1562	48%
49	Lucas	3023	275	677	67	0	35	126	1180	39%
50	Lucas	1899	164	239	23	44	0	140	610	32%
51	Lucas	4824	1346	532	93	47	0	272	2290	47%
52	Lucas	3648	129	486	0	10	0	187	812	22%
53	Lucas	2179	142	973	0	5	0	330	1450	67%
54	Lucas	3236	429	1100	90	31	81	521	2252	70%
55.01	Lucas	2764	156	94	0	20	0	107	377	14%
55.02	Lucas	3135	12	54	0	15	0	6	87	3%
55.03	Lucas	2219	24	242	0	0	0	90	356	16%
56	Lucas	6082	254	260	82	43	0	49	688	11%
57.01	Lucas	3688	751	252	0	13	0	183	1199	33%
57.02	Lucas	5081	408	141	40	90	0	100	779	15%
57.03	Lucas	2380	69	109	58	4	0	15	255	11%
58.01	Lucas	3874	646	217	0	141	0	31	1035	27%
58.02	Lucas	4511	232	99	0	55	0	29	415	9%
59.01	Lucas	2646	32	95	17	0	0	12	156	6%
59.02	Lucas	4257	485	247	0	67	0	10	809	19%
<i>Tract</i>	<i>Country</i>	<i>2010 Total Pop</i>	<i>Black</i>	<i>Hispanic</i>	<i>Asian</i>	<i>Am. Indian</i>	<i>Hawaiian Pacific Islander</i>	<i>Other</i>	<i>Total Minority Pop</i>	<i>Total Minority Pop%</i>
60	Lucas	2573	405	74	5	53	0	56	593	23%
61	Lucas	3182	316	103	25	5	0	50	499	16%
62	Lucas	2718	256	115	52	0	30	52	505	19%
63	Lucas	3170	245	197	7	54	0	7	510	16%
64	Lucas	2214	179	148	0	8	0	58	393	18%
65	Lucas	2189	650	17	0	10	0	0	677	31%
66	Lucas	2839	1713	31	13	33	0	87	1877	66%
67	Lucas	1570	921	81	19	5	0	26	1052	67%
68	Lucas	4983	2690	192	278	58	0	71	3289	66%
69	Lucas	2577	101	52	115	0	0	17	285	11%
70.01	Lucas	3869	0	147	35	41	0	15	238	6%
70.02	Lucas	2033	27	19	4	0	0	17	67	3%

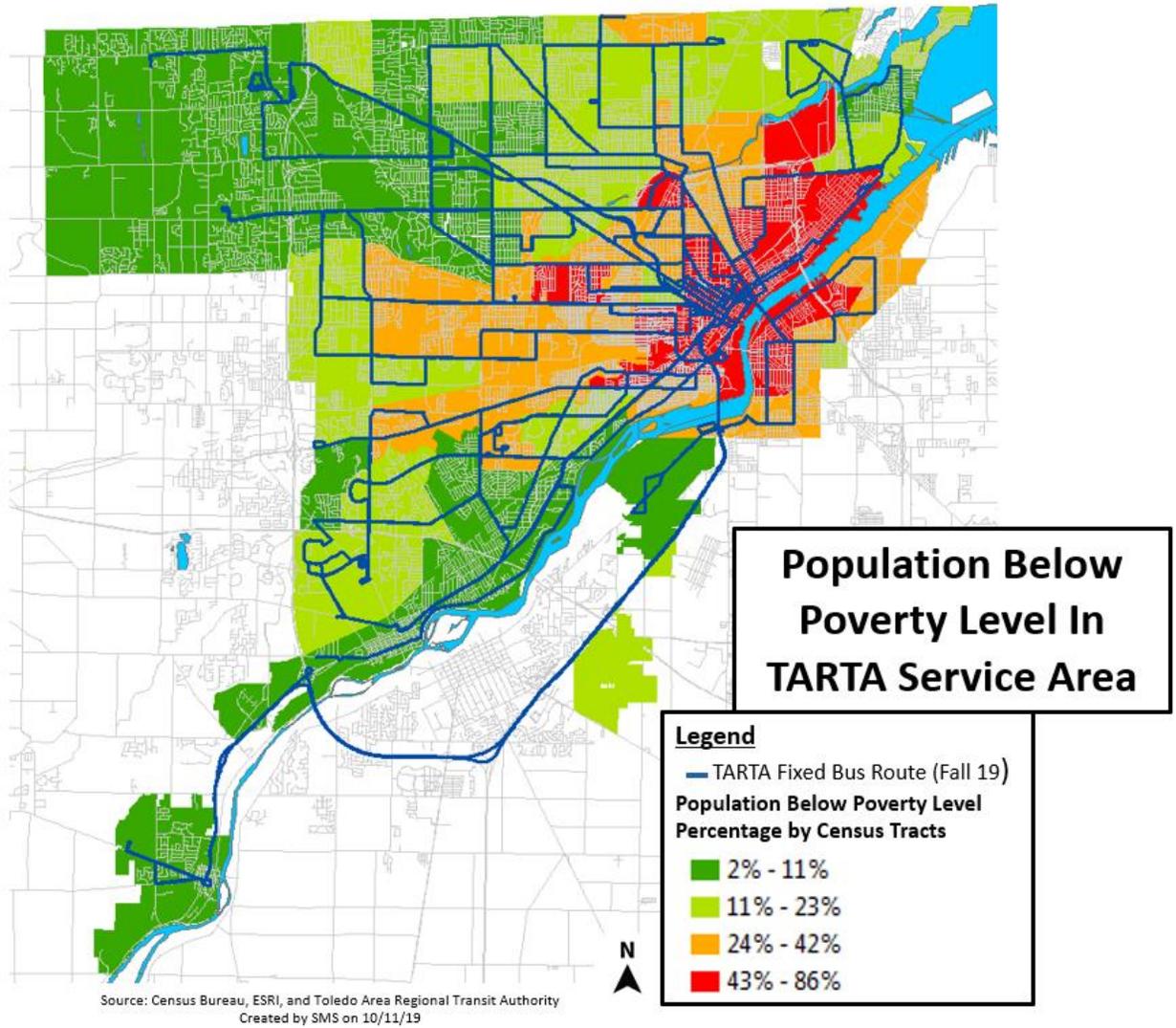
71.01	Lucas	4578	315	129	62	58	0	33	597	13%
71.02	Lucas	3755	78	49	37	20	0	14	198	5%
72.02	Lucas	3663	746	182	71	28	0	27	1054	29%
72.03	Lucas	4190	442	289	56	10	0	102	899	21%
72.04	Lucas	4303	787	168	91	4	0	107	1157	27%
72.05	Lucas	5944	1653	268	346	7	9	57	2340	39%
73.01	Lucas	4537	1178	305	58	169	0	146	1856	41%
73.02	Lucas	3637	2126	174	31	67	0	27	2425	67%
73.03	Lucas	5556	3735	252	124	395	0	172	4678	84%
74	Lucas	5748	3272	108	254	22	0	20	3676	64%
75	Lucas	4094	916	103	393	74	0	0	1486	36%
76	Lucas	4539	160	26	385	0	0	101	672	15%
77	Lucas	3485	298	65	96	0	0	0	459	13%
78	Lucas	4203	298	160	8	48	0	15	529	13%
79.01	Lucas	1896	5	156	0	0	0	19	180	9%
79.02	Lucas	5458	574	51	64	22	0	0	711	13%
80	Lucas	4195	70	166	120	0	0	106	462	11%
81	Lucas	4139	335	123	205	11	0	19	693	17%
82.01	Lucas	4821	44	119	235	19	0	0	417	9%
82.02	Lucas	5818	230	102	136	5	0	11	484	8%
82.03	Lucas	7234	445	251	349	107	0	18	1170	16%
83.01	Lucas	5540	125	110	47	48	0	30	360	6%
83.02	Lucas	1659	31	20	12	0	0	9	72	4%
84	Lucas	4569	594	152	32	152	0	14	944	21%
Tract	Country	2010 Total Pop	Black	Hispanic	Asian	Am. Indian	Hawaiian Pacific Islander	Other	Total Minority Pop	Total Minority Pop%
85	Lucas	3848	806	251	22	23	0	0	1102	29%
86	Lucas	5305	1073	213	36	92	0	194	1608	30%
87	Lucas	8313	1840	536	392	26	0	94	2888	35%
89.01	Lucas	5112	71	133	69	54	0	10	337	7%
89.02	Lucas	6168	29	230	196	17	0	33	505	8%
90	Lucas	12114	485	262	439	106	0	9	1301	11%
91.01	Lucas	3855	114	52	255	15	0	63	499	13%
91.02	Lucas	5204	227	512	66	65	0	113	983	19%
92.01	Lucas	8253	211	281	365	70	0	65	992	12%
92.02	Lucas	7345	156	276	277	54	0	38	801	11%
93	Lucas	1818	18	0	0	4	0	0	22	1%
99	Lucas	4655	66	117	191	7	0	25	406	9%
100.01	Lucas	4006	153	445	9	41	0	108	756	19%
100.02	Lucas	3234	256	331	112	56	0	71	826	26%
101	Lucas	4203	89	317	0	51	0	144	601	14%
102	Lucas	2483	150	276	43	0	0	90	559	23%
103	Lucas	2414	419	836	8	59	0	275	1597	66%
104	Lucas	3096	608	89	178	40	0	42	957	31%

201	Wood	5307	41	202	0	74	0	132	449	8%
202	Wood	2975	112	83	29	74	0	61	359	12%
203	Wood	5035	75	177	125	0		130	508	10%
204.01	Wood	5165	16	120	148	0		4	334	6%
207	Wood	6400	73	199	80	7	0	212	571	9%
TOTAL		419932	91261	26143	8248	4479	465	8602	139198	33%

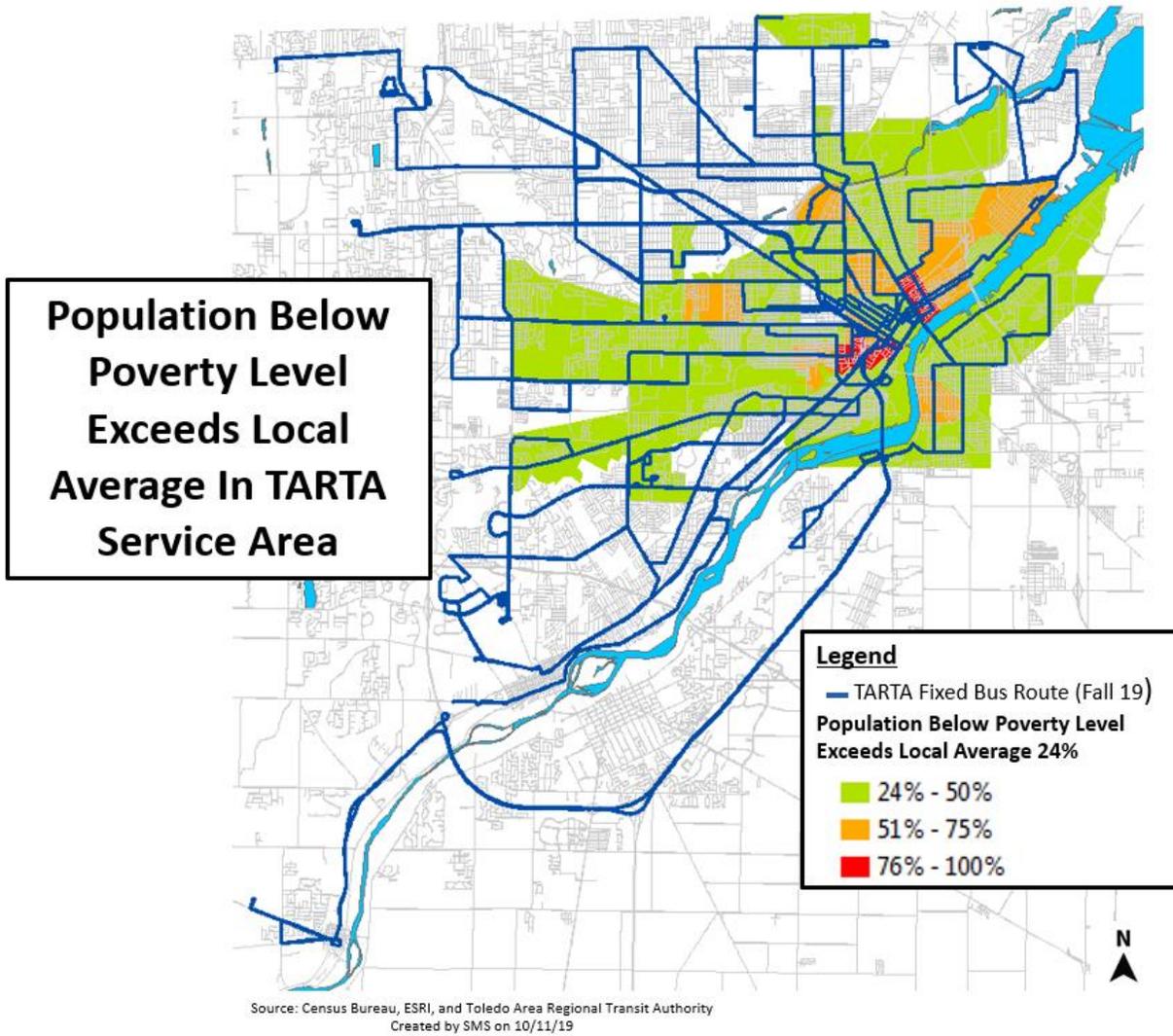
Appendix R: TARTA Minority Population above Area's Local Average Map



Appendix S: Population below Poverty Level in TARTA Service Area Map



Appendix T: Population below Poverty Level Exceeds Local Average Map



Ohio DOT Traffic Monitoring System
System Information

TARTA Service Monitoring System

BusTransit -- System Information
CY 2017-2019

Transit System Name:	Toledo Area Regional Transit Authority
MPO Name:	Toledo Metropolitan Area Council of Governments
Name of Person Completing Form:	Sean Smith, Senior Associate Planner
Telephone Number:	419-245-5217
Fax Number:	419-243-8588
E-mail Address:	ssmith@tarta.com
Date Completed:	1-Mar-20

Glossary

The Glossary in the following table defines the data field columns that you will need to understand in order to complete the table.

Term	Definition
Table	There is one table for each bus route or rail line. For easier organization, the bus route tables are divided among four spreadsheets (Bus Service -A, Bus Service -B, etc.), and each spreadsheet contains 30 tables (A-1, A-2, etc.).
Minority Transit Route	According to FTA C. 4702.1B a minority transit route "means a route that has at least 1/3 of its total revenue mileage in a census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area.
Bus Route Name	Name of route for bus or van service. Each route should have six entries -- an inbound and outbound entry for each of the three service periods.
Direction	Indicates direction. Use (I) Inbound and (O) Outbound for radial routes/lines. Use cardinal direction for non-radial routes/lines, ex., (E) Eastbound
Period	Period for which count is made, ex., 7:00am to 9:00am. The six entries for each route/line should cover all the daily service hours for that route/line.
(Bus) Number of Vehicles	Number of vehicles used to provide bus or van service on that route direction during that period. Example: 1 bus providing off-peak service in both directions = 1 vehicle.
(Bus) Seated Capacity	Number of <u>seated</u> passengers that vehicle(s) can carry in route direction for indicated period. Example: 3 runs/hour (20 min. headway) by 30-passenger capacity vehicle by 2 hours = 180.

Maximum Capacity	the point at which the largest number of passengers are aboard
Load Factor	Maximum capacity/ <u>seated</u> capacity for bus and vans, or # of Passengers/ <u>full</u> capacity for rail and other fixed guideway, for that route/line direction at any designated point in time. For this report, the load factor is measured at the maximum capacity (i.e. the point at which the largest number of passengers are aboard the vehicle). Please Note: The spreadsheets have formulas to calculate the Load Factor.
Estimated Average Highest Load Factor	This is the average of several of the highest load factors on the vehicles or trains for that route direction during the indicated period. This will most likely have to be estimated. Example: 2 vehicles/hour (30 min. headway), over a 2-hour peak period, with the highest estimated load factor between any stop on each run being 0.6, 1.0, 1.0 and 0.6, yields an average of 0.8.
Highest Load Factor Stop Location	Address, street intersection or landmark that clearly distinguishes the stop where the highest load factor occurs.

NOTE: THESE SPREADSHEET FORMULAS TO CALCULATE THE LOAD FACTOR VALUES. PLEASE DO NOT MOVE OR CHANGE FORMULAS.

Table A-2

Route Name: Franklin Park via Hospital		Route #:	2										
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the Route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	2	35	7.33	0.22			Minority	7, 13.03, 14, 15, 21, 26, 27, 28, 29, 34, 37, 65	42.19%	14, 15, 21, 25, 27, 28, 29, 34, 37	22.81%
O	Peak	5:30AM-9:30AM	2	35	13.42	0.38							
I	PM	10AM-2PM	2	35	13.58	0.39							
O	Peak	10AM-2PM	2	35	11.13	0.32							
I	Off	2PM-5:30PM	1	35	13.50	0.39							
O	Peak	2PM-5:30PM	1	35	22.00	0.63							
Daily Totals			210			0.39		89%					

Table A-3

Route Name: North/South Crosstown		Route #:	3										
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the Route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	1	15	3.69	0.25			Minority	13.02, 24.01, 66, 67, 68, 73.03, 74, 75	40.02%	13.02, 24.01, 66, 67, 68, 73.03, 74, 75, 104	23.49%
O	Peak	5:30AM-9:30AM	1	15	3.69	0.25							
I	PM	10AM-2PM	1	15	3.92	0.26							
O	Peak	10AM-2PM	1	15	4.75	0.32							
I	Off	2PM-5:30PM	1	15	9.19	0.61							
O	Peak	2PM-5:30PM	1	15	9.38	0.63							
Daily Totals			90			0.38		59%*					

Table A-5

Route Name: Dorr via UT Main Campus/Walmart		Route #:	5										
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the Route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	2	35	12.08	0.35			Minority	24.01, 24.02, 25, 26, 28, 29, 31, 32, 33, 34, 37, 66, 67, 74, 75	56.55%	24.01, 24.02, 25, 26, 28, 29, 31, 32, 33, 34, 37, 66, 67, 74, 75, 104	30.61%
O	Peak	5:30AM-9:30AM	1	35	11.25	0.32							
I	PM	10AM-2PM	2	35	12.56	0.36							
O	Peak	10AM-2PM	1	35	13.08	0.37							
I	Off	2PM-5:30PM	1	35	NA	NA							
O	Peak	2PM-5:30PM	1	35	NA	NA							
Daily Totals			210			0.35		67%					

Table A-14

Route Name: Front/Star/East Toledo/Oak/East Broadway		Route #: 12 & 14											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the route's average 35%, does the route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	1	35	18.58	0.53			(12) Non-Minority	28, 29	32.73%	28, 29, 46, 47, 01, 47, 02, 48, 49, 51, 52, 53	37.19%
O	Peak	5:30AM-9:30AM	1	35	13.46	0.38			(14) Non-Minority	28, 29, 51, 53	33.40%	28, 29, 47, 01, 48, 49, 51, 52, 53	40.00%
I	PM	10AM-2PM	1	35	7.25	0.21							
O	Peak	10AM-2PM	1	35	11.38	0.33							
I	Off Peak	2PM-5:30PM	1	35	10.88	0.31							
O	Peak	2PM-5:30PM	1	35	23.25	0.66							
			Daily Totals	210		0.66	0.40	75%					

Table A-15

Route Name: Summit/Sudler/		Route #: 15 A/E											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the route's average 35%, does the route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	2	35	14.97	0.43			(A) Minority	12, 02, 28, 29, 30	35.97%	12, 02, 20, 28, 29, 30	32.87%
O	Peak	5:30AM-9:30AM	2	35	7.50	0.21			(E) Non-Minority	12, 02, 28, 29, 30	28.78%	12, 02, 20, 28, 29, 30	27.49%
I	PM	10AM-2PM	2	35	9.17	0.26							
O	Peak	10AM-2PM	2	35	6.75	0.19							
I	Off Peak	2PM-5:30PM	1	35	11.00	0.31							
O	Peak	2PM-5:30PM	1	35	15.13	0.43							
			Daily Totals	210		0.43	0.31	87%					

Table A-16

Route Name: Alexis		Route #: 16											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the route's average 35%, does the route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	1	35	13.00	0.37			Minority	10, 11, 12, 02, 17, 18, 19, 23, 28, 29	52.41%	10, 11, 12, 02, 17, 18, 19, 23, 28, 29	35.50%
O	Peak	5:30AM-9:30AM	1	35	8.92	0.25							
I	PM	10AM-2PM	1	35	9.72	0.28							
O	Peak	10AM-2PM	1	35	10.08	0.28							
I	Off Peak	2PM-5:30PM	1	35	14.50	0.41							
O	Peak	2PM-5:30PM	1	35	17.83	0.51							
			Daily Totals	210		0.51	0.35	79%					

Table A-17

Route Name: Lagrange/Bennet/ Eleanor via Miracle		Route #: 17B/E		Daily Totals		80%							
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 35% does the Route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	1	35	14.79	0.42			(B) Non-Minority	9, 10, 17, 18, 28, 29	33.70%	4, 9, 10, 17, 18, 28, 29, 57, 01	26.73%
O	Peak	5:30AM-9:30AM	1	35	12.50	0.36			(E) Minority	9, 10, 17, 18, 28, 29	35.35%	4, 9, 10, 17, 18, 28, 29	27.15%
I	PM	10AM-2PM	1	35	9.63	0.28							
O	Peak	10AM-2PM	1	35	8.21	0.23							
I	Off Peak	2PM-5:30PM	1	35	16.33	0.47							
O	Peak	2PM-5:30PM	1	35	15.13	0.43							
			Daily Totals	210		0.47	0.36						

Table A-18

Route Name: Cherry/Secor/Talm		Route #: 19F/S/T		Daily Totals		90%							
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 35% does the Route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	3	35	35.88	1.03			(F) Non-Minority	7, 8, 9, 16, 17, 22, 23, 28, 29	31.33%	4, 8, 9, 16, 17, 22, 23, 28, 29	21.12%
O	Peak	5:30AM-9:30AM	3	35	35.13	1.00			(S) Non-Minority	8, 9, 16, 17, 22, 23, 28, 29	30.56%	4, 8, 9, 16, 17, 22, 23, 28, 29	21.73%
I	PM	10AM-2PM	2	35	13.46	0.38							
O	Peak	10AM-2PM	2	35	16.17	0.46							
I	Off Peak	2PM-5:30PM	1	35	16.08	0.46			(T) Non-Minority	8, 9, 16, 17, 22, 23, 28, 29	28.82%	4, 8, 9, 16, 17, 22, 23, 28, 29	19.38%
O	Peak	2PM-5:30PM	1	35	21.72	0.62							
			Daily Totals	210		1.03	0.66						

Table A-19

Route Name: Central/PMMeijer		Route #: 20F/M/T		Daily Totals		74.3%*							
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 35% does the Route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	2	35	5.02	0.14			(F) Minority	7, 8, 13, 02, 13, 03, 15, 16, 21, 22, 23, 27, 28, 29, 65	37.14%	8, 13, 02, 15, 16, 21, 22, 23, 27, 28, 29	20.50%
O	Peak	5:30AM-9:30AM	2	35	6.70	0.19							
I	PM	10AM-2PM	2	35	7.13	0.20			(M) Minority	7, 8, 13, 02, 13, 03, 15, 16, 21, 22, 23, 27, 28, 65	36.87%	8, 13, 02, 15, 16, 21, 22, 23, 27, 28	17.37%
O	Peak	10AM-2PM	2	35	8.25	0.24							
I	Off Peak	2PM-5:30PM	1	35	9.19	0.28			(W) Minority	13, 02, 13, 03, 14, 15, 16, 21, 22, 23, 27, 28, 29	49.42%	13, 02, 15, 16, 21, 22, 23, 27, 28, 29	24.34%
O	Peak	2PM-5:30PM	1	35	10.75	0.31							
			Daily Totals	210		0.31	0.22						

Table A-20

Route Name: Bancroft		Route #:											
		22											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 55% does the Route go through	Minority Percentage by Census Tract Population	Which Census Tract with Low Income Population above region's average 24% does the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	2	35	9.25	0.28			Minority	13.02, 13.03, 14, 21, 23, 24.01, 24.02, 25, 26, 27, 28, 29, 65	40.40%	13.02, 14, 21, 22, 23, 24.01, 24.02, 25, 27, 28, 29, 104	22.36%
O	Peak	5:30AM-9:30AM	2	35	11.33	0.32							
I	PM	10AM-2PM	2	35	8.33	0.24							
O	Peak	10AM-2PM	2	35	10.58	0.30							
I	Off	2PM-5:30PM	1	35	14.42	0.41							
O	Peak	2PM-5:30PM	1	35	13.00	0.37							
Daily Totals			210			0.41	0.32	72.7%*					

Table A-22

Route Name: Berdan/Lewis-Miracle Mile		Route #:											
		26D/L											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 55% does the Route go through	Minority Percentage by Census Tract Population	Which Census Tract with Low Income Population above region's average 24% does the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	3	35	11.25	0.32			(D) Non-Minority	7, 8, 15, 16, 21, 22, 23, 27, 28, 29	34.64%	8, 15, 16, 21, 22, 23, 27, 28, 29, 57.01	23.20%
O	Peak	5:30AM-9:30AM	3	35	13.25	0.38							
I	PM	10AM-2PM	3	35	10.50	0.30			(L) Non-Minority	8, 16, 21, 22, 23, 27, 28, 29	34.99%	4, 8, 16, 21, 22, 23, 27, 28, 29, 57.01	25.92%
O	Peak	10AM-2PM	3	35	11.88	0.34							
I	Off	2PM-5:30PM	1	35	12.38	0.35							
O	Peak	2PM-5:30PM	1	35	10.88	0.31							
Daily Totals			210			0.38	0.33	82%					

Table A-30

Route Name: Nebraska/Hill/Sout		Route #:											
		27H/N											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 55% does the Route go through	Minority Percentage by Census Tract Population	Which Census Tract with Low Income Population above region's average 24% does the Route go through	Low Income Percentage by Census Tract Population
I	AM	5:30AM-9:30AM	2	35	15.58	0.45			(H) Minority	28, 29, 31, 34, 35, 36, 37, 66, 67, 73.02, 74, 75	52.69%	28, 29, 31, 34, 35, 36, 37, 66, 67, 74	29.41%
O	Peak	5:30AM-9:30AM	2	35	24.00	0.69							
I	PM	10AM-2PM	2	35	7.00	0.20							
O	Peak	10AM-2PM	2	35	8.25	0.24			(N) Minority	28, 29, 31, 34, 35, 36, 37, 66, 67, 73.02, 74	64.26%	28, 29, 31, 34, 35, 36, 37, 66, 67, 74, 75	35.16%
I	Off	2PM-5:30PM	1	35	15.75	0.45							
O	Peak	2PM-5:30PM	1	35	21.00	0.60							
Daily Totals			210			0.69	0.44	69%					

Route Name: Indiana/Oakwood/ Art Museum		Route #: 28 A/B/C											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average	Low Income Percentage by Census Tract Population
I	AM Peak	5:30AM-9:30AM	1	35	4.25	0.12			(A) Minority	24.01, 24.02, 28.29, 31.32, 33.36, 37.40, 66.67, 103	67.15%	24.01, 24.02, 28.29, 31.32, 33.36, 37.40, 66.67, 103, 104	43.03%
O	Peak	5:30AM-9:30AM	1	35	1.89	0.05							
I	PM Peak	10AM-2PM	1	35	4.17	0.12			(B) Minority	13.02, 13.03, 14.21, 24.01, 24.02, 25.26, 27.28, 29.66, 75	51.27%	13.02, 14.21, 24.01, 24.02, 25.27, 28.29, 66.75, 104	26.61%
O	Peak	10AM-2PM	1	35	3.08	0.09							
I	Off Peak	2PM-5:30PM	1	35	4.83	0.14			(C) Minority	13.02, 13.03, 14.21, 24.01, 24.02, 25.26, 27.66, 75	50.15%	13.02, 14.21, 24.01, 24.02, 25.27, 66.75, 104	23.69%
O	Peak	2PM-5:30PM	1	35	5.42	0.15							
			Daily Totals	210		0.15	0.11	62%					

Table A-26

Route Name: Glendale/Southwy ck/Healtherdowns		Route #: 31G/H											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average	Low Income Percentage by Census Tract Population
I	AM Peak	5:30AM-9:30AM	2	35	11.33	0.32			(G) Minority	28.29, 37.54, 68.72, 05, 103	37.06%	28.29, 37.42, 54.68, 103	27.13%
O	Peak	5:30AM-9:30AM	2	35	13.17	0.38							
I	PM Peak	10AM-2PM	2	35	13.58	0.36			(H) Non-Minority	28.29, 37.54, 68.72, 05, 103	32.94%	28.29, 37.42, 54.68, 103	24.82%
O	Peak	10AM-2PM	2	35	11.86	0.34							
I	Off Peak	2PM-5:30PM	1	35	13.50	0.39							
O	Peak	2PM-5:30PM	1	35	18.33	0.47							
			Daily Totals	210		0.47	0.38	89%					

Table A-27

Route Name: Airport/South/UT Health		Route #: 32H/R											
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average	Low Income Percentage by Census Tract Population
I	AM Peak	5:30AM-9:30AM	2	35	8.50	0.24			(H) Minority	28.29, 37.39, 40.44, 54.68, 73.03, 103	48.34%	28.29, 37.39, 40.42, 54.68, 73.03, 103	33.24%
O	Peak	5:30AM-9:30AM	2	35	14.42	0.41							
I	PM Peak	10AM-2PM	2	35	9.08	0.28			(R) Minority	28.29, 37.39, 40.44, 54.68, 72.05, 73.03, 103	48.79%	28.29, 37.40, 42.54, 68.73.03, 103	32.97%
O	Peak	10AM-2PM	2	35	9.25	0.29							
I	Off Peak	2PM-5:30PM	1	35	15.92	0.45							
O	Peak	2PM-5:30PM	1	35	22.25	0.64							
			Daily Totals	210		0.64	0.38	71%					

Route Name: Detroit/Byrne-Western		Route #: 34													
Direction	Period	Period Hours	No. of Vehicles	Seated Capacity	Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above the region's average 35% does the Route go through	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the Route go through	Low Income Percentage by Census Tract Population		
I	AM Peak	6:30AM-9:30AM	2	35	13.89	0.40			Minority	28, 29, 37, 39, 40, 44, 68, 103	36.43%	28, 29, 37, 39, 40, 42, 68, 103	26.77%		
O	PM Peak	6:30AM-9:30AM	2	35	16.11	0.48									
I	Off Peak	10AM-2PM	2	35	9.25	0.28									
O	Off Peak	10AM-2PM	2	35	8.25	0.24									
I	Off Peak	2PM-5:30PM	1	35	17.33	0.50									
O	Off Peak	2PM-5:30PM	1	35	11.39	0.33									
Daily Totals			210	210		0.50	0.38	70%							

Table B-5

Route Name: Glendale-Southland/Maunee Arrowhead Express		Route #:	41	Served Capacity		Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance
Direction	Period	No. of Vehicles	1	35	1.00	0.03			
	AM	5:30AM-9:30AM							
	Peak								
	PM	2:00PM-5:30PM	1	35	3.00	0.00			
	Off								
	Peak								
Daily Totals			70				0.06		60%

Table B-6

Route Name: St. Luke's Hospital Express		Route #:	44X	Served Capacity		Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance
Direction	Period	No. of Vehicles	2	35	1.00	0.03			
	AM	5:30AM-9:30AM							
	Peak								
	PM	2:00PM-5:30PM	2	35	1.00	0.03			
	Off								
	Peak								
Daily Totals			70				0.04		

Table B-7

Route Name: Maunee-Arrowhead/Work Express		Route #:	47/X	Served Capacity		Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance
Direction	Period	No. of Vehicles	1	35	1.00	0.05			
	AM	5:30AM-9:30AM							
	Peak								
	PM	2:00PM-5:30PM	1	35	3.25	0.00			
	Off								
	Peak								
Daily Totals			70				0.07		100%

Table B-8

Route Name: Ottawa Hills/Sylvania/SW Township Call-A-Ride		Route #:	1	Served Capacity		Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 35% does the route go through?	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the route go through?	Low Income Percentage by Census Tract Population
Direction	Period	No. of Vehicles	1	15	1.00	0.05				Non-Minority	N/A	0.00%	N/A	0.00%
	AM													
	Peak													
	PM													
	Off													
	Peak													
Daily Totals			30											

Table B-9

Route Name: Maunee Call-A-Ride		Route #:	8	Served Capacity		Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 35% does the route go through?	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the route go through?	Low Income Percentage by Census Tract Population
Direction	Period	No. of Vehicles	1	15	1.00	0.05				Non-Minority	72.05	3.17%	N/A	0.00%
	AM													
	Peak													
	PM													
	Off													
	Peak													
Daily Totals			30											

Table B-10

Route Name: Hossford Call-A-Ride		Route #:	1U	Served Capacity		Maximum Capacity	Load Factor	Avg. Highest Load Factor	Avg. On Time Performance	Minority/Non-Minority Route	Which Census Tracts with Minority Population above region's average 35% does the route go through?	Minority Percentage by Census Tract Population	Which Census Tracts with Low Income Population above region's average 24% does the route go through?	Low Income Percentage by Census Tract Population
Direction	Period	No. of Vehicles	1	15	1.00	0.05				Non-Minority	20, 20, 34, 37	4.47%		5.21%
	AM													
	Peak													
	PM													
	Off													
	Peak													
Daily Totals			30											

Service Monitoring System
TARTA CY 2017-2019

	Seated Capacity	Average Maximum Passenger Load	Average Highest Load Factor
Daily System	3590	13.98	0.28

Bus Service- Express Routes

Route Name	Route #	Seated Capacity	Maximum Passenger Load	Avg. Highest Load Factor
Franklin Park via Hospital	2	210	22.00	0.39
North/South Crosstown	3	90	9.38	0.38
Dor via UT Main Campus/Walmart	5	210	13.08	0.35
Front/Starr/East Toledo/Oak/East Broadway	12 & 14	210	23.25	0.40
Summit/Suder/Alexis	15 A/E	210	15.13	0.31
Alexis	16	210	17.83	0.35
Lagrange/Bennet/Eleanor via Miracle Mile	17B/E	210	16.33	0.36
Cherry/Secor/Tralmadger/Franklin Park	19F/S/T	210	35.88	0.66
Central/PM/Meijer/Ottawa Hills	20F/M/T	210	10.75	0.32
Bancroft	22	210	14.42	0.33
Berdan/Lewis- Miracle Mile	26D/L	210	13.25	0.33
Nebraska/Hill/South	27H/N	210	24	0.44
Indiana/Oakwood/Art Museum	28 A/B/C	210	5.42	0.11
Glendale/Southwyck/Heathdowns	31G/H	210	16.33	0.38
Airport/South/UT Health Sci/Southwyck	32H/R	210	22.25	0.38
Detroit/Byrne-Western	34	210	17.33	0.36
System Analysis		3240	17.29	0.37

Bus Service- Express Routes

Route #	Seated Capacity	Maximum Passenger Load	Load Factor	
Rosford via Hollywood Casino Express	10L	70	8	0.00
Waterville Express	29X	70	5.25	0.00
St. Luke's Hospital Express	44X	70	2	0.00
Glendale-Southland/Maumee Arrowhead Express	41	70	3	0.00
Airport/Maumee-Arrowhead	35	70	7.63	0.00
Central Ave Crosstown	37	70	na	na
Franklin Park/Sylvania/Monroe/Sylvania	39M	70	5	0.24
System Analysis	350	30.88	0.09	

AMPEAK Weekday Capacity		
Times: 5:30-9:30 AM		
Dates: Jan 28-31 2020		
Routes	Inbound	Outbound
2	7.83	13.42
3	3.69	3.69
5	12.08	11.25
12	18.58	13.46
14	10.63	11.50
15	14.97	7.50
16	13.00	8.92
17	14.79	12.50
19	35.88	35.13
20	5.02	6.70
22	9.25	11.33
26	11.25	13.25
27	15.58	24.00
28	4.25	1.89
31	11.33	13.17
32	8.50	14.42
34	13.89	16.11
35	7.63	6.25
39	2.11	1.08
41	1.00	0.50
44	2.00	2.00
47	1.63	1.88
10L	2.00	1.75
29x	2.58	-
Average	9.56	9.65

OFF PEAK Weekday Capacity		
Time: 10:00 AM-2:00 PM		
Date: Feb 4-7		
Routes	Inbound	Outbound
2	13.58	11.13
3	3.92	4.75
5	12.56	13.08
12	6.04	5.79
14	7.25	11.38
15	9.17	6.75
16	9.72	10.08
17	9.63	8.21
19	13.46	16.17
20	7.13	8.25
22	8.33	10.58
26	10.50	11.88
27	7.00	8.25
28	4.17	3.08
29	8.88	5.88
31	12.58	11.86
32	9.08	9.25
34	9.25	8.25
47	-	0.33
Average	9.01	8.68

PM PEAK Weekday Capacity		
Time: 2:00-5:30 PM		
Date: Feb 18-21		
Routes	Inbound	Outbound
2	13.50	22.00
3	9.19	9.38
12	10.88	12.08
14	10.50	23.25
15	11.00	15.13
16	14.50	17.83
17	16.33	15.13
19	16.08	21.72
20	9.19	10.75
22	14.42	13.00
26	12.38	10.88
27	15.75	21.00
28	4.83	5.42
31	13.50	16.33
32	15.92	22.25
34	17.33	11.39
35	5.75	3.75
39	3.00	5.00
41	3.00	1.33
44	-	1.00
47	3.25	3.25
10L	8.00	-
29x	-	5.25
Average	10.87	12.14

AMPEAK Saturday Capacity		
Date: Feb 1		
Routes	Inbound	Outbound
2	18	18
5	12	28
12	10	19
14	14	13
15	8	7
16	29	24
17	15	15
19	7	9
22	9	19
26	6	20
27	11	7
28	8	5
31	20	43
32	14	13
34	15	8
Average	13.07	16.53

OFF PEAK Saturday Capacity		
Date: Feb 8		
Routes	Inbound	Outbound
2	-	-
5	36	25
12	4	13
14	9	11
15	12	13
16	15	22
17	12	15
19	9	12
22	16	16
26	-	-
27	6	9
28	5	5
31	20	43
32	16	15
34	10	7
Average	13.08	15.85

PM PEAK Weekday Capacity		
Date: Feb 22		
Routes	Inbound	Outbound
2	12	15
5	14	36
12	6	29
15	17	19
16	9	7
17	17	13
19	19	17
20	15	12
22	16	16
26	na	na
27	20	19
28	9	5
31	31	15
32	14	23
34	na	na
Average	15.31	17.38

2019 GFI Fixed-Line Ridership

	2	3	5	12	14	15	16	17	19	20	22	26	27	28	31	32	34
Jan	5941	2732	5448	3769	3715	3686	4583	6139	6080	5136	2275	3057	5554	732	6616	5832	3587
Feb	4618	3205	5009	3309	4623	4393	4373	6035	5742	5539	2311	3468	6591	912	6246	6869	3324
Mar	7415	4163	7152	5523	6574	3854	6959	7480	7534	6993	3044	4620	8686	1105	7940	8395	5766
Apr	4720	3222	10592	4678	1541	3628	7193	2692	6529	6643	3248	4899	6969	725	4441	7052	4472
May	5555	2836	10888	4314	1367	4180	6605	2526	6368	5787	2451	5090	7688	597	4284	6864	4233
June	5213	1443	5410	3181	3689	3342	2648	4191	4663	4136	3485	3731	4042	814	4868	3969	2302
July	6672	2439	5773	4891	4524	4096	2698	5673	6201	4636	4062	4306	4373	988	6384	3095	2567
Aug	5497	2789	4361	3959	3232	4146	4713	6729	4235	4530	4132	3647	5767	795	7003	5447	3676
Sep	4715	2716	4004	2846	885	3048	5659	5386	3192	4412	4093	4396	7515	776	5567	5687	4317
Oct	6507	3292	5566	2640	732	3403	6048	5260	2681	4621	3655	4118	7590	467	7155	6036	3742
Nov	5897	3452	5644	3330	772	3536	5257	5677	2169	5096	3427	3728	7520	445	8014	5617	4648
Dec	5412	1941	5943	2928	1791	3214	5554	5697	2097	5753	4031	4133	6702	438	7658	6318	4433

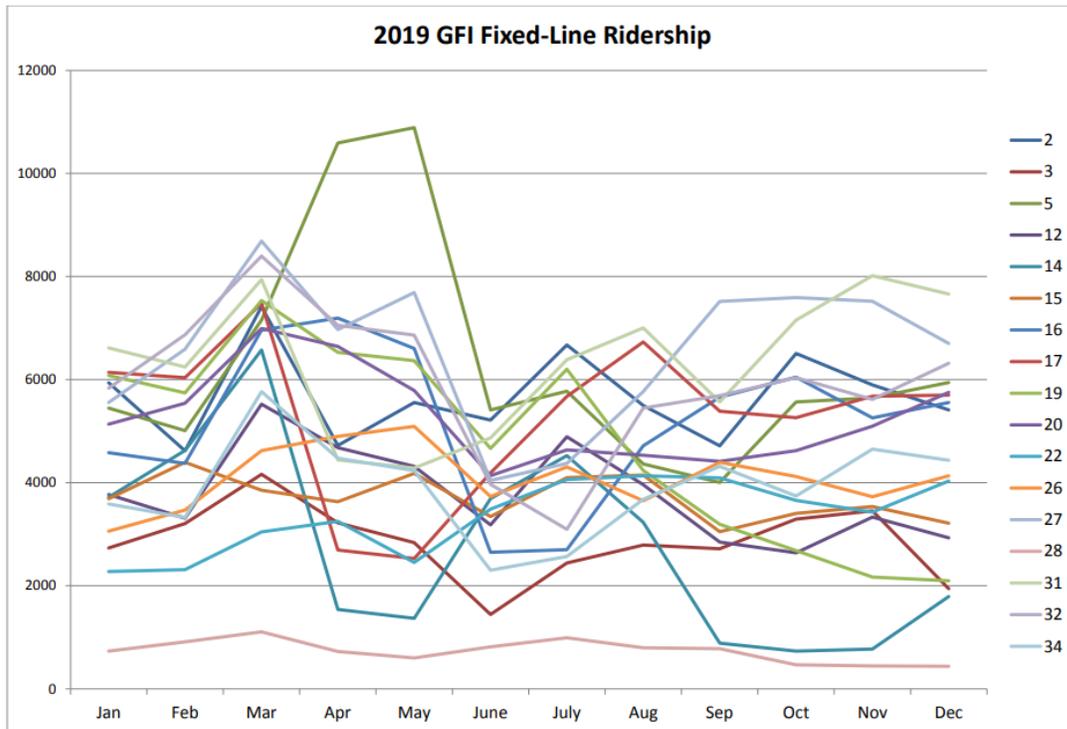
Routes by Jurisdiction

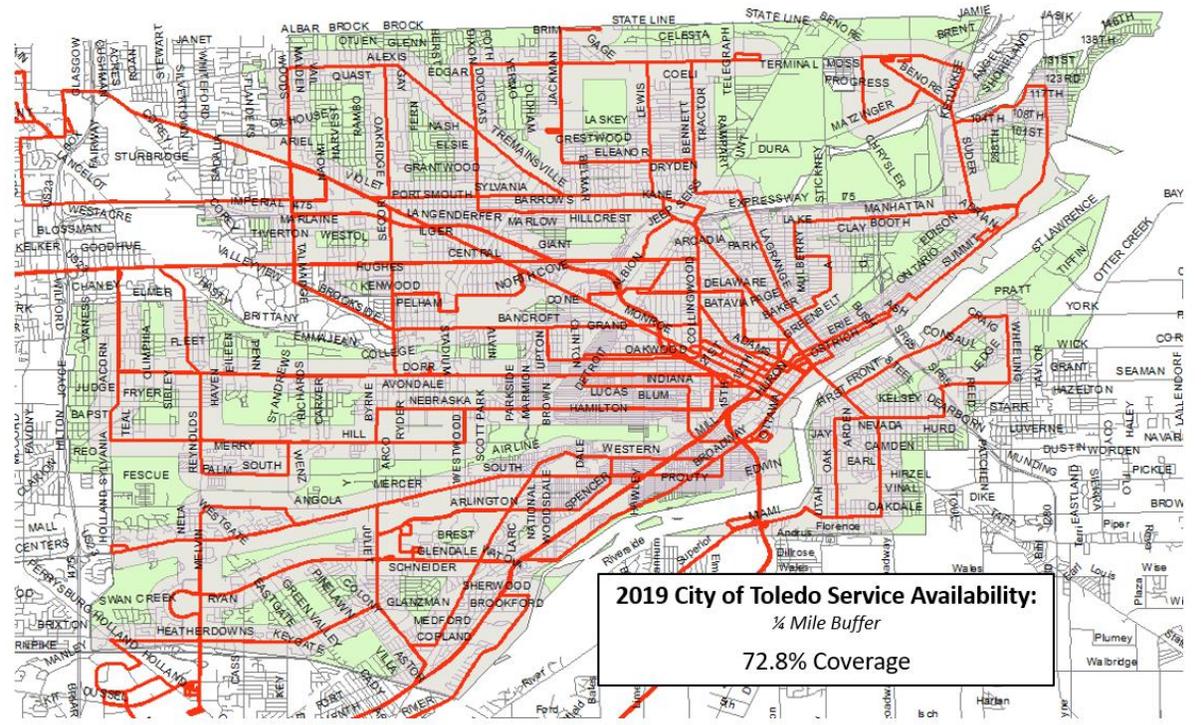
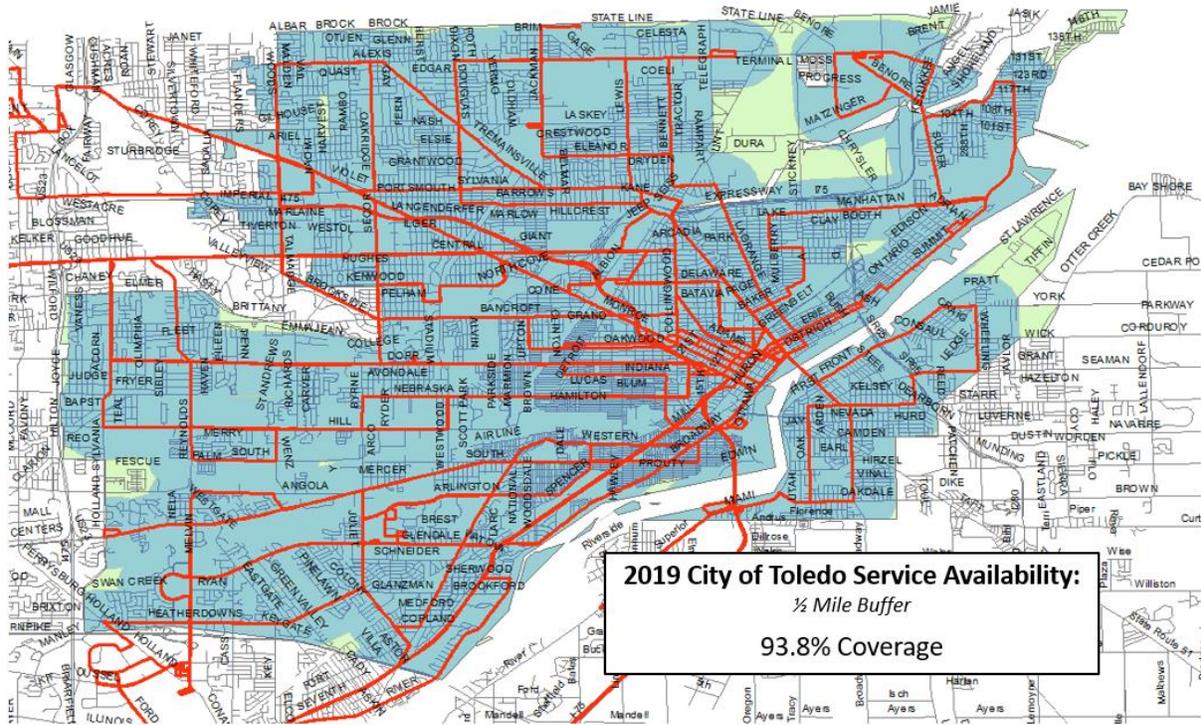
	100% in Toledo		Ottawa Hills		Maumee		Sylvania		Sylvania Township		Rossford		Waterville	
3	19S	20M	29X	2	2	2	2	2	2	14				
12 weekday	26L	20F	31H	39	5	5	5	5	5	Weekdays		29X		
12 Sat/evening	26D	20W	35	39M	19T									
15A	27N	22	41		20M									
15E	28A	28B	44X		27H									
16	31G	28C	47		39									
17B	32R		47X		39M									
17E	32H													
19F	34													

2019 GFI Fixed-Line Ridership Change From 2018

	2	3	5	12	14	15	16	17	19
2019 Total	68162	34230	75790	45368	33445	44526	62290	63485	57491
2018 Total	107934	40273	123109	55329	47852	67365	47389	98609	117418
Change	39772	6043	47319	9961	14407	22839	-14901	35124	59927
% decrease	36.85%	15.01%	38.44%	18.00%	30.11%	33.90%	-31.44%	35.62%	51.04%

	20	22	26	27	28	31	32	34
2019 Total	63282	40214	49193	78997	8794	76176	71181	47067
2018 Total	87015	69198	70164	71513	17522	84822	73664	59276
Change	23733	28984	20971	-7484	8728	8646	2483	12209
% decrease	27.27%	41.89%	29.89%	-10.47%	49.81%	10.19%	3.37%	20.60%





Appendix V: TARTA Title VI & Environmental Justice Assessment: 2017 - 2019 Routing and Schedule Change



TARTA Title VI & Environmental Justice Assessment:
Winter 2019 Routing and Schedule Changes

Prepared by the Planning Department of Toledo Area
Regional Transit Authority

November 2018 (January 2019)

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TARTA Financial Constraints

TARTA announced on its website multiple service reduction hours of operation for weekday, Saturday and special services, and elimination of Sunday and Holiday services due to financial hardship beginning with the 2019 Winter Assignment. TARTA does not take lightly to the fact that these cuts in services had to be made and is aware of the negative impact it will have on its passengers that rely on TARTA's service day in and day out. There are several factors that had led TARTA to make these service changes and declaring it is in a financial hardship.

Ever since 2009 when the initial housing market crash, TARTA has been seeing a decrease in their revenue and an ongoing increase in their expenses. Some of the expenses that continue to increase are fringe benefits, materials and supplies, fuel, and health insurance cost. TARTA's receives its funding through 3 sources: local property tax revenue, state funding, and federal funding. Two of these funding sources have been providing limited revenue flow to keep operating TARTA's service as is.

The federal funding has been somewhat consistent, however TARTA has seen its property tax revenue has continued to decrease throughout the years. TARTA's local funding is property taxes at 2.5 mills that was set at 1987. TARTA has received a decrease of 30% property tax funding since 2009. In comparison to other transit authority cities in the state of Ohio, Toledo is the lowest ranked city to receive local funding per capital—in comparison to Cleveland, Columbus, Akron, Dayton, Cincinnati, Canton, and Youngstown. TARTA is also the only agency that receives its funding source from property taxes. Almost all other agencies receive their local funding through sales tax, except for Cincinnati, who receives their local funding through earnings tax.

When TARTA looks for additional funding sources, the state of Ohio has one of the smallest public transportation funding contributions in the nation. In terms of state funding per capita, Ohio is ranked 45th, with Mississippi, Kentucky, Georgia, Idaho, and Missouri behind it. Ohio provides \$0.63 per capita transit funding.

TARTA knew that it needed to expand its local revenue source and has attempted twice to get on the ballot for the public to vote for a sales tax in Lucas County. Due to Ohio Revised Code law, the current jurisdiction members must unanimously agree to have this issue placed on the ballot. Unfortunately, both times one TARTA jurisdiction member refused to sign a resolution to have the issue placed on the ballot.

Without any prospects for additional revenue sources for TARTA, TARTA can no longer operate its current services without running out of funds. TARTA unfortunately must make drastic external cuts to TARTA's daily operations. This is the reason for this Title VI and Environmental Justice report, which explains the service cuts made to the upcoming 2019 Winter Assignment below.

OVERVIEW

As indicated in FTA Circular 4702.1B, any Federal Transit Administration (FTA) recipients who operates 50 or more fixed route vehicles in peak service and is located in an Urbanized Area (UZA) of 200,000 or more in population must conduct a Title VI equity analysis in the course of planning a major service change or any magnitude of fare change. Equity analyses are required regardless of whether proposed changes would be detrimental or beneficial to riders. Title VI prohibits any form of discrimination on the basis of race, color, or national origin. As the recipient of FTA funding, the Toledo Area Regional Transit

Authority (TARTA) is required to ensure its transit service is available equally within the service area to minority, non-minority residents, and individuals with low incomes.

As announced on TARTA's website multiple service reduction hours of operation for weekday, Saturday and special services, and elimination of Sunday and Holiday services due to financial hardship beginning with the 2019 Winter Assignment. The list of proposed service changes is as followed:

- ◆ Special Services: Operate all Muddy and Walleye Shuttles on the weekends only,
- ◆ Holiday Service: Discontinue all holiday service (fixed route and paratransit) including New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day,
- ◆ Sunday Service: Discontinue all Sunday service (fixed route and paratransit),
- ◆ Saturday: Discontinue 7:30AM and 7:30PM lineups, where lineups would be from 9:00AM – 6:00PM,
- ◆ 1 and 8 Call-A-Ride Saturday Service changes from 8:00AM – 4:00PM to 9:30AM – 4:00PM,
- ◆ Weekday: Discontinue 6:30AM and 10:30PM lineups, where lineups would be from 6:30AM – 9:00PM,
- ◆ 1 Call-A-Ride Weekday Service changes from 6:00AM – 9:00PM to 6:30AM – 8:30PM,
- ◆ 8 Call-A-Ride Weekday Service changes from 6:00AM – 7:00PM to 6:30AM – 7:00PM,
- ◆ Route 6: Discontinue route due to low ridership,
- ◆ Route 29X: Discontinue 5:15PM outbound trip due to low ridership,
- ◆ Route 39/M: Discontinue 39 outbound trip at 4:14PM and discontinue 39M inbound trip at 5:00PM,
- ◆ Route 43: Renamed/Rerouted/Schedule adjustments to Experimental Route 47/X Maumee-Arrowhead/Work Express with destinations/timepoints of downtown, University of Toledo Medical Campus, Maumee Assembly & Stamping, Arrowhead Park, Kroger, and Meijer.

Weekday							
ROUTES	Fall OB Trips	Fall IB Trips	Fall Total Daily Mileage	Winter OB Trips	Winter IB Trips	Winter Total Daily Mileage	PERCENT CHANGE
2	25	25	517.98	23	23	477.18	-8%
3	28	28	594.98	28	28	594.98	0%
5	25	25	491.75	23	23	452.41	-8%
6	11	11	262.05	0	0	0	-100%
10L	1	1	12.89	1	1	12.89	0%
12	28	29	274.94	26	27	250.51	-9%
14	24	26	278.68	23	25	267.54	-4%
15	25	25	477.8	23	23	444.9	-7%
16	25	25	471.75	23	23	434.01	-8%
17	25	25	421.85	23	23	388.4	-8%
19	25	25	496.75	22	23	446.26	-10%
20	31	32	670.44	28	29	610.26	-9%
22	25	25	448.5	23	23	412.62	-8%
26	24	24	504.41	23	23	487.77	-3%
27	26	26	529.62	23	23	471.58	-11%
28	25	28	362.36	25	27	355.14	-2%
29X	2	2	94.58	1	2	70.93	-25%
31	25	25	533.44	23	23	491	-8%
32	25	25	520.06	23	23	479.17	-8%
34	21	21	367.08	21	21	367.08	0%
35	11	11	267.63	11	11	267.63	0%
39	5	5	174.51	4	4	139.97	-20%
41	6	6	144.42	6	6	144.42	0%
43	6	5	214.44	0	0	0	-100%
44X	2	2	47.04	2	2	47.04	0%
47	0	0	0	6	4	155.38	100%
TOTAL	476	482	9,179.95	434	440	8,269.07	10%

Table 1: This table shows how many weekdays Outbound (OB) and Inbound (IB) trips and its total daily mileage for each route for the current 2018 Fall Assignment and the proposed 2019 Winter Assignment. The calculated percentage change from Fall to Winter Assignment is also presented to know which routes are considered a major service change under TARTA's policy.

Since TARTA proposes to eliminate the first and last lineup of weekday service (6AM and 10:30PM) and reduce the number of trips for some express routes all weekday routes were analyzed for this Title VI and Environmental Justice report. The following routes for weekday service are greater than 25% and are considered a major service change are 6, 29X, 43 and 47/X.

Saturday

ROUTES	Fall OB Trips	Fall IB Trips	Fall Total Daily Mileage	Winter OB Trips	Winter IB Trips	Winter Total Daily Mileage	PERCENT CHANGE
2	9	9	186.54	7	7	144.9	-22%
5	9	9	177.03	7	7	137.69	-22%
12	10	9	151.44	7	7	175.77	16%
15	9	9	160.1	7	7	122.38	-24%
16	9	9	169.83	7	7	132.09	-22%
17	9	9	146.8	7	7	120.8	-18%
19	9	9	182.53	7	7	137.47	-25%
20	9	9	193.81	7	7	150.06	-23%
22	9	9	165.33	7	7	128.59	-22%
26	5	5	102.3	4	4	85.66	-16%
27	9	9	182.9	7	7	142.62	-22%
28	10	9	134.03	7	8	106.6	-20%
31	9	9	193.92	7	7	145.6	-25%
32	9	9	186.81	7	7	143.32	-23%
34	5	5	86.65	4	4	69.32	-20%
TOTAL	129	127	2,420.02	99	100	1,942.87	-20%

Table 2: This table shows how many Saturdays Outbound (OB) and Inbound (IB) trips and its total daily mileage for each route for the current 2018 Fall Assignment and the proposed 2019 Winter Assignment. The calculated percentage change from Fall to Winter Assignment is also presented to know which routes are considered a major service change under TARTA's policy.

Since TARTA proposes to eliminate the first and last lineup of Saturday service (7:30AM and 7:30PM), all Saturday routes were analyzed for this Title VI and Environmental Justice report. The following routes for Saturday service are greater than 25% and are considered a major service change are routes 19 F/S/T and 31G/H.

Sunday

ROUTES	Fall OB Trips	Fall IB Trips	Fall Total Daily Mileage	Winter OB Trips	Winter IB Trips	Winter Total Daily Mileage	PERCENT CHANGE
2	10.96	18.88	165.72	0	0	0	-100%
5	10.09	9.58	491.75	0	0	0	-100%
12	10.05	5.66	135.73	0	0	0	-100%
15	29.47	32.53	141.24	0	0	0	-100%
16	10.04	8.83	150.96	0	0	0	-100%
17	16.74	16.71	133.8	0	0	0	-100%
19	28.87	33.9	160	0	0	0	-100%
20	33.25	31.1	172.87	0	0	0	-100%
22	8.48	9.89	146.96	0	0	0	-100%
26	21.57	21.26	102.3	0	0	0	-100%
27	20.82	19.87	162.76	0	0	0	-100%
28	21.18	19.22	113	0	0	0	-100%
31	21.83	20.61	169.76	0	0	0	-100%
32	20.05	21.27	164.85	0	0	0	-100%
34	9.47	7.86	86.65	0	0	0	-100%
TOTAL	272.87	277.17	2498.35	0	0	0	-100%

Table 3: This table shows how many Sundays Outbound (OB) and Inbound (IB) trips and its total daily mileage for each route for the current 2018 Fall Assignment and the proposed 2019 Winter Assignment. The calculated percentage change from Fall to Winter Assignment is also presented to know which routes are considered a major service change under TARTA's policy.

Since TARTA proposes to eliminate all Sunday service, all Sunday routes were analyzed for this Title VI and Environmental Justice report. All Sunday routes need to be considered for this Title VI and Environmental Justice report, since the total service change is -100%.

HOLIDAY							
ROUTES	Fall OB Trips	Fall IB Trips	Fall Total Daily Mileage	Winter OB Trips	Winter IB Trips	Winter Total Daily Mileage	PERCENT CHANGE
2	10.96	18.88	103.26	0	0	0	-100%
5	10.09	9.58	98.35	0	0	0	-100%
12	10.05	5.66	88.6	0	0	0	-100%
15	29.47	32.53	89.48	0	0	0	-100%
16	10.04	8.83	94.35	0	0	0	-100%
17	16.74	16.71	79.9	0	0	0	-100%
19	28.87	33.9	102.53	0	0	0	-100%
20	33.25	31.1	108.31	0	0	0	-100%
22	8.48	9.89	91.85	0	0	0	-100%
27	20.82	19.87	101.52	0	0	0	-100%
28	21.18	19.22	77.53	0	0	0	-100%
31	21.83	20.61	109.04	0	0	0	-100%
32	20.05	21.27	104.17	0	0	0	-100%
Total	241.83	248.05	1248.89	0	0	0	-100%

Table 4: This table shows how many Holiday Outbound (OB) and Inbound (IB) trips and its total daily mileage for each route for the current 2018 Fall Assignment and the proposed 2019 Winter Assignment. The calculated percentage change from Fall to Winter Assignment is also presented to know which routes are considered a major service change under TARTA’s policy.

Since TARTA proposes to eliminate all Holiday service, all Holiday routes were analyzed for this Title VI and Environmental Justice report. All Holiday routes need to be considered for this Title VI and Environmental Justice report, since the total service change is -100%.

The change will take place for the winter assignment originally scheduled to begin on December 30, 2018 but was later postponed until January 6, 2019. Since the daily mileage on some of the trips and elimination of Sunday and Holiday service is greater than 25%, these are considered a major service change. Public hearings explaining all of 2019 Winter assignment proposed changes to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Thursday, October 11, 2018 at TARTA’s administrative office building, 1127 W. Central Ave, Toledo, OH.

TARTA MAJOR SERVICE CHANGE POLICY

When considering changes in service, the General Manager of TARTA will establish a period of comment prior to the initiation of said changes, per the TARTA Public Comment-Service Change Policy. The period of public comment shall be of sufficient length and time before the implementation of said changes that the Board of Trustees can consider such comment in its deliberations. According to the Policy, public comment will be solicited when the following conditions apply:

- ◆ There is a change in service of 25 percent or more of the number of transit route miles of a route;
- or,

- ◆ Twenty-five percent or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made; or,
- ◆ A transit route is eliminated.

When it is deemed necessary that a service change be considered for continued operating efficiency, TARTA will set a period of time during which it will receive public comment both at a public hearing or hearings in a written form.

Per TARTA Policy, the system will publish the notice of public hearing no less than 21 days before said hearing, in one or more newspapers of general circulation. The notice will outline the date, time, and place of the hearing, and state the intent of the hearing. Notices are also posted on [www. TARTA.com](http://www.TARTA.com).

ANALYSIS

INTRODUCTION

In accordance with 49 CFR Section 21.9(b)(2), 49 CFR Section 21c.5(b)(7) and Appendix C to 49 CFR part 21, TARTA has prepared demographic and service profile analysis pertaining to the major service change that will affect weekday routes 6, 29X, 43 and 47/X, Saturday routes 19F/S/T and 31G/H, and all Sunday and Holiday service. The purpose of the analysis is to determine whether the changes will have disparate impacts on minority populations and disproportionate burden on individuals with low income. In this document, TARTA provides results of evaluation from the perspective of census tract, mileage, ridership, and land use changes.

EFFECTS OF PROPOSED SERVICE CHANGE ON MINORITY AND LOW-INCOME POPULATIONS

Route Changes

Weekday Route 6

As announced on TARTA’s website, Route 6 service will be discontinued for Winter Assignment. Originally the first day of this service change was scheduled for December 30th, 2018, has been postponed to January 6, 2019.

Route 6 service area had a total of 12 census tracts. Since TARTA proposes to eliminate route 6, the service area would affect all 12 census tracts. The following table gives the breakdown of population for minorities and low income as of the 2010 Census.

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
77	3,329	480	14	312	10
78	4,145	283	7	391	10
80	4,158	417	10	408	10
81	4,098	502	12	695	18
82.01	4,807	441	9	332	7
82.02	5,874	312	5	131	2
82.03	7,216	919	13	529	7
83.01	5,316	316	6	464	9
83.02	1,530	26	2	60	4
84	4,470	825	18	216	5
92.01	8,018	958	12	625	8
92.02	7,687	1,321	17	527	7
6 Total	60,648	6,800	11	4,690	8

Note: *Indicates Census tract that exceeds the TARTA service area average for Minority percentage and/or Low income percentage.

The TARTA service area average for minority percentage of population per census tract is 35% as of the 2010 census. The TARTA service area average for low-income percentage of population per census tract is 24% as of the 2010 census.

Route 6 intersects with zero (0) census tracts that have a higher percentage of a minority population than the system average of 35%. The average minority percentage for the entire 6 route coverage is 11%. Since this route will be eliminated, there will be a negative impact on the 11% minority population within route's coverage, however this is below the service area's average. There will be other options for the public to help mitigate the discontinuation of route 6.

Route 6 intersects with zero (0) census tracts that have a higher percentage of low-income population than the system average of 24%. The average low-income population for the entire route 6 is 8%. Since this route will be eliminated, there may be a disproportionate burden on the low-income population on the 8% low-income population within route's coverage, however this is below the service area's average.

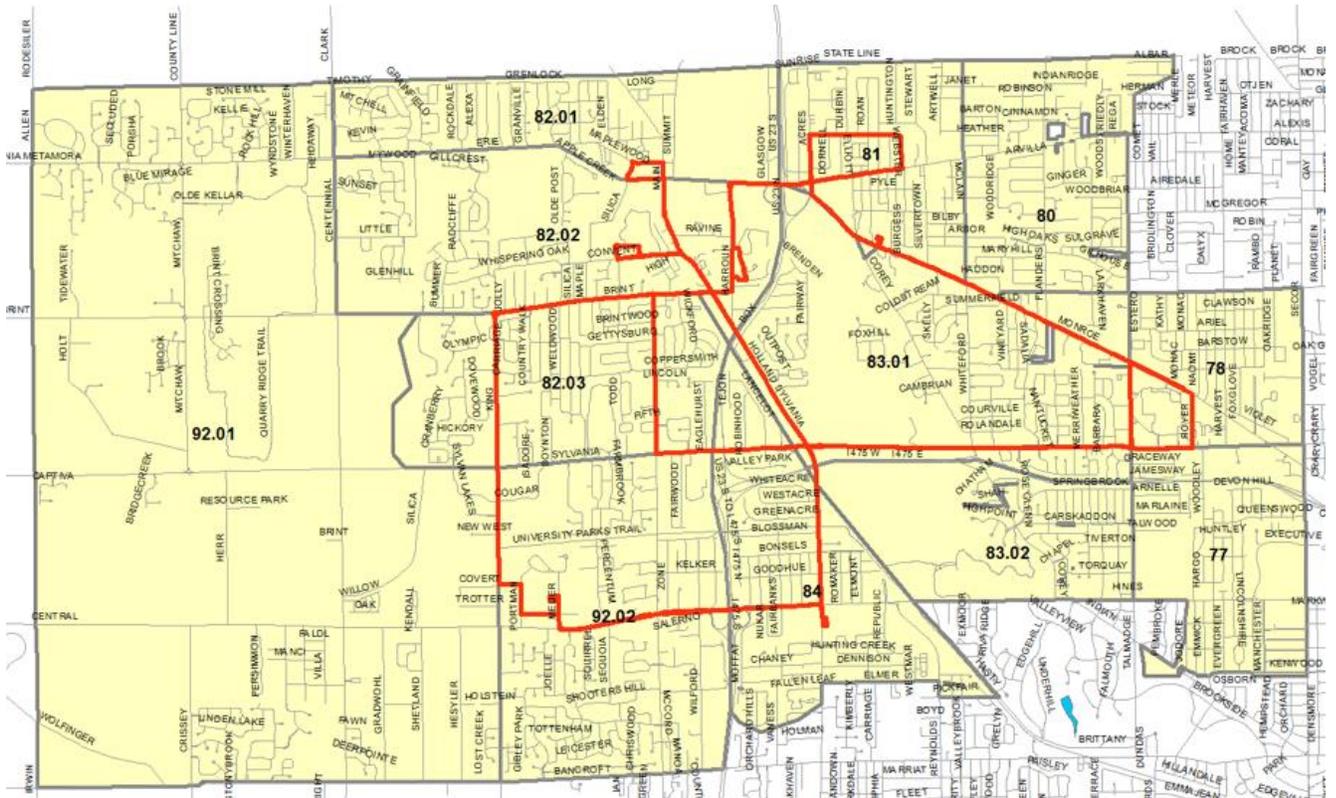


Figure 2- Visualization of the census tracts Route 6 intersects shown in red. Census tracts with a low-income percentage above 24% are in green (there are no census tracts in green).

Weekday Route 29X

As announced on TARTA’s website, Route 29X service will have schedule adjustment. Originally the first day of this service change was scheduled for December 30th, 2018, has been postponed to January 6, 2019.

Route 29X service area had twelve (12) census tracts. Eight (8) of these 12 census tracts includes expressway census tracts, where no passengers are picked-up or dropped-off. The following table gives the breakdown of population for minorities and low income as of the 2010 Census, including the 8 census tracts that do not reflect passenger service (highlighted yellow).

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
28	1,220	625	51*	420	34*
34	735	648	88*	516	73*
37	1,486	1,301	88*	1,227	83*
52	3,399	507	15	1,071	32*
54	3,587	1,605	45*	1,098	31*
71.02	3,861	243	6	179	5
89.02	6,169	469	8	89	2
90	11,797	978	8	354	3
103	2,423	1,306	54*	1,149	49*
201	5,319	355	7	314	6
203	4,980	382	8	414	8
207	6,391	415	7	970	15
TOTAL	51,367	8,834	17	7,801	15
TOTAL-NO EXPRESS	9,610	3,043	32	2,252	23

Note: *Indicates Census tract that exceeds the TARTA service area average for minority percentage and/or low-income percentage.

The TARTA service area average for minority percentage of population per census tract is 35% as of the 2010 census. The TARTA service area average for low-income percentage of population per census tract is 24% as of the 2010 census.

The 29X intersects with five (5) census tracts that have a higher percentage of a minority population than the system average of 35%. These are census tracts 28, 34, 37, 54, and 103. Only three (3) of these 5 census tracts reflect portion of the route that can pick up and drop off passengers: 28, 34, and 37. The average minority percentage for the entire 29X route coverage is 17%. The average minority percentage for the portion of the route that provides passenger service is 32%. The location of route 29X census tracts with above average minority population are located within the downtown area. Since this route will have significant schedule adjustment, there may be a negative impact on the 32% minority population living within the 29X portion of the route, however this is below the area's average of minority population.

The 29X intersects with six (6) census tracts that have a higher percentage of low-income population than the system average of 24%. These are census 28, 34, 37, 52, 54, and 103. Only three (3) of these 5

census tracts reflect portion of the route that can pick up and drop off passengers: 28, 34, and 37. The average low-income population for the entire 29X route is 15%. The average low-income population for the portion of the route that provides passenger service is 23%. The location of route 29X census tracts with above average minority population are located within the downtown area and a portion of East Toledo. Since this route will have significant schedule adjustment, there may be a disproportionate burden on the 23% low-income population, however this is below the area's average of low-income population.

The concentrations of low income and minority populations provided in the table are based on the following formulas recommended by the Federal Transit Administration (FTA).

- Minority proportion in the impacted area = $\frac{\text{Minority population in impacted Census Tracts}}{\text{Total population in the same set of Census Tracts}}$.
- Low-income proportion in the impacted area = $\frac{\text{Low-income population in impacted Census Tracts}}{\text{Total population in the same set of Census Tracts}}$.



Figure 3- Visualization of the census tracts Route 29X intersects shown in red. Census tracts with a minority percentage above 35% are in blue.

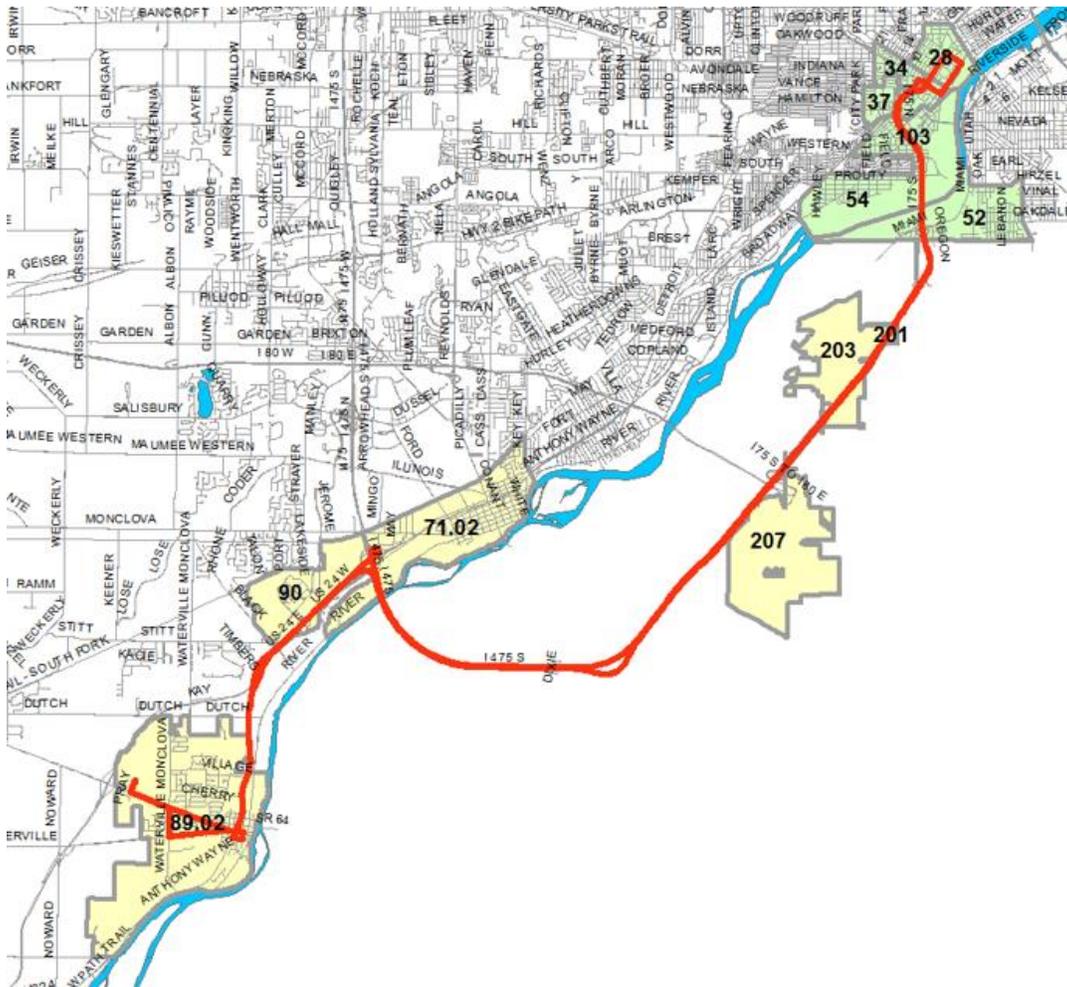


Figure 4- Visualization of the census tracts Route 29X intersects shown in red. Census tracts with a low-income percentage above 24% are in green.

Weekday Routes 43 and 47/X

As announced on TARTA’s website, Route 43 service will be renamed, rerouted, and have schedule adjustments to Experimental Route 47/X Maumee-Arrowhead/Work Express. Originally the first day of this service change was scheduled for December 30th, 2018, has been postponed to January 6, 2019.

The original 43 service area had a total of 19 census tracts. With the rename, reroute, and schedule adjustments of route 43, the service area would affect all 19 census tracts. The following table gives the breakdown of population for minorities and low income as of the 2010 Census.

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
28	1,220	625	51*	420	34*
37	1,486	1,301	88*	1,227	83*
39	5,138	1,830	36*	1,473	29*
40	2,160	1,325	61*	954	44*
42	1,476	429	29	519	35*
44	4,333	1,716	40*	631	15
45.03	2,756	376	14	175	6
45.04	3,482	236	7	94	3
68	5,191	3,030	58*	2,131	41*
69	2,337	169	7	95	4
70.01	3,821	238	6	308	8
70.02	2,021	45	2	80	4
71.01	4,602	509	11	724	16
71.02	3,861	243	6	179	5
72.03	4,071	607	15	140	3
72.04	4,472	1,055	24	488	11
72.05	5,764	2,314	40*	1,286	22
102	2,204	340	15	262	12
103	2,423	1,306	54*	1,149	47*
43 Total	62,818	17,694	28	12,335	20

Note: *Indicates Census tract that exceeds the TARTA service area average for minority percentage and/or low-income percentage.

The TARTA service area average for minority percentage of population per census tract is 35% as of the 2010 census. The TARTA service area average for low-income percentage of population per census tract is 24% as of the 2010 census.

The 43 intersects with 8 census tracts that have a higher percentage of a minority population than the system average of 35%. These are census tracts 28, 37, 39, 40, 44, 68, 72.05, and 103. The average

minority percentage for the entire 43 route coverage is 28%. The location of route 43 census tracts with above average minority population is located within the downtown area, center city, surroundings of Airport Highway, and the Southwyck Loop neighborhood. Since this route will have significant schedule adjustment, there may be a negative impact on the minority population. However, there will be other options for the public, even for those living in census tracts with above average minority population, to help mitigate the fewer 43 trips.

Route 43 is being renamed and rerouted with modification in the schedule to route 47/X. These two routes both have 19 census tracts, where 16 of these census tracts are the same. One reason for the revised 47/X route is due to low ridership on route 43. Route 43 was considered an unattractive route to take, since it took too long to get to Maumee. Therefore route 47/X has 8 census tracts that will be expressed on the Anthony Wayne Trail as opposed to using main streets. Any negative impact felt through this experimental route should be minimal due since there is similar coverage. There is mitigation through being able to utilize route 34, which is similar coverage as route 43.

The 43 intersects with seven (7) census tracts that have a higher percentage of low-income population than the system average of 24%. These are census 28, 37, 39, 40, 42, 68, and 103. The average low-income population for the entire 43 route is 20%. Since this route will have significant schedule adjustment, there may be a disproportionate burden on the low-income population. The location of route 43 census tracts with above average minority population is located within the downtown area, center city, and some census blocks surrounding of Airport Highway.

The proposed 47/X service area had a total of 19 census tracts, where Route 47 has 18 census tracts, and 47X has 15 census tracts. Most of both routes have census tracts that overlap, except route 47 has 4 census tracts that do not overlap 47X, and route 47X has 2 census tracts that do not overlap 47. Nine (9) of these 19 census tracts includes expressway census tracts, where no passengers are picked-up or dropped-off. The following table gives the breakdown of population for minorities and low income as of the 2010 Census, including the 9 census tracts that do not reflect passenger service (highlighted yellow).

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
<u>28</u>	1,220	625	51*	420	46*
<u>34</u>	735	648	88*	516	73*
<u>37</u>	1,486	1,301	88*	1,227	83*
<u>40</u>	2,160	1,325	61*	954	44*
<u>42</u>	1,476	429	29	519	35*
<u>44</u>	4,333	1,716	40*	631	15
45.01	2,817	406	14	306	11
<u>45.03+</u>	2,756	376	14	175	6
<u>45.04++</u>	3,482	236	7	94	3
54	3,587	1,605	45*	1,098	31*
<u>68+</u>	5,191	3,030	58*	2,131	42*
<u>69+</u>	2,337	169	7	95	4
<u>70.01</u>	3,821	238	6	308	8
<u>70.02</u>	2,021	45	2	80	4
<u>71.01</u>	4,602	509	11	724	16
<u>71.02</u>	3,861	243	6	179	5
<u>72.03+</u>	4,071	607	15	140	4
<u>102</u>	2,204	340	15	262	12
<u>103</u>	2,423	1,306	54*	1,149	49*
47/X Total All Census Tracts	54,583	15,154	28	11,008	20
47 Total All Census Tracts	47,514	13,313	28	9,816	21

47 Total Census Tracts (No Express)	28,463	7,848	28	5,869	21
47X Total All Census Tracts	40,228	10,972	27	8,467	21
47X Total Census Tracts (No Express)	14,108	3,666	26	3,328	24*

Note: *Indicates Census tract that exceeds the TARTA service area average for minority percentage and/or low-income percentage. The yellow highlights designate the census tracts that 47/X runs through but does not pick up/drop off any passengers while on express roads. + Indicates census tracts for Route 47 only. ++ Indicates census tracts for Route 47X only. The census tracts that are underlined indicate that route 43 also goes through the same census tracts.

The 47/X intersects with 8 census tracts that have a higher percentage of a minority population than the system average of 35%. These are census tracts 28, 34, 37, 40, 42, 54, 68, and 103. Only four (4) of these 8 census tracts reflect portion of the route that can pick up and drop off passengers: 28, 34, 37, and 68. The average minority percentage for the entire 47 route coverage is 28%. The average minority percentage for the portion of the route that provides passenger service is 28%. The average minority percentage for the entire 47X route coverage is 27%. The average minority percentage for the portion of the route that provides passenger service is 26%. The location of these census tracts is located within the downtown, portion of South Toledo and University of Toledo's Medical Campus of the routes.

The 47/X intersects with eight (8) census tracts that have a higher percentage of low-income population than the system average of 24%. These are census 28, 34, 37, 40, 44, 54, 68, and 103. Only four (4) of these 8 census tracts reflect portion of the route that can pick up and drop off passengers: 28, 34, 37, and 68. The average low-income population for the entire 47 route is 21%. The average low-income population percentage for the portion of the route that provides passenger service is 21%. The average low-income population percentage for the entire 47X route coverage is 21%. The average low-income population percentage for the portion of the route that provides passenger service is 24%. Since this route will have significant schedule adjustment, there may be a disproportionate burden on the low-income population. The location of these census tracts is located within the downtown, portion of South Toledo and University of Toledo's Medical Campus of the routes.

The concentrations of low income and minority populations provided in the table are based on the following formulas recommended by the Federal Transit Administration (FTA).

- Minority proportion in the impacted area = Minority population in impacted Census Tracts / Total population in the same set of Census Tracts.
- Low-income proportion in the impacted area = Low-income population in impacted Census Tracts / Total population in the same set of Census Tracts.

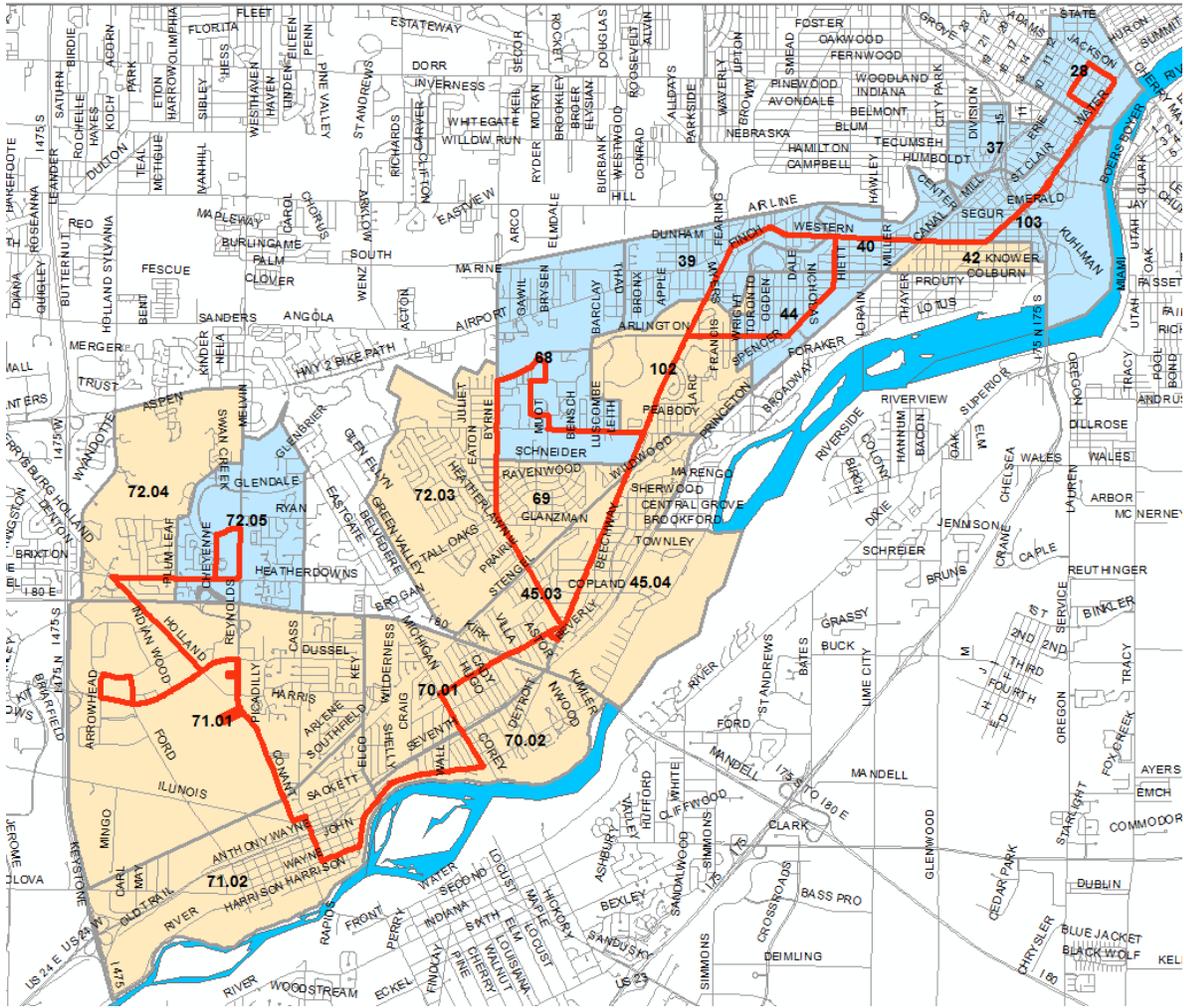


Figure 5- Visualization of the census tracts Route 43 intersects shown in red. Census tracts with a minority percentage above 35% are in blue.

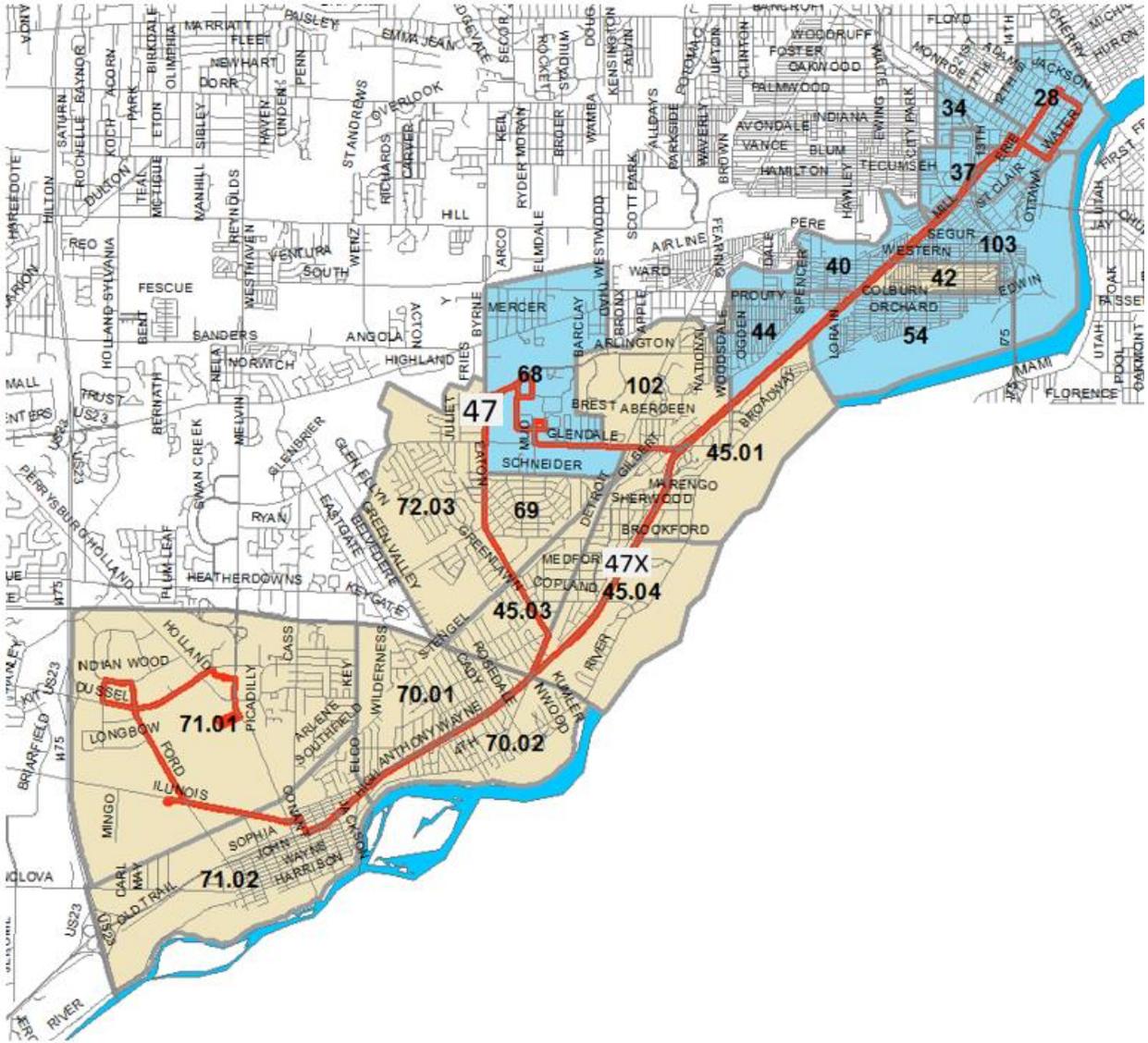


Figure 7- Visualization of the census tracts Route 47/X intersects shown in red. Census tracts with a minority percentage above 35% are in blue.

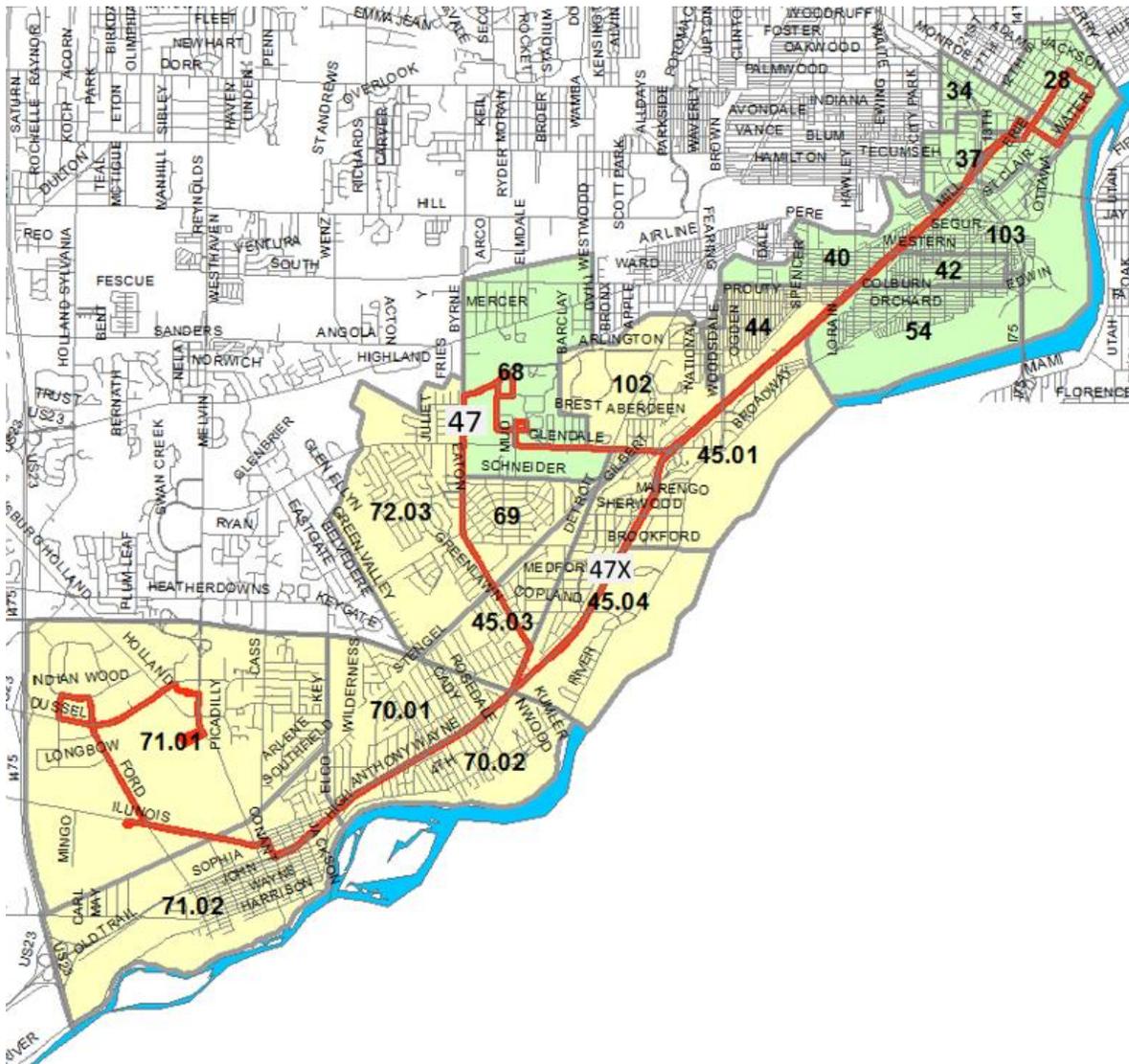


Figure 8- Visualization of the census tracts Route 47/X intersects shown in red. Census tracts with a low-income percentage above 24% are in green.

Saturday 19F/S/T

As announced on TARTA’s website, Saturday service will have schedule adjustment where the first and last lineup discontinued. Since 19T is the longest branch of the 19 and was the first and last trip of the lineup, the daily Saturday mileage went down and is considered a major service change above 25%. Originally the first day of this service change was scheduled for December 30th, 2018, has been postponed to January 6, 2019.

The original 19 service area had a total of 27 census tracts. With the Saturday schedule adjustments of route 19, the service area would affect all 27 census tracts. The following table gives the breakdown of population for minorities and low income as of the 2010 Census.

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
2	4,239	936	22	569	13
3	4,685	683	15	833	18
4	3,608	1,247	35*	945	26*
6	5,248	1,592	30	1,184	23
7	4,994	1,813	36*	762	15
8	1,352	1,248	92*	707	52*
9	2,729	1,896	69*	921	34*
16	3,221	2,505	78*	825	26*
17	1,978	1,110	56*	673	34*
22	1,564	1,301	83*	808	52*
23	1,541	1,282	83*	852	55*
28	1,220	625	51*	420	34*
29	1,640	1,254	76*	1,416	86*
58.02++++	5,017	277	6	835	17
59.01++++	2,771	170	6	157	6
59.02++++	4,334	663	15	745	17
60+++	2,480	202	8	236	10
61	3,291	287	9	177	5
62++++	2,804	344	12	425	15
63+	3,007	598	20	430	14
64+	2,409	303	13	340	14
77	3,329	480	14	312	9
78	4,145	283	7	391	9
79.01++++	1,891	109	6	136	7
79.02++++	5,410	750	14	640	12
80++	4,158	417	10	408	10

83.01	5,316	316	6	464	9
19 Total	88,381	22,691	26	16,611	19

Note: *Indicates census tract that exceeds the TARTA service area average for minority percentage and/or low-income percentage. +indicates census tract that only provides service to branch 19F. ++ indicates census tracts that only provide service to branch 19T. +++indicates census tracts that only provide services to branches 19F/S. ++++indicates census tracts that only provide service to branches 19S/T.

The TARTA service area average for minority percentage of population per census tract is 35% as of the 2010 census. The TARTA service area average for low-income percentage of population per census tract is 24% as of the 2010 census.

The 19 intersects with ten (10) census tracts that have a higher percentage of a minority population than the system average of 35%. These are census tracts 4, 7, 8, 9, 16, 17, 22, 23, 28, and 29. The average minority percentage for the entire 19 route coverage is 26%. The location of route 19 census tracts with above average minority population is located within the downtown area and Cherry St corridor. Since this route will have significant schedule adjustment, there may be a negative impact on the minority population, even though this route is not defined as a minority route.

The 19 intersects with nine (9) census tracts that have a higher percentage of low-income population than the system average of 24%. These are census 4, 8, 9, 16, 17, 22, 23, 28, and 29. The average low-income population for the entire 19 route is 19%. Since this route will have significant schedule adjustment, there may be a disproportionate burden on the low-income population, even though this route is not considered a low-income route. The location of route 19 census tracts with above average minority population is located within the downtown area and Cherry St corridor.

Since the discontinuation of the first and last lineup affect the branch 19T, TARTA looked closely at the designated census tracts that this branch has. Route 19F, 19S and 19T share the same census tracts, except for census tracts 58.02, 59.01, 59.02, 60, 62, 63, 64, 79.01, 79.02 and 80. There is only one census tract that is only covered by 19T branch and not by the others, census tract 80. All of the previously listed census tracts have low percentages for minority and low-income populations. Therefore, there is no disparate impact and disproportionate burden on the population of this route.

The concentrations of low income and minority populations provided in the table are based on the following formulas recommended by the Federal Transit Administration (FTA).

- Minority proportion in the impacted area = Minority population in impacted Census Tracts / Total population in the same set of Census Tracts.
- Low-income proportion in the impacted area = Low-income population in impacted Census Tracts / Total population in the same set of Census Tracts.

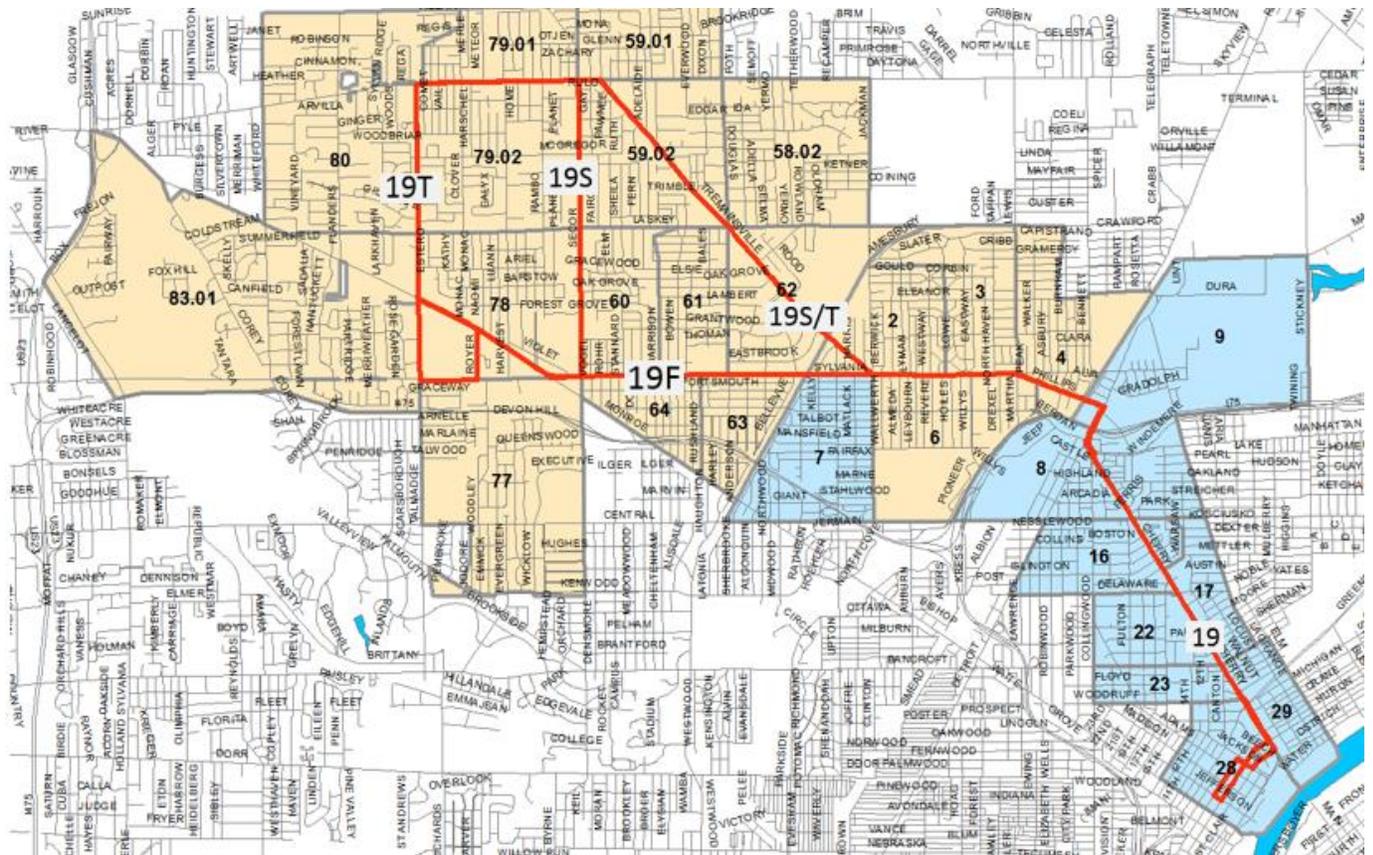


Figure 9- Visualization of the census tracts Route 19 intersects shown in red. Census tracts with a minority percentage above 35% are in blue.

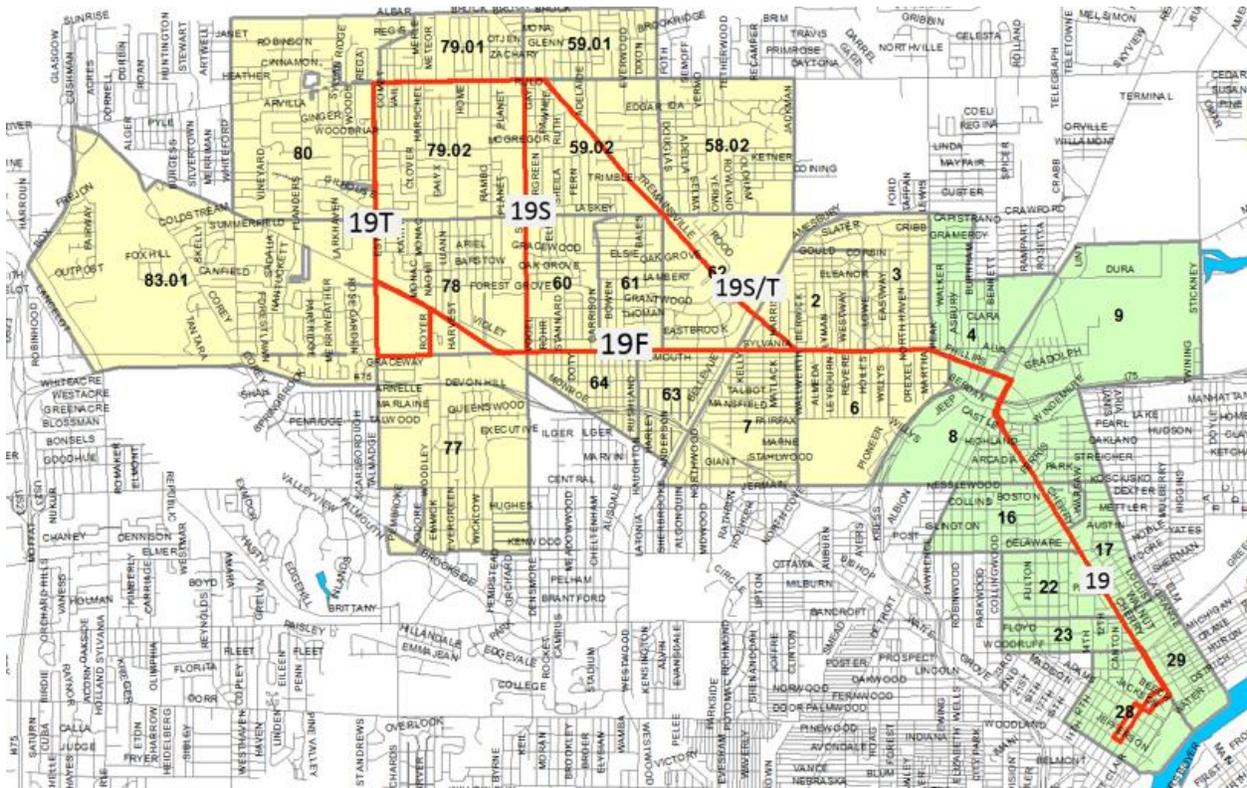


Figure 10- Visualization of the census tracts Route 19 intersects shown in red. Census tracts with a low-income percentage above 24% are in green.

Saturday 31G/H

As announced on TARTA’s website, Saturday service will have schedule adjustment where the first and last lineup discontinued. Since 31H is a longer branch of the 31 and was the first and last trip of the lineup, the daily Saturday mileage went down and is considered a major service change above 25%. Originally the first day of this service change was scheduled for December 30th, 2018, has been postponed to January 6, 2019.

The current 31 service area had a total of 14 census tracts. With the Saturday schedule adjustments of route 31, the service area would affect all 14 census tracts. The following table gives the breakdown of population for minorities and low income as of the 2010 Census.

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
28	1,220	625	51*	420	34*
37	1,486	1,301	88*	1,227	83*
42	1,476	429	29	519	35*
45.01	2,817	406	14	306	11
45.04	3,482	236	7	94	3
54	3,587	1,605	45*	1,098	31*
68	5,191	3,030	58*	2,131	41*
69+	2,337	169	7	95	4
71.01+	4,602	509	11	724	16
72.02	3,670	1,012	28	544	15
72.03	4,071	607	15	140	3
72.05	5,764	2,314	40*	1,286	22
102	2,204	340	15	262	12
103	2,423	1,306	54*	1,149	47*
31 Total	44,330	13,889	31	9,995	23

Note: *Indicates Census tract that exceeds the TARTA service area average for minority percentage and/or low-income percentage. + Indicates census tracts that provides service to the 31H branch only.

The TARTA service area average for minority percentage of population per census tract is 35% as of the 2010 census. The TARTA service area average for low-income percentage of population per census tract is 24% as of the 2010 census.

The 31 intersects with six (6) census tracts that have a higher percentage of a minority population than the system average of 35%. These are census tracts 28, 37, 54, 68, 72.05, and 103. The average minority percentage for the entire 31 route coverage is 31%. The location of route 31 census tracts with above average minority population is located within the downtown area, center city, the University of Toledo's Medical Campus neighborhood, and the Southwyck Loop neighborhood. Since this route will have significant schedule adjustment, there may be a negative impact on the minority population, even though this route is not defined as a minority route.

The 31 intersects with six (6) census tracts that have a higher percentage of low-income population than the system average of 24%. These are census 28, 37, 42, 54, 68, and 103. The average low-income population for the entire 31 route is 23%. Since this route will have significant schedule adjustment,

there may be a disproportionate burden on the low-income population, even though this route is not considered a low-income route. The location of route 31 census tracts with above average minority population is located within the downtown area, center city, and some census blocks surrounding the University of Toledo's Medical Campus.

Since the discontinuation of the first and last lineup affect the branch 31H, TARTA looked closely at the designated census tracts that this branch has. Route 31G and 31H share the same census tracts, except for census tracts 69 and 71.01, which is designated to 31H only. These census tracts have low percentages for minority and low-income populations. Therefore, there is no disparate impact and disproportionate burden on the population of this route.

The concentrations of low income and minority populations provided in the table are based on the following formulas recommended by the Federal Transit Administration (FTA).

- Minority proportion in the impacted area = $\frac{\text{Minority population in impacted Census Tracts}}{\text{Total population in the same set of Census Tracts}}$.
- Low-income proportion in the impacted area = $\frac{\text{Low-income population in impacted Census Tracts}}{\text{Total population in the same set of Census Tracts}}$.

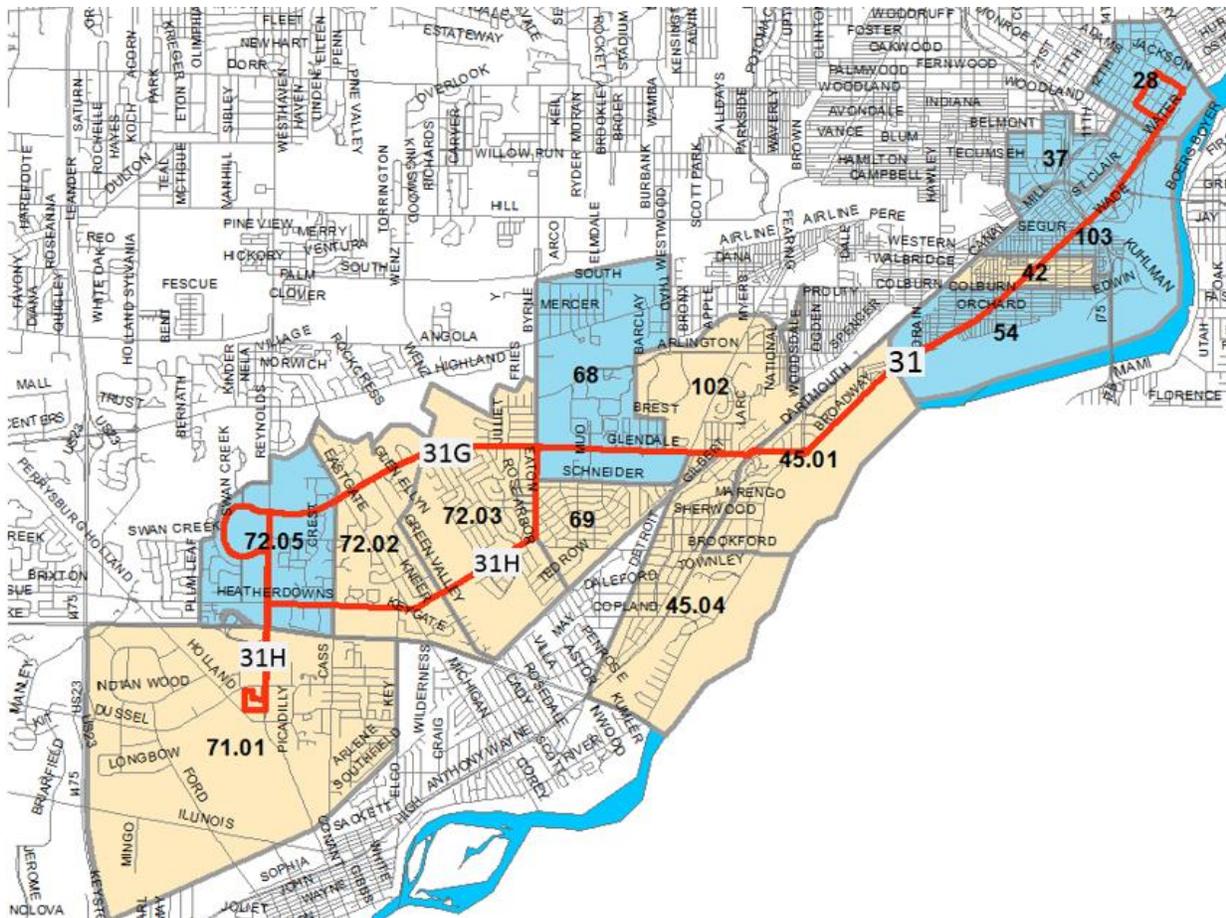


Figure 31- Visualization of the census tracts Route 31 intersects shown in red. Census tracts with a minority percentage above 35% are in blue.



Figure 14- Visualization of the census tracts Route 31 intersects shown in red. Census tracts with a low-income percentage above 24% are in green.

Sunday

As announced on TARTA’s website, Sunday service will be discontinued for Winter Assignment. Originally the first day of this service change was scheduled for December 30th, 2018, has been postponed to January 6, 2019.

Sunday service area had a total of 103 census tracts. Since the service will be discontinued, the service area would affect all 103 census tracts. The following table gives the breakdown of population for minorities and low income as of the 2010 Census.

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
2	4,239	936	22	569	13
3	4,685	683	15	833	18
4	3,608	1,247	35*	945	26*
6	5,248	1,592	30	1,184	23
7	4,994	1,813	36*	762	15
8	1,352	1,248	92*	707	52*
9	2,729	1,896	69*	921	34*
10	3,702	2,501	68*	1,248	34*
11	3,313	2,420	73*	972	29*
12.01	2,455	825	34	302	12
12.02	2,312	1,652	71*	1,518	66*
13.01	2,613	167	6	129	5
13.02	1,979	781	39*	493	25*
13.03	2,958	1,395	47*	423	14
14	1,482	1,257	85*	407	27*
15	1,512	1,464	97*	402	27*
16	3,221	2,505	78*	825	26*
17	1,978	1,110	56*	673	34*

18	2,552	1,804	71*	1,245	49*
19	2,091	1,709	82*	1,280	61*
20	1,846	506	27	806	44*
21	2,973	1,798	60*	694	23
22	1,564	1,301	83*	808	52*
23	1,541	1,282	83*	852	55*
24.01	3,811	2,058	54*	1,934	51*
24.02	1,771	1,733	98*	811	46*
25	2,448	2,397	98*	777	32*
26	1,366	1,365	100*	310	23
27	763	472	62*	332	44*
28	1,220	625	51*	420	34*
29	1,640	1,254	76*	1,416	86*
30	2,031	1,203	59*	941	46*
31	1,195	1,136	95*	432	36*
32	1,492	1,463	98*	561	38*
33	1,733	1,681	97*	785	45*
34	735	648	88*	516	70*
35	1,618	1,577	97*	505	31*

36	1,634	1,535	94*	855	52*
37	1,486	1,301	88*	1,227	83*
39	5,138	1,830	36*	1,473	29*
40	2,160	1,325	61*	954	44*
42	1,476	429	29*	519	35*
44	4,333	1,716	40*	631	15
45.01	2,817	406	14	306	11
45.03	2,756	376	14	175	6
45.04	3,482	236	7	94	3
46	2,835	889	31	754	27*
47.01	2,912	918	32	1,232	42*
47.02	4,217	1,445	34	1,734	41*
48	3,428	1,106	32	1,646	48*
49	2,861	906	32	1,107	39*
50	2,112	546	26	409	19
51	4,916	1,880	38*	2,622	53*
52	3,399	507	15	1,071	32*
53	2,237	1,049	47*	627	28*
54	3,587	1,605	45*	1,098	31*

55.01	2,989	231	8	424	14
55.02	3,097	123	4	202	7
55.03	2,152	236	11	127	6
56	5,777	690	12	858	15
57.01	3,610	635	18	1,146	32*
57.02	5,217	752	14	651	12
57.03	2,417	261	11	407	17
58.01	3,740	853	23	426	11
58.02	5,017	277	6	835	17
59.02	4,334	663	15	745	17
60	2,480	202	8	236	10
61	3,291	287	9	177	5
62	2,804	344	12	425	15
63	3,007	598	20	430	14
64	2,409	303	13	340	14
65	2,262	813	36*	427	19
66	2,616	1,658	63*	973	37*
67	1,456	865	59*	395	27*
68	5,191	3,030	58*	2,131	41*

69	2,337	169	7	95	4
71.01	4,602	509	11	724	16
72.02	3,670	1,012	28	544	15
72.03	4,071	607	15	140	3
72.04	4,472	1,055	24	488	11
72.05	5,764	2,314	40*	1,286	22
73.01	4,540	1,463	32	758	17
73.02	3,648	2,215	61*	666	18
73.03	5,360	3,862	72*	2,041	38*
74	5,436	3,218	59*	1,411	26*
75	4,226	1,884	45*	1,234	29*
76	4,541	706	16	117	3
77	3,329	480	14	312	9
78	4,145	283	7	391	9
79.01	1,891	109	6	136	7
79.02	5,410	750	14	640	12
80	4,158	417	10	408	10
81	4,098	502	12	695	17
83.01	5,316	316	6	464	9

83.02	1,530	26	2	60	4
84	4,470	825	18	216	5
85	4,144	1,364	33	788	19
86	5,277	1,393	26	947	18
92.02	7,687	1,321	17	527	7
100.01	3,974	577	15	261	7
102	2,204	340	15	262	12
103	2,423	1,306	54*	1,149	47*
104	3,221	769	24	77	2
Total	326,366	114,122	35*	75,464	23

Note: *Indicates Census tract that exceeds the TARTA service area average for minority percentage and/or low-income percentage.

The TARTA service area average for minority percentage of population per census tract is 35% as of the 2010 census. The TARTA service area average for low-income percentage of population per census tract is 24% as of the 2010 census.

Sunday service intersects with 50 census tracts that have a higher percentage of a minority population than the system average of 35%. These are census tracts 4, 7, 8, 9, 10, 11, 12.02, 13.02, 13.03, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24.01, 24.02, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 39, 40, 42, 44, 51, 53, 54, 65, 66, 67, 68, 72.05, 73.02, 73.03, 74, 75, and 103. The average minority percentage for Sunday service coverage is 35%. The location of Sunday service census tracts with above average minority population is located within the downtown area, center city, central portions of south, west and east Toledo. Since Sunday service will be discontinued, there will be a negative impact on the minority population.

Sunday intersects with 50 census tracts that have a higher percentage of low-income population than the system average of 24%. These are census tracts 4, 8, 9, 10, 11, 12.02, 13.02, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24.01, 24.02, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 39, 40, 42, 46, 47.01, 47.02, 48, 49, 51, 52, 53, 54.1, 57.01, 66, 67, 68, 73.03, 74, 75, and 103. The average low-income population for the entire Sunday service is 23%. Since Sunday service will be discontinued, there will be a negative burden on the low-income population. The location of Sunday service census tracts with above average minority

population is located within the downtown area, center city, and central portions of west, north and east Toledo.

The concentrations of low income and minority populations provided in the table are based on the following formulas recommended by the Federal Transit Administration (FTA).

- Minority proportion in the impacted area = Minority population in impacted Census Tracts / Total population in the same set of Census Tracts.
- Low-income proportion in the impacted area = Low-income population in impacted Census Tracts / Total population in the same set of Census Tracts.

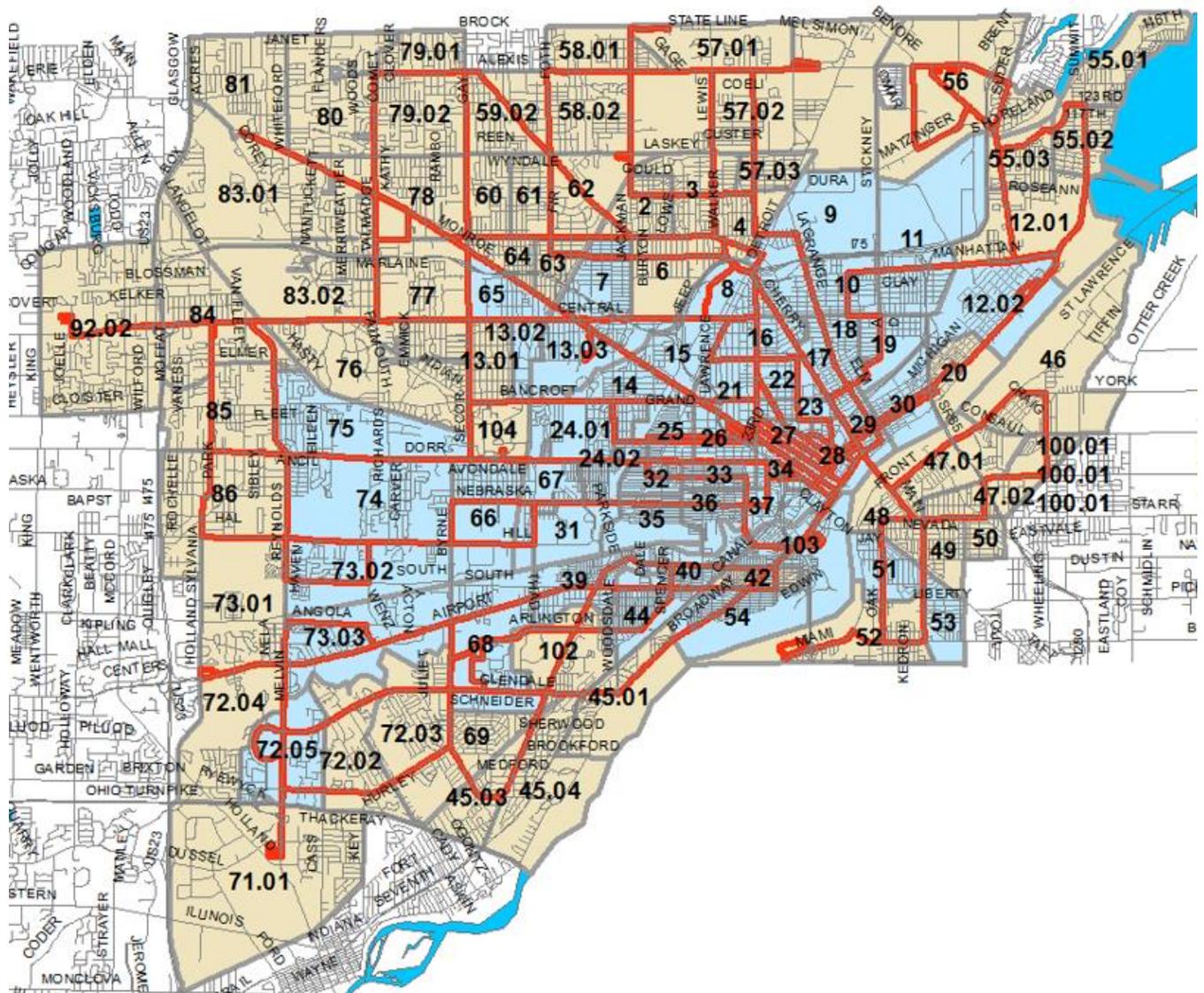


Figure 13- Visualization of the census tracts Sunday service intersects shown in red. Census tracts with a minority percentage above 35% are in blue.

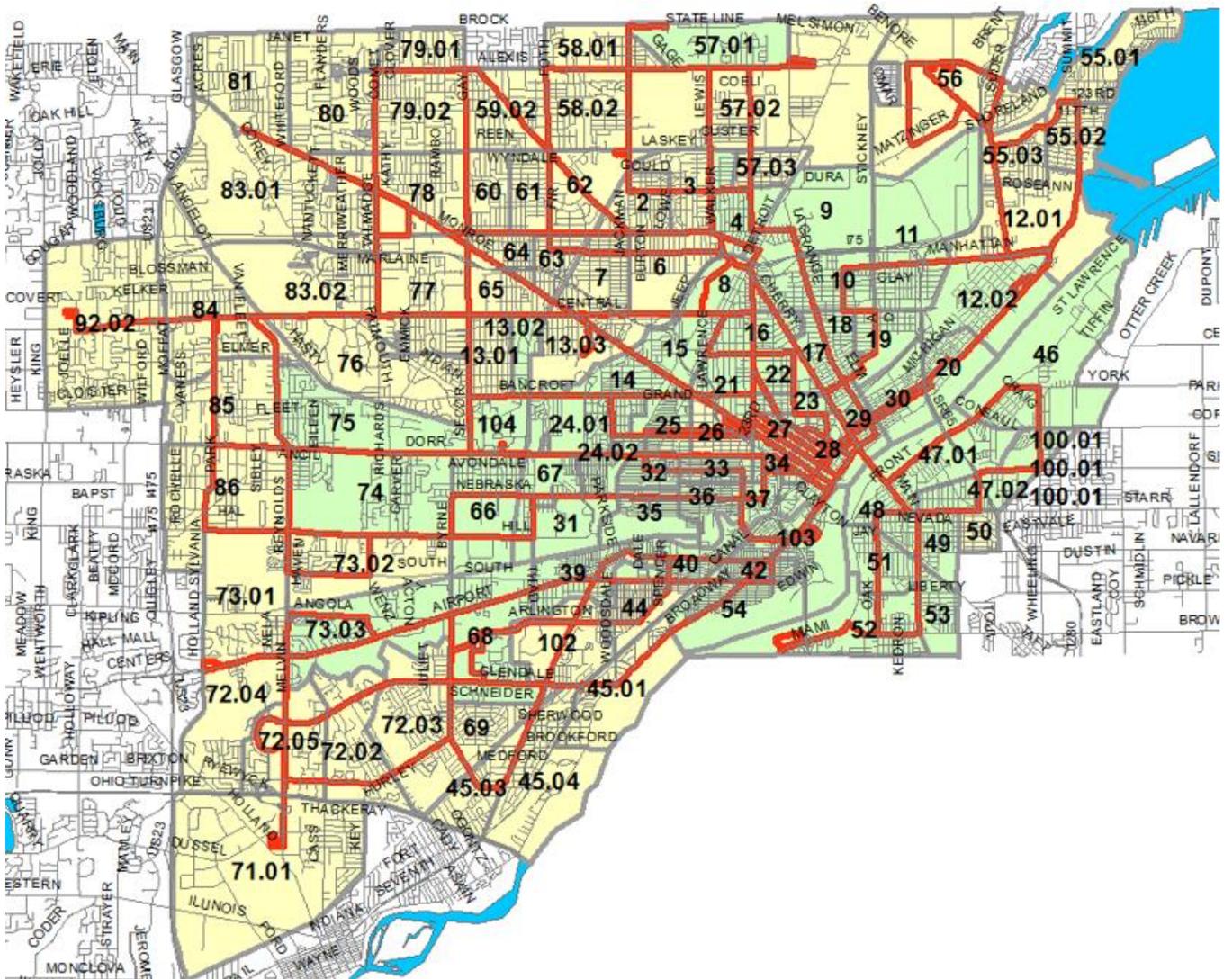


Figure 14- Visualization of the census tracts Sunday service intersects shown in red. Census tracts with a low-income percentage above 24% are in green.

Holiday

As announced on TARTA’s website, Holiday service will be discontinued for Winter Assignment. Originally the first day of this service change was scheduled for December 30th, 2018, has been postponed to January 6, 2019.

Holiday service area had a total of 102 census tracts. Since the service will be discontinued, the service area would affect all 102 census tracts. The following table gives the breakdown of population for minorities and low income as of the 2010 Census.

CENSUS TRACT	Total Population	Minority Population	Minority % of Population	Low Income Population	Low Income % of Population
2	4,239	936	22	569	13
3	4,685	683	15	833	18
4	3,608	1,247	35*	945	26*
6	5,248	1,592	30	1,184	23
7	4,994	1,813	36*	762	15
8	1,352	1,248	92*	707	52*
9	2,729	1,896	69*	921	34*
10	3,702	2,501	68*	1,248	34*
11	3,313	2,420	73*	972	29*
12.01	2,455	825	34	302	12
12.02	2,312	1,652	71*	1,518	66*
13.01	2,613	167	6	129	5
13.02	1,979	781	39*	493	25*
13.03	2,958	1,395	47*	423	14
14	1,482	1,257	85*	407	27*
15	1,512	1,464	97*	402	27*
16	3,221	2,505	78*	825	26*
17	1,978	1,110	56*	673	34*

18	2,552	1,804	71*	1,245	49*
19	2,091	1,709	82*	1,280	61*
20	1,846	506	27	806	44*
21	2,973	1,798	60*	694	23
22	1,564	1,301	83*	808	52*
23	1,541	1,282	83*	852	55*
24.01	3,811	2,058	54*	1,934	51*
24.02	1,771	1,733	98*	811	46*
25	2,448	2,397	98*	777	32*
26	1,366	1,365	100*	310	23
27	763	472	62*	332	44*
28	1,220	625	51*	420	34*
29	1,640	1,254	76*	1,416	86*
30	2,031	1,203	59*	941	46*
31	1,195	1,136	95*	432	36*
32	1,492	1,463	98*	561	38*
33	1,733	1,681	97*	785	45*
34	735	648	88*	516	70*
35	1,618	1,577	97*	505	31*

36	1,634	1,535	94*	855	52*
37	1,486	1,301	88*	1,227	83*
39	5,138	1,830	36*	1,473	29*
40	2,160	1,325	61*	954	44*
42	1,476	429	29*	519	35*
44	4,333	1,716	40*	631	15
45.01	2,817	406	14	306	11
45.04	3,482	236	7	94	3
46	2,835	889	31	754	27*
47.01	2,912	918	32	1,232	42*
47.02	4,217	1,445	34	1,734	41*
48	3,428	1,106	32	1,646	48*
49	2,861	906	32	1,107	39*
50	2,112	546	26	409	19
51	4,916	1,880	38*	2,622	53*
52	3,399	507	15	1,071	32*
53	2,237	1,049	47*	627	28*
54	3,587	1,605	45*	1,098	31*
55.01	2,989	231	8	424	14

55.02	3,097	123	4	202	7
55.03	2,152	236	11	127	6
56	5,777	690	12	858	15
57.01	3,610	635	18	1,146	32*
57.02	5,217	752	14	651	12
57.03	2,417	261	11	407	17
58.01	3,740	853	23	426	11
58.02	5,017	277	6	835	17
59.02	4,334	663	15	745	17
60	2,480	202	8	236	10
61	3,291	287	9	177	5
62	2,804	344	12	425	15
63	3,007	598	20	430	14
64	2,409	303	13	340	14
65	2,262	813	36*	427	19
66	2,616	1,658	63*	973	37*
67	1,456	865	59*	395	27*
68	5,191	3,030	58*	2,131	41*
69	2,337	169	7	95	4

71.01	4,602	509	11	724	16
72.02	3,670	1,012	28	544	15
72.03	4,071	607	15	140	3
72.04	4,472	1,055	24	488	11
72.05	5,764	2,314	40*	1,286	22
73.01	4,540	1,463	32	758	17
73.02	3,648	2,215	61*	666	18
73.03	5,360	3,862	72*	2,041	38*
74	5,436	3,218	59*	1,411	26*
75	4,226	1,884	45*	1,234	29*
76	4,541	706	16	117	3
77	3,329	480	14	312	9
78	4,145	283	7	391	9
79.01	1,891	109	6	136	7
79.02	5,410	750	14	640	12
80	4,158	417	10	408	10
81	4,098	502	12	695	17
83.01	5,316	316	6	464	9

83.02	1,530	26	2	60	4
84	4,470	825	18	216	5
85	4,144	1,364	33	788	19
86	5,277	1,393	26	947	18
92.02	7,687	1,321	17	527	7
100.01	3,974	577	15	261	7
102	2,204	340	15	262	12
103	2,423	1,306	54*	1,149	47*
104	3,221	769	24	77	2
Total	323,610	113,746	35*	75,289	23

Note: *Indicates Census tract that exceeds the TARTA service area average for minority percentage and/or low-income percentage.

The TARTA service area average for minority percentage of population per census tract is 35% as of the 2010 census. The TARTA service area average for low-income percentage of population per census tract is 24% as of the 2010 census.

Holiday service intersects with 50 census tracts that have a higher percentage of a minority population than the system average of 35%. These are census tracts 4, 7, 8, 9, 10, 11, 12.02, 13.02, 13.03, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24.01, 24.02, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 39, 40, 42, 44, 51, 53, 54, 65, 66, 67, 68, 72.05, 73.02, 73.03, 74, 75, and 103. The average minority percentage for Holiday service coverage is 35%. The location of Holiday service census tracts with above average minority population is located within the downtown area, center city, central portions of south, west and east Toledo. Since Sunday service will be discontinued, there will be a negative impact on the minority population.

Holiday intersects with 50 census tracts that have a higher percentage of low-income population than the system average of 24%. These are census tracts 4, 8, 9, 10, 11, 12.02, 13.02, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24.01, 24.02, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 39, 40, 42, 46, 47.01, 47.02, 48, 49, 51, 52, 53, 54, 57.01, 66, 67, 68, 73.03, 74, 75, and 103. The average low-income population for the entire Holiday service is 23%. Since Holiday service will be discontinued, there will be a negative burden

on the low-income population. The location of Holiday service census tracts with above average minority population is located within the downtown area, center city, and central portions of west, north and east Toledo.

The concentrations of low income and minority populations provided in the table are based on the following formulas recommended by the Federal Transit Administration (FTA).

- Minority proportion in the impacted area = Minority population in impacted Census Tracts / Total population in the same set of Census Tracts.
- Low-income proportion in the impacted area = Low-income population in impacted Census Tracts / Total population in the same set of Census Tracts.

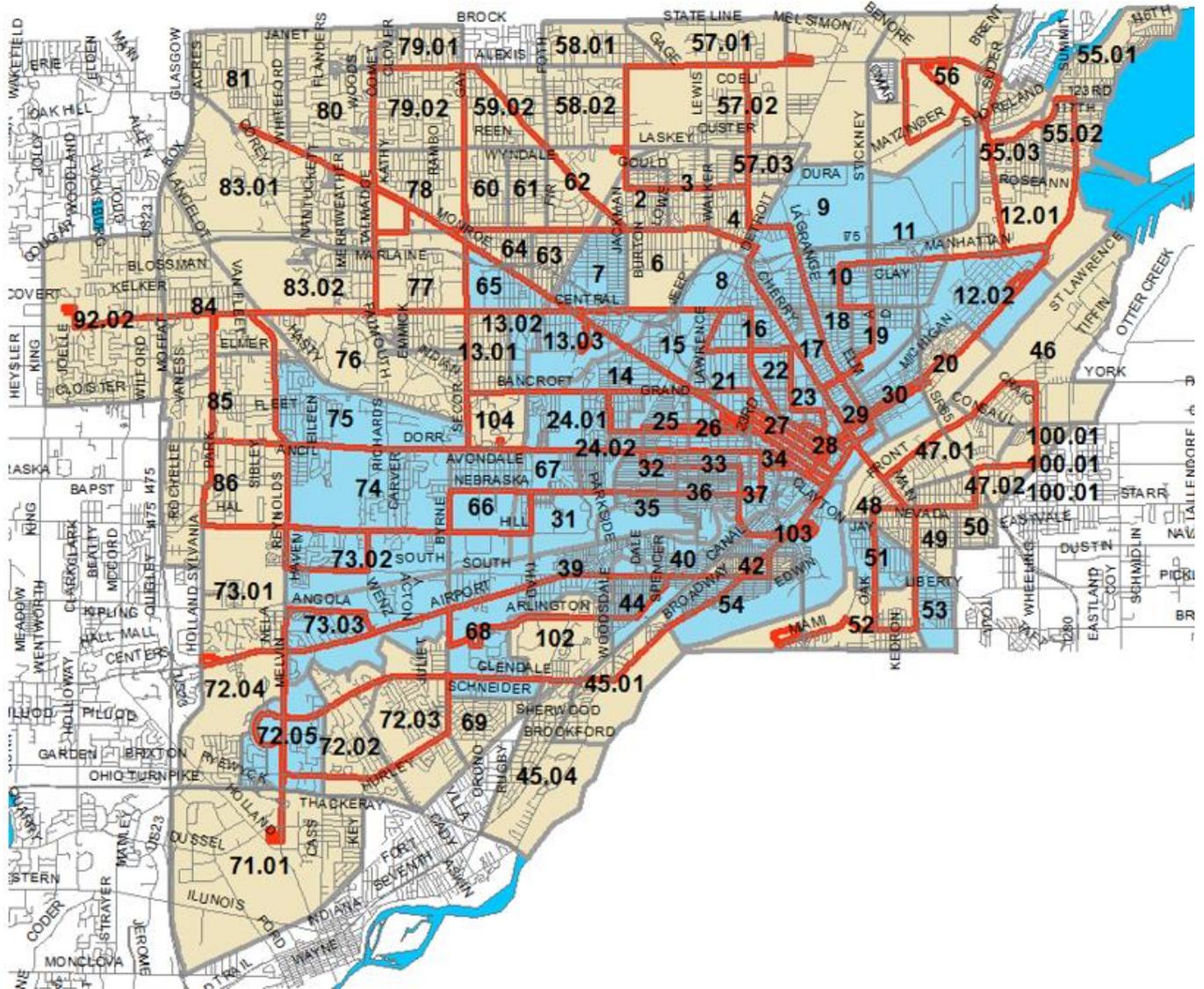


Figure 55- Visualization of the census tracts Holiday service intersects shown in red. Census tracts with a minority percentage above 35% are in blue.

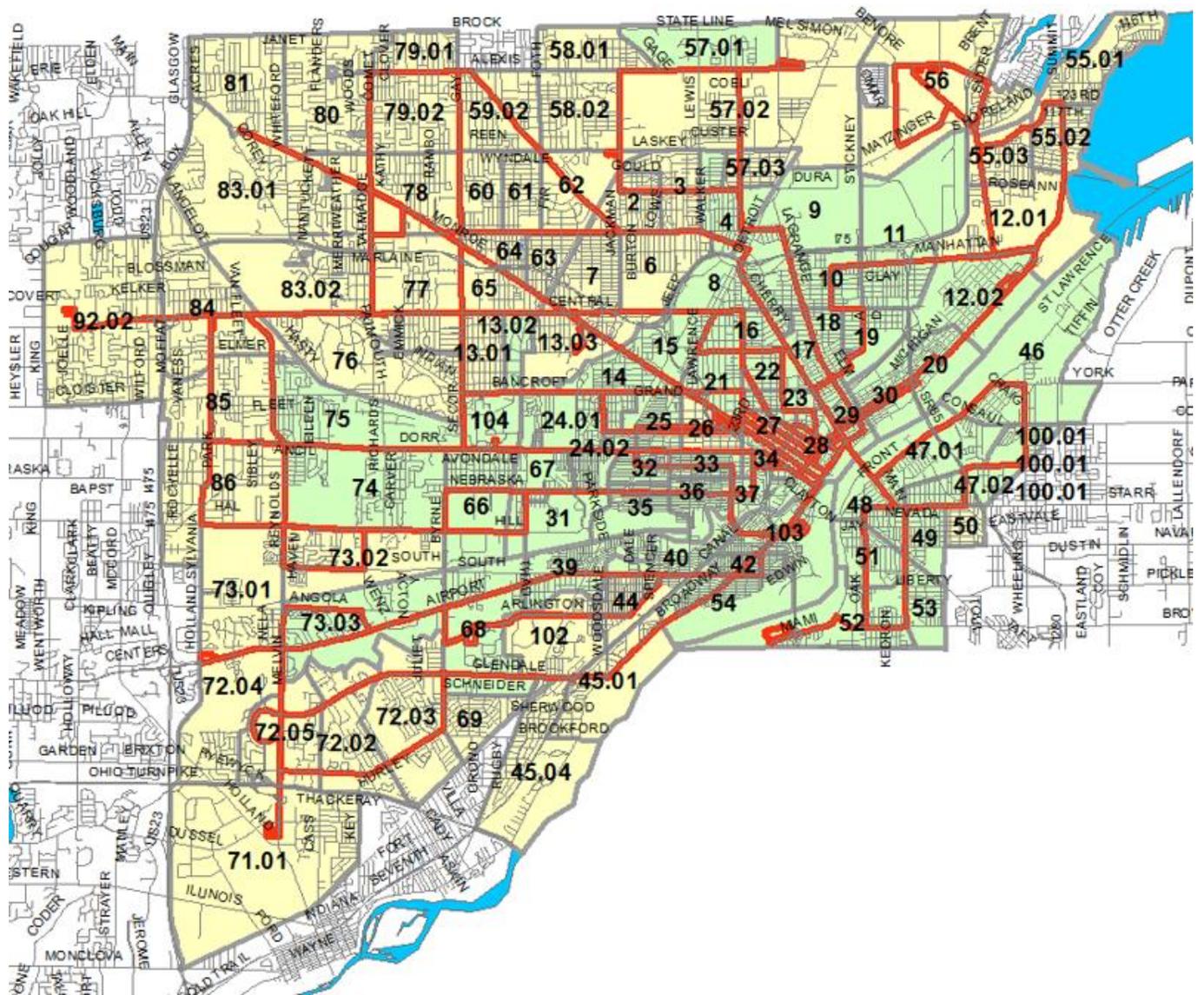


Figure 16- Visualization of the census tracts Holiday service intersects shown in red. Census tracts with a low-income percentage above 24% are in green.

DETERMINATION OF ADVERSE EFFECTS ON MINORITY AND LOW-INCOME RIDERS

Weekday Route 6

The discontinuation of service for route 6 will have a negative impact on any minority and low-income riders in affected area. The affected area of route 6 does not have any minority and low-income population above the area's average, and therefore have no disparate or disproportionate burdens. The ridership for Route 6 represents less than .25% of TARTA's total ridership and is considered one of TARTA's top five least productive routes. The low-income and minority populations that are affected by Route 6 will have other options available to help mitigate explained below.

Weekday Route 29X

The reduction of service for Route 29X will have a negative impact on minority and low-income riders in affected areas with the reduction of available services. The affected area of route 29X does not have any minority and low-income population above the area's average, and therefore have no disparate or disproportionate burdens. TARTA collected ridership for the one 29X trip to be discontinued at 5:15PM. The average ridership for this trip was 1 passenger per day. The low-income and minority populations that are affected by Route 29X schedule adjustment will have another available to help mitigate explained below.

Weekday Route 43 and 47/X

The rerouting and renaming of service for route 43 to route 47/X will have a negative impact on minority and low-income riders in affected areas with service availability. The ridership for Route 43 represents less than 1% of TARTA's total ridership. The low-income and minority populations that are affected by route 43 rerouting will have the option to take the experimental route 47/X and will also have other options available to help mitigate explained below.

Saturday Route 19F/S/T

The reduction of service for Saturday's first and last line-up has eliminated the longest branch of route 19, the 19T, and affected its daily mileage. The change in schedule hours will have a negative impact on minority and low-income riders in affected areas with the reduction of available services. Route 19 will have the same amount of outbound and inbound trips as all other fixed route services on Saturday. The low-income and minority populations that are affected by route 19 schedule adjustment will have other options available to help mitigate explained below.

Saturday Route 31G/H

The reduction of service for Saturday's first and last line-up has eliminated the longest branch of route 31, the 31H, and affected its daily mileage. The change in schedule hours will have a negative impact on minority and low-income riders in affected areas with the reduction of available services. Route 31 will have the same amount of outbound and inbound trips as all other fixed route services on Saturday. The low-income and minority populations that are affected by route 31 schedule adjustment will have other options available to help mitigate explained below.

Sunday

The discontinuation of all service for Sunday will have a negative impact on minority and low-income riders in affected areas with no services available on that day. Sunday has the lowest ridership for TARTA in comparison to any other day. The low-income and minority populations that are affected by Sunday service being discontinued will unfortunately have no other TARTA options available to help mitigate explained below.

Holiday

The discontinuation of all service for Holidays will have a negative impact on minority and low-income riders in affected areas with no services available on that day. Holiday produces the lowest ridership for TARTA. The low-income and minority populations that are affected by Holiday service being discontinued will unfortunately have no other TARTA options available to help mitigate explained below.

MAPS: Visualization of Changes

Weekday Route 6

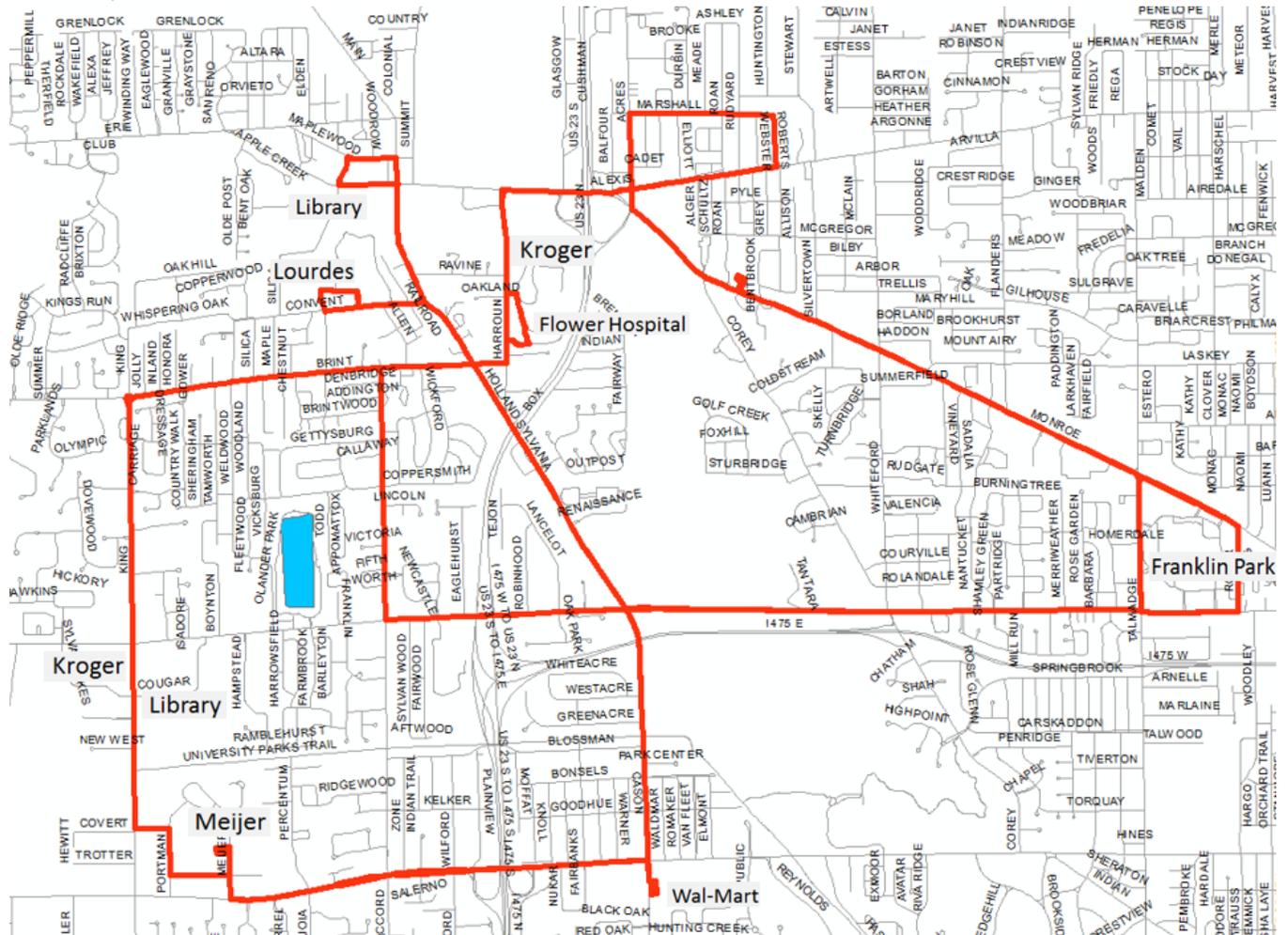


Figure 17- This is the current Route 6 map shown in red. This fixed route runs in a loop from Franklin Park to Flower Hospital, Meijer, and Wal-Mart. This route is proposed to be discontinued due to low ridership.

Weekday Route 29X

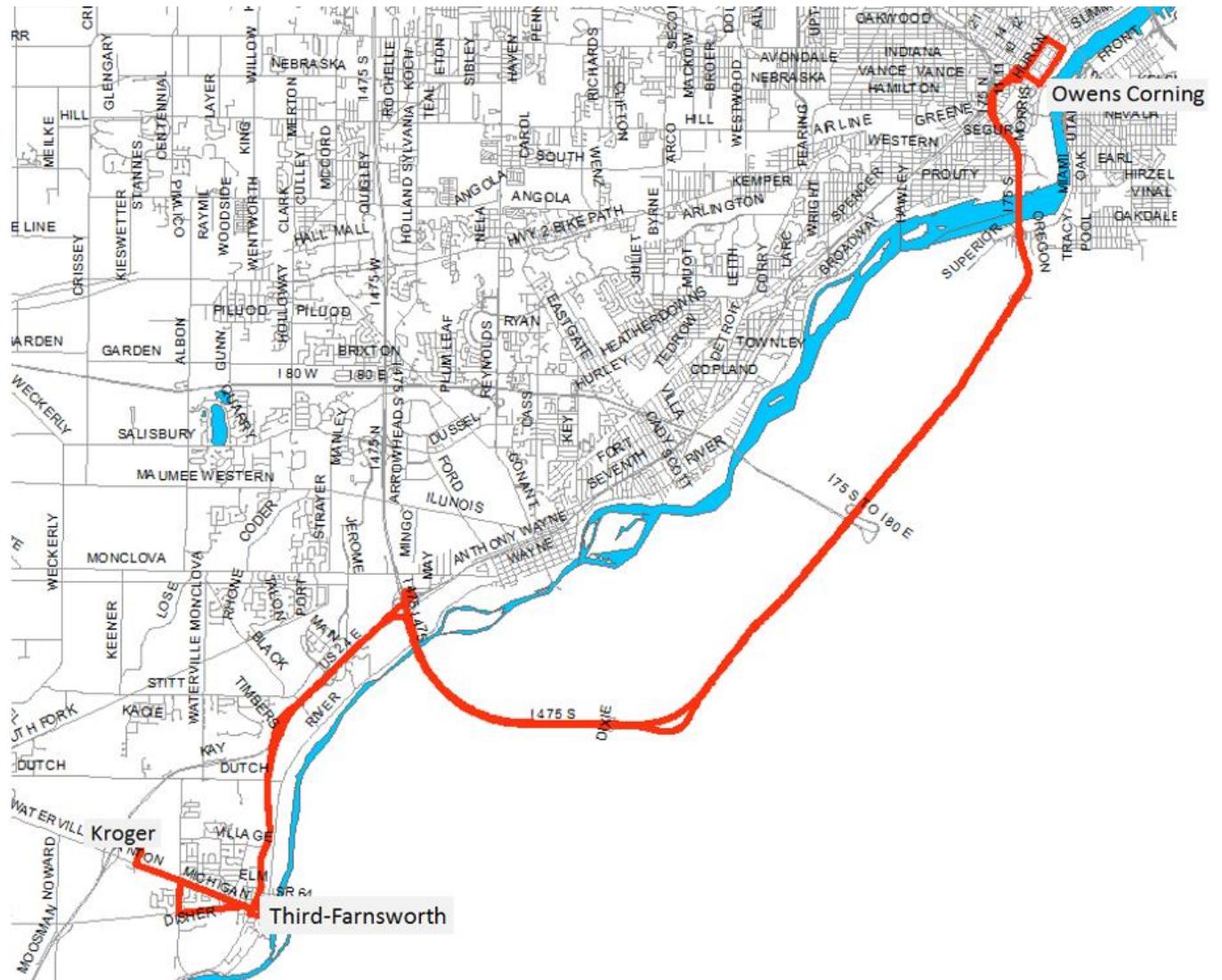


Figure 18- This is the current Route 29X map shown in red. This fixed route runs from downtown to Kroger in Waterville, and vice versa. This is an express trip running in the morning and evening.

Weekday Route 43 and 47/X

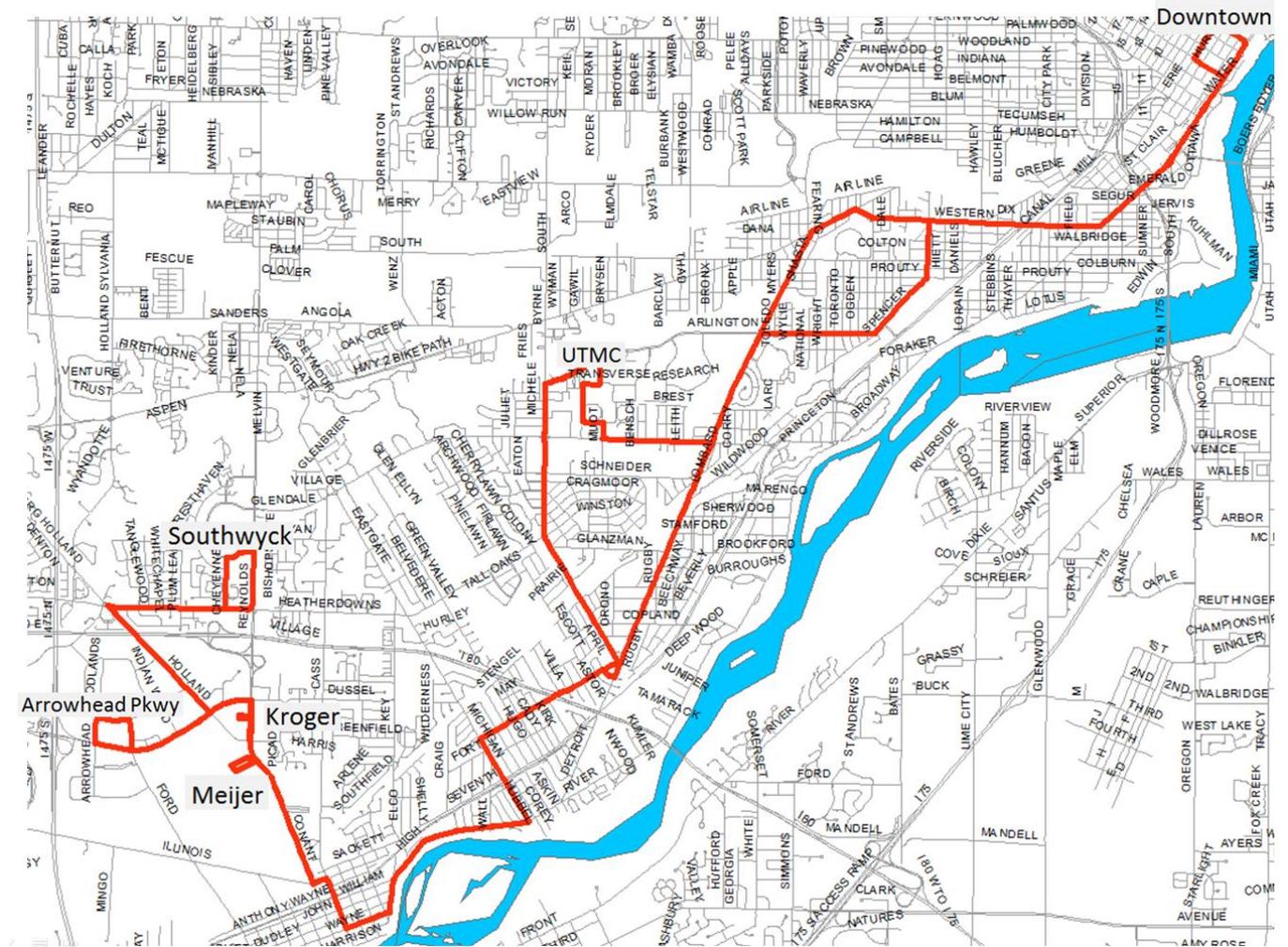


Figure 19- This is the current Route 43 map shown in red. This fixed route runs from downtown to Southwyck, and vice versa.

Saturday 19F/S/T

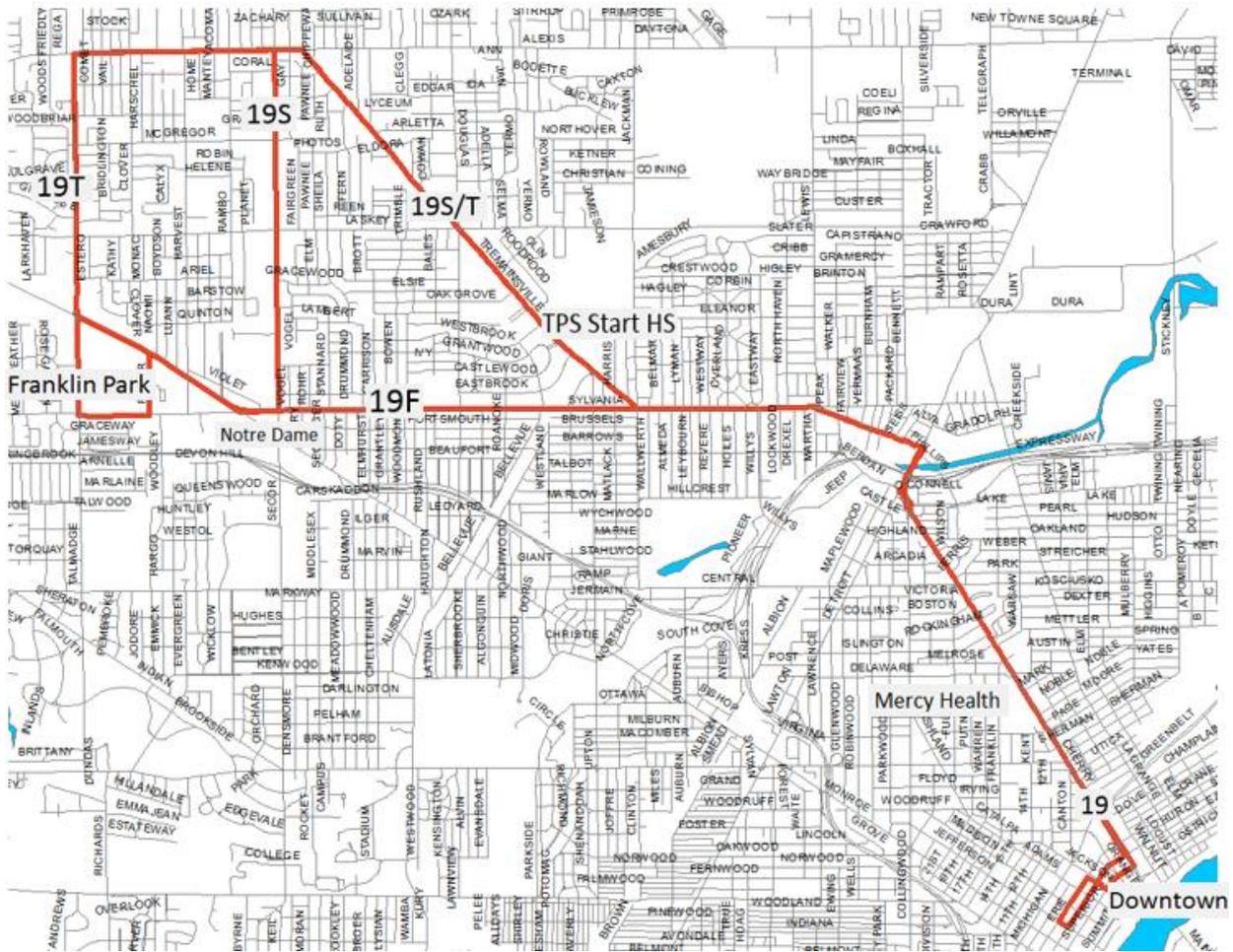


Figure 21- This is the current Route 19F/S/T map shown in red. This fixed route runs from downtown to Franklin Park, and vice versa.

Saturday 31G/H

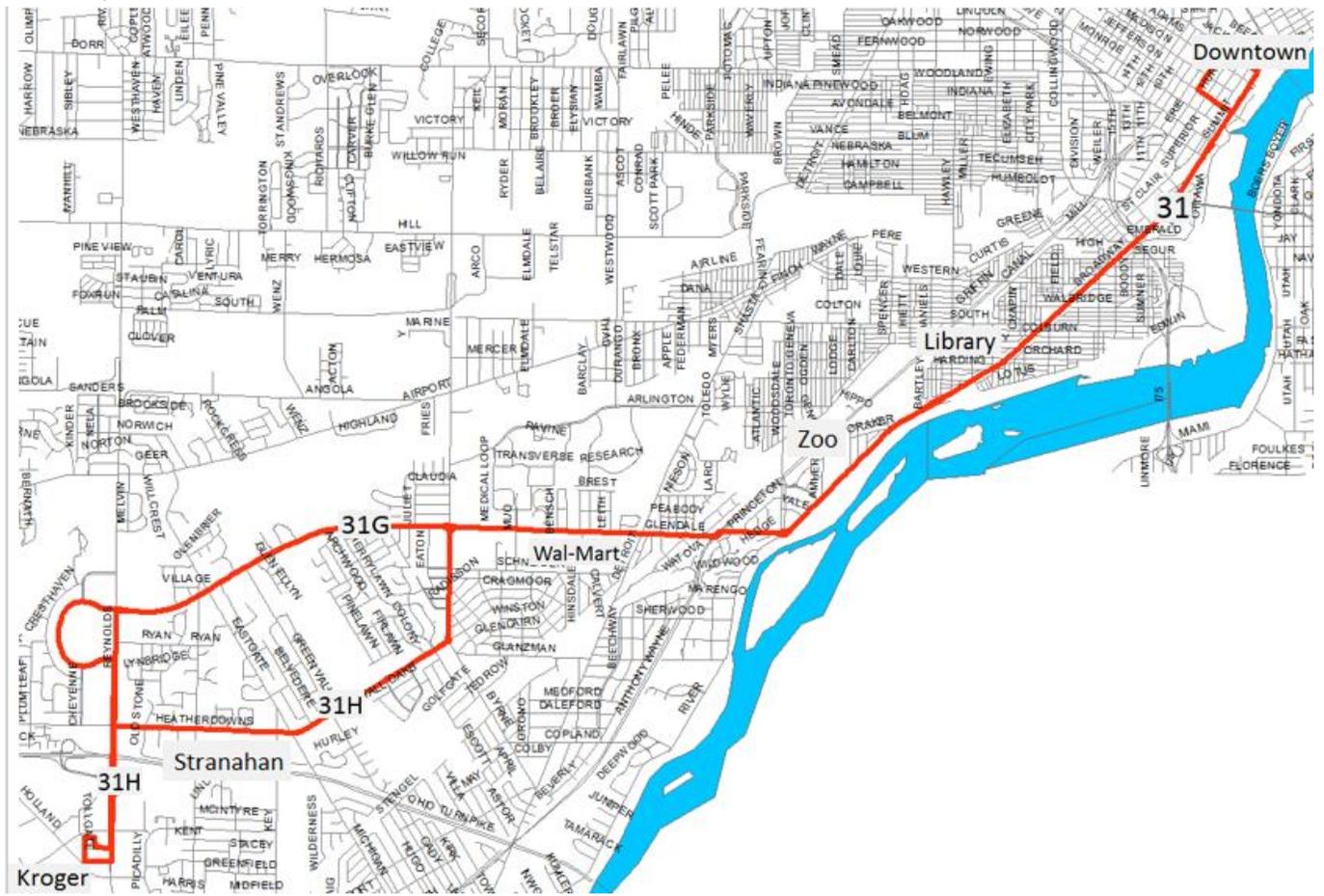


Figure 22- This is the current Route 31 map shown in red. This fixed route runs from downtown to Southwyck, and vice versa.

Sunday

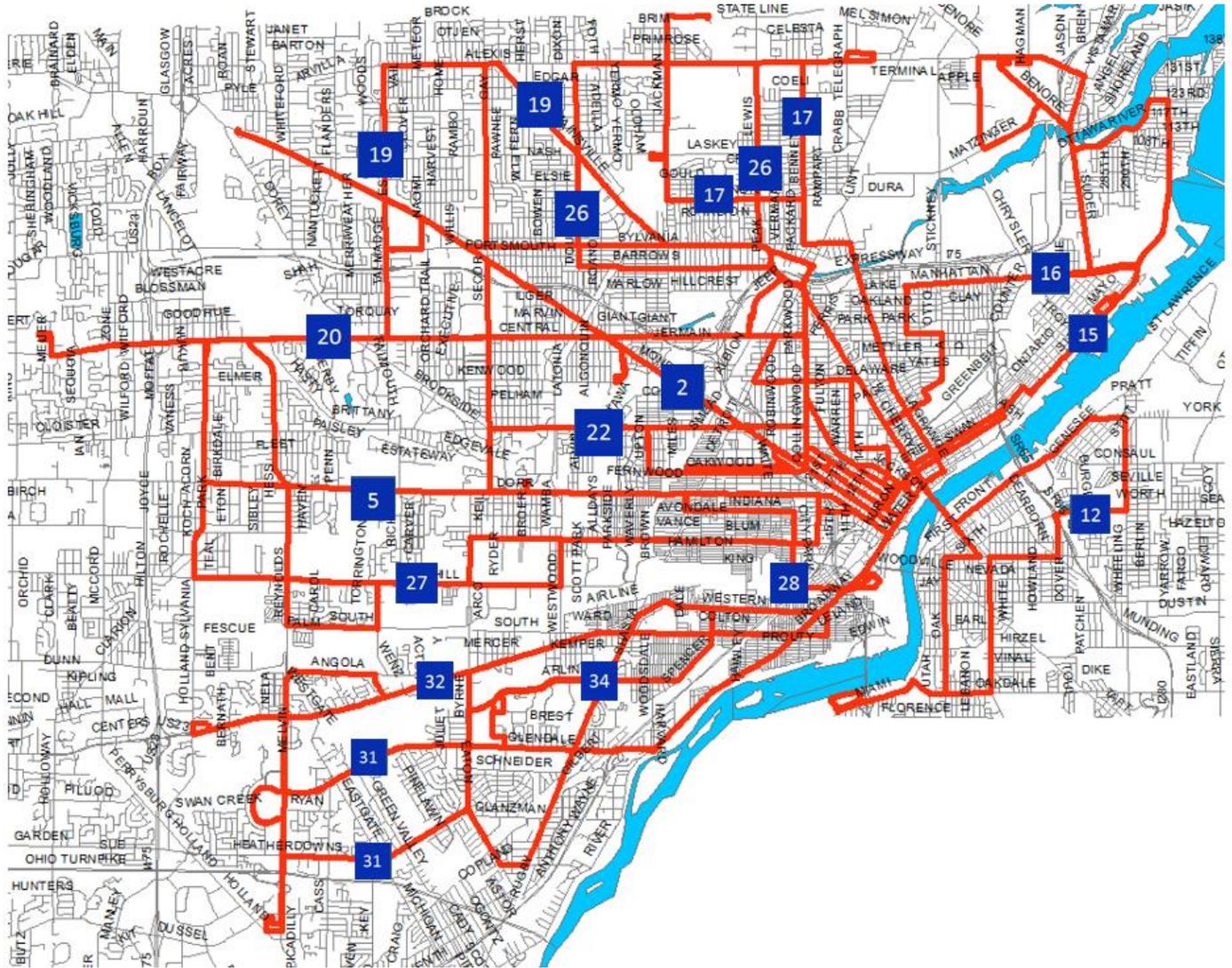


Figure 26- This is the current Sunday routing map shown in red. The fixed routes are numbered. TARTA proposes to discontinue Sunday services.

Holiday

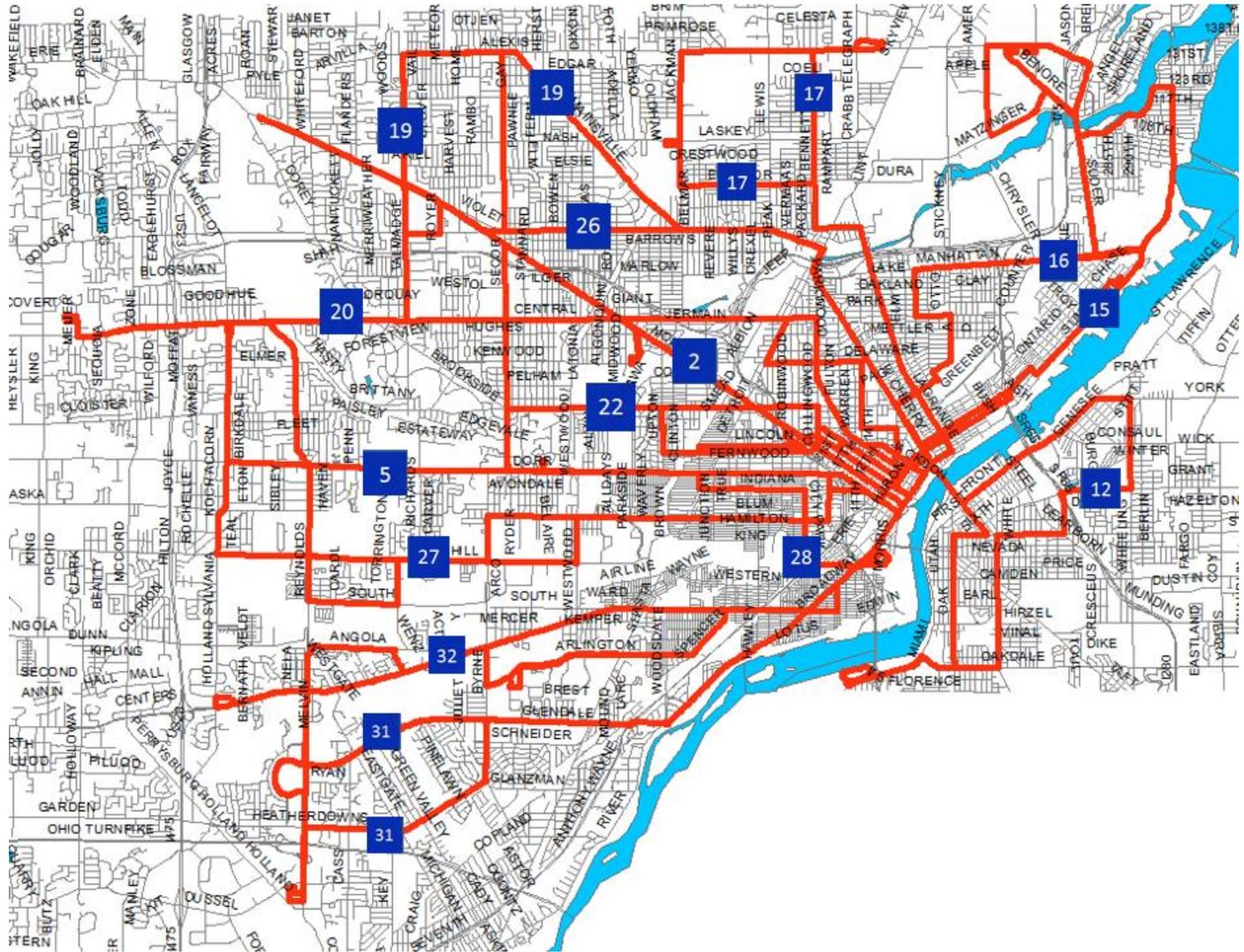


Figure 24- This is the current Holiday routing map shown in red. The fixed routes are numbered. TARTA proposes to discontinue Holiday services.

PROPOSED ACTIONS TO MITIGATE ADVERSE EFFECTS OF SERVICE CHANGE

Weekday Route 6

The map above outlines the current service Route 6 provides (Figure 17). Route 6 provides service from Franklin Park Mall through City of Sylvania and Sylvania Township neighborhoods such as Flower Hospital, Lourdes University, Kroger, Library branches, Meijer, and Wal-Mart. The route is proposed to be eliminated for 2019 Winter assignment. This route does not serve the public with above average areas of minority and low-income population.

The public will still have options to get to navigate through Sylvania and Sylvania Township. They have access to route 39/M and the 1 Call-A-Ride, which can take the public to any place within Sylvania, Sylvania Township and Ottawa Hills. The public will see minimal adverse effects with the mitigation TARTA provides.

Weekday Route 29X

The map above outlines the current service Route 29X provides (Figure 18). Route 29X provides express service from Downtown to Waterville's two Park-n-Ride locations, Third and Farnsworth and Kroger. The routing will remain the same at the start of 2019 Winter Assignment. Route 29X will have a schedule adjustment for this assignment change, where one evening trip will be eliminated. A portion of this route serves the public with above average areas of minority and low-income population, TARTA strives to ensure that the public has another mitigation option.

TARTA recognizes that Route 29X serves a high-density minority and low-income population in the downtown area according to the census information. However, this route is not considered a minority or low-income route. Also, the trip being eliminated has only on average one passenger. TARTA will continue to maintain its one evening express trip to Waterville at 4:50PM. The public will see minimal adverse effects with the mitigation TARTA provides.

Weekday Route 43 and 47/X

The maps above outline the current service Route 43 provides (Figure 19). Route 43 provides service from Downtown through South Toledo neighborhoods, University of Toledo's Medical Campus, to Maumee, Meijer, Kroger, Arrowhead Parkway and Southwyck. The routing will be rerouted and renamed to 47/X Maumee Arrowhead/Work Express at the start of 2019 Winter Assignment with a schedule adjustment. One reason for the revised 47/X route is due to low ridership on route 43. Route 43 was considered an unattractive route to take, since it took too long to get to Maumee. Due to these factors, TARTA is introducing an experimental route 47/X (outlined in Figure 20). Route 47X goes from downtown and expresses on Anthony Wayne Trail to uptown Maumee. Route 47 goes from downtown, expresses on Anthony Wayne Trail, stops at University of Toledo's Medical Campus, and express back to uptown Maumee. Since a portion of this route serves the public with above average areas of minority and low-income population, TARTA strives to ensure that the public has several options to their destinations via other fixed route services.

TARTA recognizes that Route 43 serves a high-density minority and low-income population, especially in the downtown area according to the census information. Much of the 47/X routing is like route 43, and therefore those impacted by the new routing should be able to use the new experimental routing. Fortunately, the public have access to almost all TARTA routes through the downtown area. The public will still have options to get to their destination such as Southwyck via other routes (31G/H, 32R, 35 and 41). From Southwyck, the public can have access to any of the other Maumee attractions through the 8 Call-A-Ride, which can take the public to any place within Maumee. The public will also have access to route 34, which is also similar routing to route 43. The public will see minimal adverse effects with the mitigation TARTA provides.

Saturday Route 19F/S/T

The maps above outline the current service Route 19F/S/T provides (Figure 21). Route 19 provides service from Downtown through Cherry St to Franklin Park Mall via Sylvania (19F), or via Tremainville/Secor (19S), or via Tremainville/Talmadge (19T). The routing will remain the same at the start of 2019 Winter Assignment. This route does not serve the public with above average areas of minority and low-income population.

For this report, TARTA is only observing Saturday changes in the schedule for route 19, specifically the reduced 19T trips. TARTA recognizes that Route 19 serves a high-density minority and low-income population, especially in the downtown area according to the census information. Fortunately, the public have access to almost all TARTA routes through the downtown area. The public will still have options to get to their destination such as Franklin Park Mall via other routes (2, 19F/S, 22 and 20F). Route 19 has the same amount of outbound and inbound trips as all other fixed route services on Saturday. The public will see minimal adverse effects with the mitigation TARTA provides.

Saturday Route 31G/H

The maps above outline the current service Route 31G/H provides (Figure 22). Route 31 provides service from Downtown through South Toledo neighborhoods via Broadway to Southwyck either via Glendale (31G) or via Heatherdowns/Maumee Kroger (31H). The routing will remain the same at the start of 2019 Winter Assignment. This route does not serve the public with above average areas of minority and low-income population.

For this report, TARTA is only observing Saturday changes in the schedule for route 31, specifically the reduced 31H trips. TARTA recognizes that Route 31 serves a high-density minority and low-income population, especially in the downtown area according to the census information. Fortunately, the public have access to almost all TARTA routes through the downtown area. The public will still have options to get to their destination such as Southwyck via other routes (31G and 32R). Route 31 has the same amount of outbound and inbound trips as all other fixed route services on Saturday. The public will see minimal adverse effects with the mitigation TARTA provides.

Sunday

The maps above outline the current fixed route Sunday service provides (Figure 23). Sunday service has coverage throughout all TARTA's jurisdiction member (except Waterville). The routing will be discontinued 2019 Winter Assignment. Since a portion of Sunday provides service to the public with above average areas of minority and low-income populations, TARTA recognizes that there will be a gap of the minority and low-income populations.

Unfortunately, TARTA does not have adequate local funds to maintain service on Sundays and is unable to provide any mitigation at the time being for minority, low-income and all populations seeking public transit on Sundays. The public will see adverse effects and will be forced to find other means of transportations such as private cab companies, Uber, Lyft, or reliance on friends and family members with a vehicle.

Holiday

The maps above outline the current fixed route Holiday service provides (Figure 24). Holiday service has coverage throughout all TARTA's jurisdiction member (except Waterville). The routing will be discontinued 2019 Winter Assignment. Since a portion of Holiday provides service to the public with above average areas of minority and low-income populations, TARTA recognizes that there will be a gap of the minority and low-income populations.

Unfortunately, TARTA does not have adequate local funds to maintain service on Holidays and is unable to provide any mitigation at the time being for minority, low-income and all populations seeking public transit on Holidays. The public will see adverse effects and will be forced to find other means of transportations such as private cab companies, Uber, Lyft, or reliance on friends and family members with a vehicle.

PUBLIC COMMENTS AND INPUT

Public hearings explaining the change to the public were at 1.) 12:30 P.M and 2.) 6:00 P.M Thursday, October 11, 2018 at TARTA's administrative office building, 1127 W. Central Ave, Toledo, OH. The public hearing discussed not only the schedule and routing changes to the 2019 Winter Assignment, but also provided and explanation of TARTA's dire financial hardship to make such drastic changes to the service.

The total attendance with both meetings combined was around 65 people. Public comments were accepted by handwritten feedback at the meeting, letters, e-mails and even some phone calls. Originally the deadline for public comments was until Thursday, October 18, 2018. Due to some concerns, TARTA extended the public comments until Tuesday, November 13, 2018. TARTA received in total 86 comments in concerns about the 2019 Winter Assignment. Below is listed a breakdown of public comments:

- Sunday—27 comments
- AM lineup—19 comments
- PM lineup—15 comments
- Holiday—14 comments
- Overall—7 comments
- Muddy/Walleye Shuttles—3 comments
- Route 6—1 comment

From the received feedback and guidance, TARTA decided to discontinue all Muddy and Walleye Shuttle service beginning the 2019 Mud Hen Season in April 2019. TARTA will finish out its current Walleye Shuttle season since they have already made a commitment. Without any additional suggestions of modifications of routes to save money, TARTA has decided to move forward with the proposals and make everything effective for the 2019 Winter Assignment. TARTA signed board resolution on December 6, 2018 to accept all proposed changes. Due to the extended comment period, TARTA had also postponed the start of its 2019 Winter Assignment from December 30, 2018 to January 6, 2019.

APPENDIX

Public Notice

By September 30, 2018

inside.com/activate to stay up to date!

NOTICE OF PUBLIC HEARING – PROPOSED SERVICE CHANGES

The Toledo Area Regional Transit Authority (TARTA) will hold public hearing meetings:

(1) 12:30 p.m. and (2) 6:00 p.m. on Thursday, October 11, 2018 at the Authority's Administration offices at 1127 W. Central Avenue Toledo, OH 43610.

The purpose of these hearings is to obtain public input on proposed service changes of various routes to be effective Sunday, December 30, 2018.

The site is accessible to persons with mobility impairments. Interpretive services for the hearing-impaired and Limited English Proficient person/s will be provided upon a 48-hour advanced request notice. Individuals wishing to comment in person on the proposed changes should be present.

Proposed Service Changes:

- Modification Mud-Hens and Walleye service;
- Discontinue Holiday service;
- Modification to additional Fixed Route services: to be determined, please confirm TARTA's website for continuous updates.

Maps and further details of proposed routes will be posted on the TARTA website www.tarta.com in the near future prior to the public meetings.

Comments may also be made by writing to James K. Gee, General Manager, Toledo Area Regional Transit Authority, P.O. BOX 792, TOLEDO, OH 43697-0792. All comments must be received by 5:00 p.m. on Thursday October 18, 2018 to be included as part of the official record for final route adjustments and implementation purposes.

AFFIDAVIT OF PUBLICATION
STATE OF OHIO, LUCAS COUNTY}SS.

Advertiser's Name: Toledo Area Regional Transit Authority (TARTA)

Account # 100844

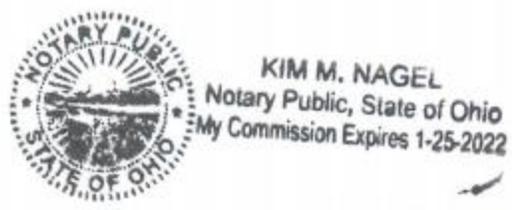
Width: 3 columns Depth: 3 inches Ad #519224 Cost: \$674.73

Run date: THU SEP 20, 2018 Section: Classified Legal Notices

I, Sisabe being first duly Sworn, make oath and say that I am an Advertising Clerk in the employ of THE TOLEDO BLADE CO., the publishers of THE BLADE, that I personally know the facts herein stated, that said BLADE is a daily newspaper printed, and of general circulation in excess of 90,000, in said County, and in said State, and that the notice of which the below is a true copy of the text, was published in said Daily BLADE according to the above run schedule.

Subscribed in my presence and sworn to before me this 21st day of Sept. A.D. 2018

Kim M. Nagel
Notary Public, State of Ohio





Toledo Area Regional Transit Authority

Public Hearing

to obtain public input on

Winter 2019 Proposed Service Changes

December 30, 2018



Rules of Conduct

- The purpose of this meeting is to provide specific details about Winter Assignment changes and to obtain public input
- Please silence your cell phones
- Since most routes have a schedule and/or route adjustments, please refrain from asking questions until the end of the presentations

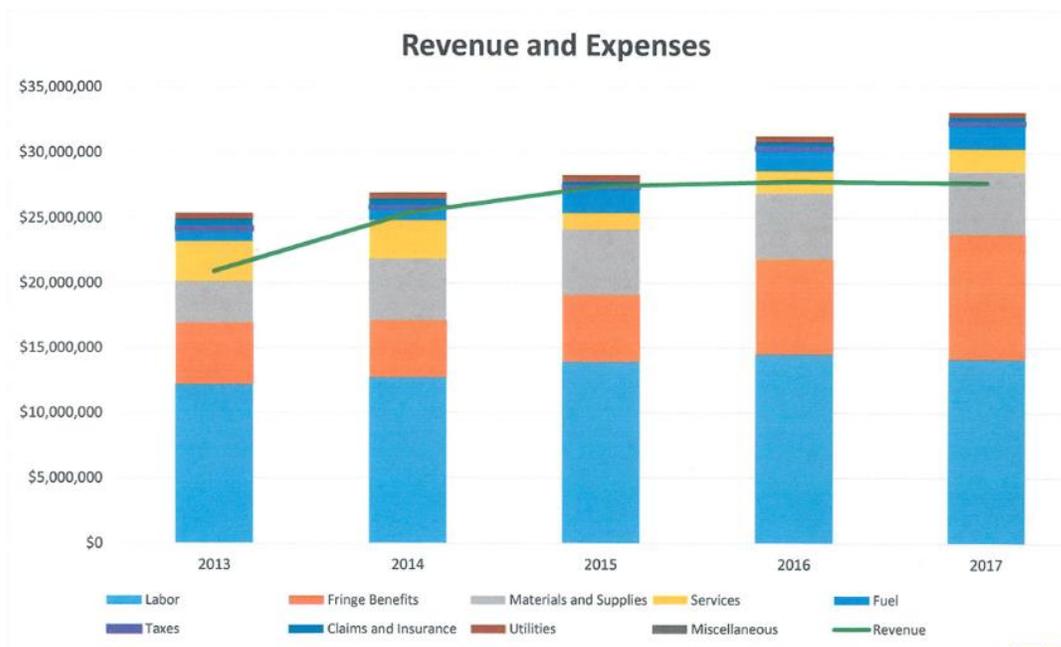




TARTA Financial Constraints

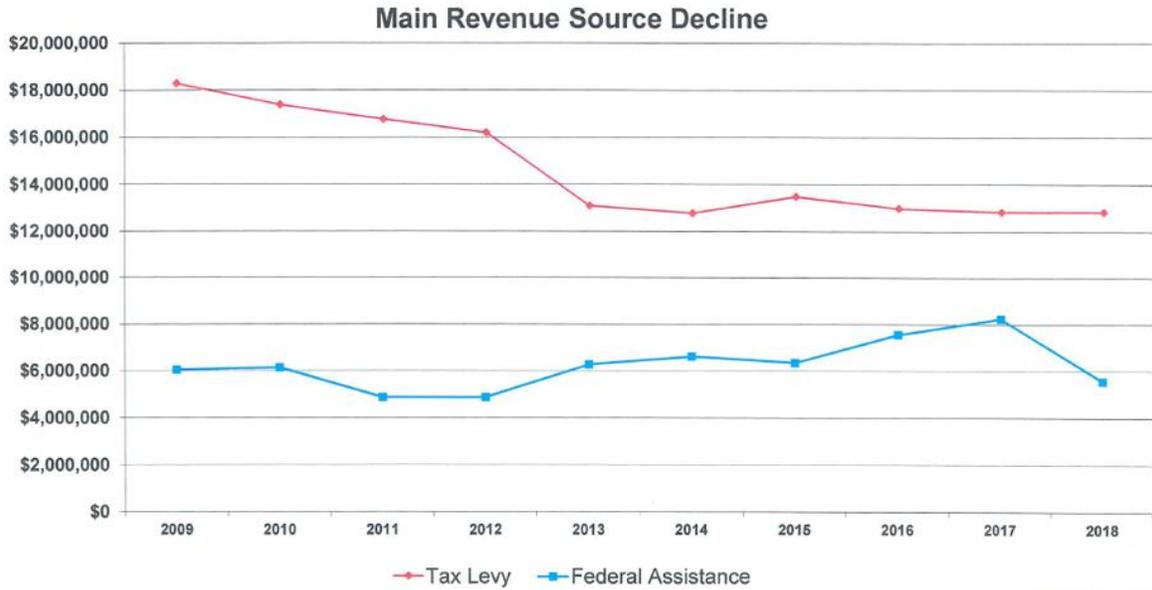


Revenue and Expenses





Revenue



Since 2009

Percent Change since 2009	
Property tax	-30%
Miles of service	-3%
TARPS Ridership	+62%



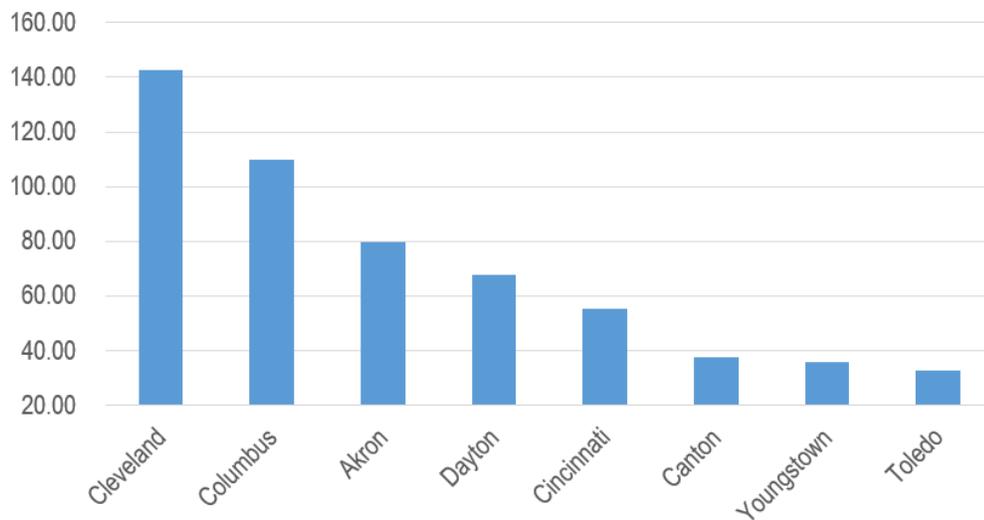


Local funding

- Funded by 2.5 mills property tax
- Have been at this level since 1987



Local funding per capita



Source: 2014 Audited Financial Statements, 2010 Census



Local funding structure

City	Transit funding model
Cleveland	sales tax (1%)
Columbus	sales tax (.5%)
Cincinnati	earnings tax (.3%)
Dayton	sales tax (.5%)
Akron	sales tax (.5%)
Toledo	property tax (2.5 mills)
Canton	sales tax (.25%)
Youngstown	sales tax (.25%)
Lake Co.	sales tax (.25%)
Portage Co.	sales tax (.25%)



State transit funding

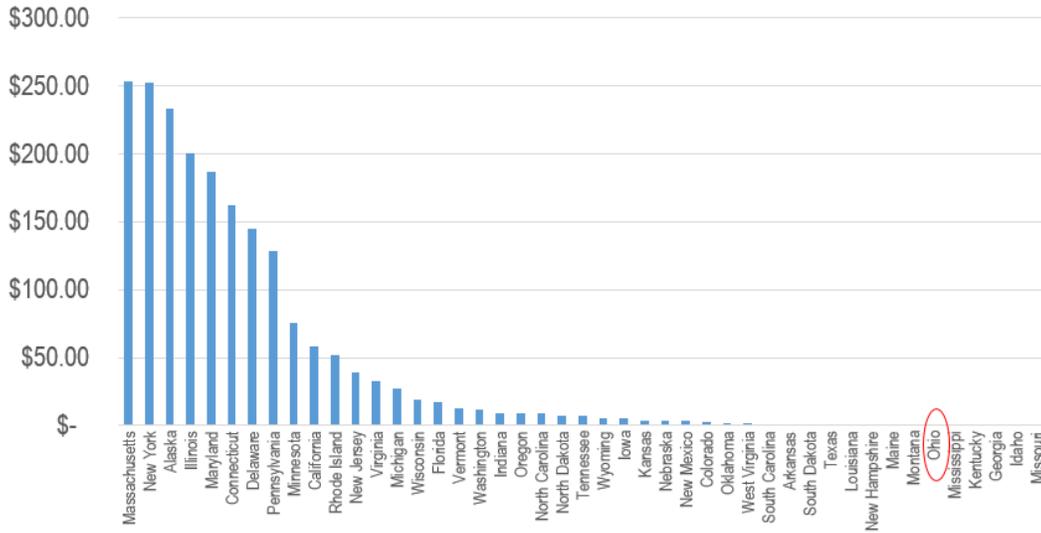
Per Capita Transit Funding	
Illinois	\$ 200.59
Pennsylvania	\$ 128.83
Michigan	\$ 26.78
Ohio	\$ 0.63



Source: AASHTO Survey of State Funding for Public Transportation (2018)



State funding per capita



Source: AASHTO Survey of State Funding for Public Transportation (2018)



Special Service Adjustments





Muddy & Walleye Shuttles

- Limited to weekend games only
- Effective at the start of 2019 Mud-Hens season (April)

TARTA

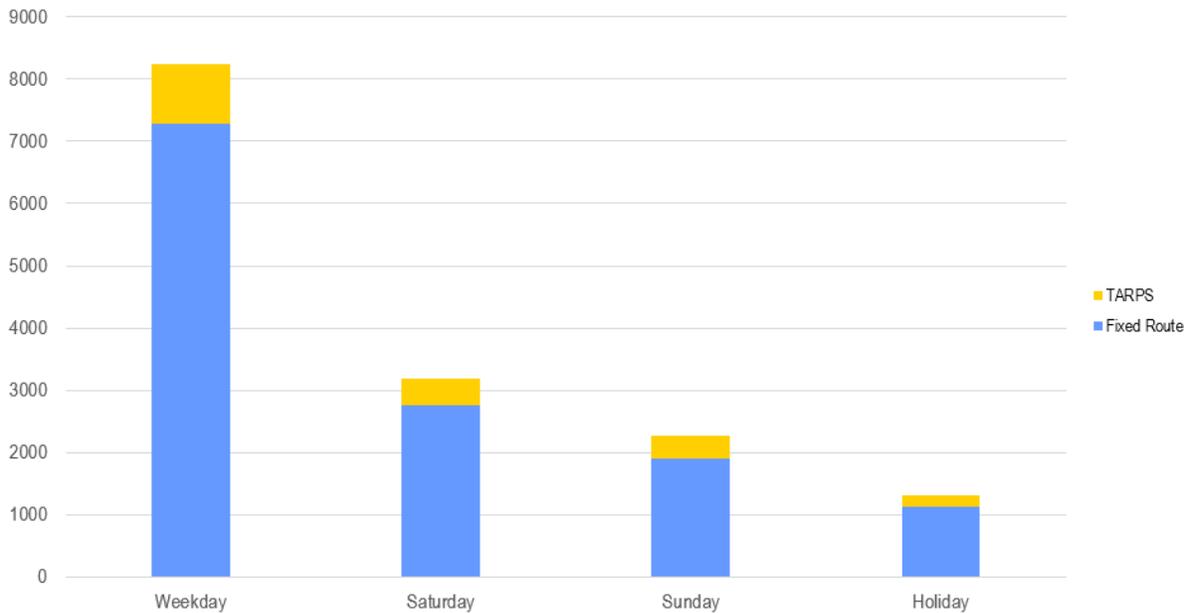


2019 Schedule Adjustments

TARTA



Average Daily Ridership



Holidays

- All holiday service will be discontinued
 - New Year's Day
 - Memorial Day
 - Independence Day
 - Labor Day
 - Thanksgiving Day
 - Christmas Day
- Effective January 1, 2019





Sundays

- All Sunday service will be discontinued
- Effective December 30, 2018



Ohio Transit Systems

City	Sunday / Holiday Service
Cleveland	Yes
Columbus	Yes
Cincinnati	Yes
Dayton	Yes
Akron	Yes
Toledo	Yes
Canton	No
Youngstown	No
Lake Co.	No
Portage Co.	No





Saturdays

- Discontinue 7:30AM and 7:30PM lineups
 - First lineup 9:00AM
 - Last lineup 6:00PM
- Adjusted TARPS and Call-A-Ride hours
 - TARPS hours tied to fixed route
 - 1 & 8 Call-A-Ride Saturday hours 9:30AM – 4:00PM



Weekdays

- Discontinue 6:00AM and 10:30PM lineups
 - First lineup 6:30AM
 - Last lineup 9:00PM
- Adjusted TARPS and Call-A-Ride hours
 - TARPS hours tied to fixed route
 - 1 Call-A-Ride Weekday hours 6:30AM – 8:30PM
 - 8 Call-A-Ride Weekday hours 6:30AM – 7:00PM





Route 6

- Discontinue Route
- Mitigation/Alternative:
 - 1 Call-A-Ride

TARTA



Route 29X

- Discontinue 5:15PM Outbound trip

TARTA



Route 39/M

- Discontinue 4:15PM 39 outbound trip
- Discontinue 5:00PM 39M inbound trip

TARTA



2019 Routing Adjustments

TARTA



Route 47 Express

Route 43– Renamed/Rerouted/Schedule adjustments to...
Experimental Route 47 Maumee-Arrowhead/Work Express

- Limited express trips during peak hours
- Destinations/Timepoints:
 - Downtown
 - University of Toledo Medical Campus
 - Maumee Assembly & Stamping
 - Arrowhead Park
 - Kroger



Public Comments

Deadline for any written comments, questions or concerns is due by Thursday, October 18, 2018.

Mail: TARTA (Attention: Jim Gee), 1127 W. Central Ave, Toledo, Ohio. 43610 Re Proposed Service Changes

or

E-Mail: info@tarta.com





Public Comments

Questions? Comments?



Questions or Comments

THANK YOU!

TARTA.com
419-243-RIDE (7433)



Appendix W: FTA Approval letter and Categorical Exclusion Checklist



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

March 23, 2018

James K. Gee, General Manager
Toledo Area Regional Transit Authority
1127 West Central Avenue, P.O. Box 792
Toledo, Ohio 43697-0792

Re: Toledo Transit Hub Project Environmental Review Approval

Dear Mr. Gee:

The Federal Transit Administration (FTA) has evaluated environmental review documents submitted by the Toledo Area Regional Transit Authority (TARTA) for the proposed Toledo Transit Hub Project in downtown Toledo, Ohio. FTA finds that the proposed Project meets the criteria for a National Environmental Policy Act (NEPA) categorical exclusion. TARTA has submitted documentation demonstrating that the specific conditions for 23 C.F.R. § 771.118(d) are satisfied, and that significant environmental effects will not result from the Project.

The proposed Project consists of the acquisition of about 1.25 acres of land located at 612 N. Huron Street in Toledo. The property contains a one and two-story brick/masonry structure with dimensions of about 125 feet x 135 feet, 68,264 square feet of space (assessor gross building area), and rooftop parking built in 1970. The building has been owned and operated by Goodwill Industries, mainly as a retail store since that time. Once the property is obtained by TARTA, the building will be modified to accommodate a bus passenger waiting area of about 5,000 square feet on the first floor, agency offices on both floors and related uses. Exterior work consists of adjacent sidewalk repairs, repainting/rebranding the storefront cornice, and the installation of amenities including bicycle racks, benches, trash receptacles, wayfinding/directional signage, traffic signals/controls, and outdoor canopies. The amenities and sidewalk work will be located on both sides of N. Huron Street and Cherry Street adjacent to the property.

The Project scope and in-kind match does not include a City of Toledo traffic study or reconstruction of roads, including N. Huron Street and Cherry Street, as proposed by TARTA in correspondence to FTA dated March 2, 2018.

The environmental records reviewed by FTA consisted of a Categorical Exclusion (CE) checklist dated March 22, 2018, and supporting attachments. On February 22, 2018, in accordance with 36 C.F.R. Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), FTA provided the Ohio Historic Preservation Office (OHPO) with the following determinations: Area of Potential Effect (APE); historic properties eligible for the National Register of Historic Properties (NRHP); and finding of no adverse effect. The OHPO provided its concurrence in correspondence dated March 21, 2018.

Re: Toledo Transit Hub Project Environmental Review Approval

After reviewing this documentation, FTA finds pursuant to 23 C.F.R. § 771.118(d) that the proposed Project will have no significant adverse impact on the environment. The record provides sufficient evidence and analysis for determining that a categorical exclusion classification is proper.

The use of any Federal funds for this proposed Project is contingent upon the following conditions:

- Any hazardous materials encountered will be abated in accordance with American National Standards Institute (ANSI) criterion prior to continuing work in affected areas.
- Acquisition of a building permit from the City of Toledo demonstrating compliance with applicable planning, building and zoning codes. A copy of the permit shall be provided to FTA.

This action applies only to the Project as described in the CE checklist and supporting materials. Any changes to the proposed action which would result in significant environmental impacts not outlined in the CE checklist, including the disclosure of new information or previously unidentified environmental concerns, will require re-evaluation of this action.

This confirmation of a categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

If you have further questions regarding these determinations, please contact Reggie Arkell, Community Planner, at (312) 886-3704.

Sincerely,



Jay M. Ciavarella
Director, Office of Planning & Program Development

cc: Reggie Arkell, FTA
Nichole Neal
Bill Kelly, TARTA

2020 Title VI Report General Requirements: Equity Analysis to Determine Site or Location of Facility

The Federal Transit Administration (FTA) evaluated the environmental review documents submitted by TARTA for the proposed Toledo Transit Hub Project in downtown Toledo, Ohio. The FTA found that the proposed Project met the criteria for a National Environmental Policy Act (NEPA) categorical exclusion. TARTA submitted documentation demonstrating that the specific conditions for 23 C.F.R. 771.118(d) were satisfied, and that significant environmental effects would not result from the Project. Approval letter and Categorical Exclusion Checklist are attached in Appendix W.

The Hub is located at 612 N. Huron Street at the southwest corner of N. Huron and Cherry streets, approximately three blocks from the Maumee River. The project also included sidewalk areas surrounding the building along the block of N. Huron St. between Cherry St. and Orange St., and along the block of Cherry St. between N. Huron St. and N. Superior St.

U.S. Census Bureau data were examined for the Project location using the Ohio Department of Transportation's (ODOT's) Transportation Information Mapping System. The Project site is entirely within, but on the edge of Census Block Group 390950028001. Census Block Group 390950029002 is immediately adjacent to the northeast (see Appendix W- Categorical Exclusion Checklist). The environmental justice and underserved populations data for these census block groups is presented in Table 2 of the Categorical Exclusion Checklist. No relocations, either residential or business, occurred because of the Project. The Project did not change, diminish, or restrict access to shopping, bus stops, schools, jobs, recreational resources, and community centers. Access to or use of the proposed Project would not be denied to any environmental justice or underserved populations. The proposed Project would not result in unanticipated additional impacts to any environmental justice or underserved populations. Therefore, the proposed Project would not have disproportionately high and adverse impacts to environmental justice or underserved populations. The proposed Project is expected to have positive impacts to environmental justice and underserved populations by providing improved transit service, better passenger amenities, and improved safety.

Section K and L of the Categorical Exclusion Checklist states the following:

- No potential impact on any businesses within the project location
- Due to very little modification required, the project will have no negative impact on any surrounding businesses and/or residential housing.
- There were no travel pattern changes required of the project and no impact anticipated.
- No relocation requirement required for the project site
- Project will have a positive impact on underserved communities adjacent to project location.

Community cohesion would not be adversely affected because access or travel patterns would not be substantially changed. The Project would make bus transfers more convenient and comfortable for passengers; offer passenger amenities such as a secure, climate-controlled waiting environment, customer information, restrooms, and basic food service. The Project would contribute to the enhancement of the surrounding community by adding more convenient and more accessible public transportation, and thus is not expected to have adverse impacts on the social or community environment.

The proposed Project site is within a predominantly commercial and institutional area of downtown Toledo that is included in the Downtown Commercial zoning district. The Project site is not within a distinct residential neighborhood or community; however, two apartment buildings are in the Project vicinity at 615 Cherry Street (Vistula Manor) and 722 N. Huron Street (Madonna Homes). The proposed Project would not negatively affect community resources in the area because it is limited to modifications to an existing building, with the exception of adding curbside shelters and transit customer amenities.

For site analysis comparison please refer to the appraisal report and project proposal for the site at Jackson & Huron and 541 Superior Street properties considered for the project purpose.

Prior to selecting the hub location TARTA also reviewed sites at the intersection of Jackson & Huron as well as 541 Superior Street. The alternative locations were both located in the same census block, less than ½ a mile from the hub and would result in the same impact on the basis of race, color, or national origin.

For site justification, refer to the appraisal report and project proposal for the site at Jackson & Huron and 541 Superior Street properties considered for the project purpose.

TARTA Downtown Transit Hub Project

Draft Categorical Exclusion Checklist

March 2018

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A. DETAILED PROJECT DESCRIPTION

The Toledo Area Regional Transit Authority (TARTA) Downtown Transit Hub project (the “Project”) includes acquisition of an approximately 1.25-acre project site at 612 N. Huron Street in Toledo, Ohio to be used as a transit center and TARTA administrative offices. The project site has roadway frontage to N. Huron and Cherry streets. A one and two-story brick/masonry building is on the project site that was constructed in 1970 (Goodwill Building). The building has been primarily used for retail and/or commercial purposes and has dimensions of approximately 125 feet by 135 feet, assessed gross building area of 68,264 square feet, and rooftop parking. The Project would entail modifying the building to accommodate an approximately 5,000-square foot climate-controlled bus passenger waiting area, fronting on Cherry Street, and agency offices on both floors. Bus parking and passenger pick-up and drop-off would occur on-street.

Exterior work would include shelters, furniture, and amenities at curbside bus bays along both N. Huron and Cherry streets (including bicycle racks, benches, trash receptacles, wayfinding/directional signage), sidewalk repairs and repainting/rebranding the storefront cornice. Street and traffic signal/control improvements benefitting the project will be performed by the City of Toledo as part of independent projects.

TARTA has identified the Goodwill Building as a preferred transit center location through a multiyear alternatives evaluation and stakeholder engagement process. The location is transit rich, situated within two blocks of Toledo's current primary transit hub: the Jackson Street/Government transit loop station. The transit loop currently operates in a wide one-way configuration on Jefferson, Erie, Jackson, and Summit streets.

The Project area is currently served by all routes in TARTA's network. It is positioned along the inbound corridor for most routes serving the northwestern service area and represents a natural downtown gateway or service terminal area for the remaining inbound routes. Cherry Street, its retail frontage corridor, and a major arterial, has been identified as a transit enhancement priority area through TARTA's strategic planning process.

For TARTA and Toledo, implementation of the Project would:

- Make bus transfers more convenient and comfortable for passengers;
- Offer passenger amenities such as information, restrooms, and basic food service;
- Establish a permanent downtown presence for TARTA;
- Become a catalyst for downtown development;
- Save operating costs compared to the existing downtown loop operation; and
- Improve downtown traffic flow by eliminating the current TARTA downtown bus loop operating pattern as all routes would have direct access and egress from the central business district via the new transit center. Most bus loop stops would remain active for a smaller number of routes. See Section M (Impacts on Safety and Security) for further details on routing modifications.

The Project site intersects three neighborhood areas: the downtown business district, the Civic Center, and the Vistula/United North historic mixed-use and residential neighborhood. Land uses in the immediate Project area include high-rise apartment buildings along Cherry Street,

government and other office buildings, and places of worship. The Cherry Street/N. Huron Street intersection is adjacent to one of the highest concentrations of affordable housing in Toledo. The Goodwill Building was the only sidewalk-oriented retail space in the surrounding Civic Center and Cherry Street corridor area until Goodwill relocated in December 2017. The Goodwill Building presents a turnkey solution for a well-lit, visible, and sidewalk-oriented indoor transit waiting area. Locating the transit center at Cherry and N. Huron streets compliments downtown planning initiatives to create a more walkable environment. TARTA intends to use its property tax revenue as local match toward the project.

B. LOCATION (INCLUDING ADDRESS)

The proposed Project site includes the former Goodwill Building, located at 612 N. Huron Street in Toledo, Ohio, 43604. The latitude/longitude coordinates of the building are 41°39'22.8"N 83°31'56.2"W (41.656340, -83.532263) (see **Attachment A**). The building is at the southwest corner of N. Huron and Cherry streets, approximately three blocks from the Maumee River. The project also includes sidewalk areas surrounding the building along the block of N. Huron St. between Cherry St. and Orange St., and along the block of Cherry St. between N. Huron St. and N. Superior St.

C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY

Funding for the Project is included in the Toledo Metropolitan Area Council of Governments (TMACOG) Transportation Improvement Program (TIP) for fiscal years 2018 to 2021, and the corresponding Ohio Department of Transportation's (ODOT's) Statewide Transportation Improvement Program (STIP). Additional funding is in the process of being added to the TIP/STIP so that the project will be fully programmed. The project is listed as air quality exempt according to the Code of Federal Regulations (40 CFR § 93.126).¹

The project site is in Lucas County, which is not listed as a non-attainment or maintenance area for any priority air pollutants.

D. TRAFFIC IMPACTS

Between 16 and 24 buses per hour would serve the transit center during the morning and afternoon peak periods (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM). Bus trips would occur on the existing roadway network in the Project vicinity, including on N. Huron and Cherry streets.

All new transit vehicle movements will be included in the City's traffic study, to be performed as part of the street modification projects. Recorded traffic counts and vehicular level of service (LOS) on project adjacent streets are provided in **Table 1**. LOS C is considered to be an acceptable traffic condition in the downtown area.

¹ Code of Federal Regulations 40 CFR, Chapter I, § 93.126. Published July 1, 2005 and retrieved March 12, 2018 at <https://www.gpo.gov/fdsys/pkg/CFR-2005-title40-vol20/pdf/CFR-2005-title40-vol20-sec93-126.pdf>.

**Table 1
Annual Average Daily Traffic (AADT) on Project Area Roadways**

	Cherry (NB)	Cherry (SB)	Superior (EB)	Superior (WB)	Orange (NB)	Orange (SB)	Huron (EB)	Huron (WB)
2018 Level of Service	A	B	C	C	B	B	N/A	C
2045 Level of Service	A	B	C	C	B	B	C	C
AADT year	2016		2014		2013		2014	
AADT Total	16,741		2,490		589		1,869	
AM Peak Traffic (6 AM-10 AM)	3,516 (21%)		N/A		124 (21%)		430 (23%)	
MD Peak Traffic (10AM-2PM)	3,850 (23%)		N/A		200 (34%)		561 (30%)	
PM Peak Traffic (2 PM-6 PM)	5,022 (30%)		N/A		188 (32%)		504 (27%)	
NT Peak Traffic (6PM-6AM)	4,353 (26%)		N/A		77 (13%)		374 (20%)	

Source for level of service: TMACOG travel demand model

Source for AADT/peak traffic: TMACOG Traffic Count Database System:

<http://tmacog-all.ms2soft.com/tcds/tsearch.asp?loc=Tmacog-all&mod=>

N. Huron Street currently operates as a one-way street with one bus stop along N. Huron Street between Cherry and Orange streets. One bus stop on N. Huron Street across the street from the Goodwill Building is on a shared route corridor that is currently used for 130 weekday bus movements. An additional 130 weekday buses operate along the Cherry Street corridor, which has stops at N. Huron. The transit center would host an estimated 500 weekday bus movements, or an increase of roughly 240 daily movements.

A planned City of Toledo project would convert N. Huron Street from one-way to two-way operation for traffic calming and to improve the existing downtown roadway network. The goal of the City's project is not to improve vehicular level of service, but primarily to improve conditions for non-vehicular modes. TARTA's Downtown Transit Hub project would be consistent with the City of Toledo's plans for N. Huron Street. After the conversion, TARTA buses would queue on both sides of N. Huron Street between Orange and Cherry streets. One traffic through lane in each direction would be maintained on N. Huron Street at the Project site.

No traffic impacts are anticipated due to bus movements because of low vehicle volumes today on N. Huron St. Traffic on N. Huron Street at the project site indicate steadily declining volumes in the past decade and fewer than 2,000 daily vehicular movements. While N. Huron Street overall is assigned LOS C through the TMACOG regional transportation model, this reflects the existing calmed downtown bidirectional configuration. The City of Toledo views the downtown street configuration as a success and desirable, and thus intends to extend this configuration to Cherry Street. The TMACOG regional transit model indicates that after conversion to a two-way street, the N. Huron block by the Goodwill Building will perform at an acceptable LOS C. The existing bus

movements on N. Huron Street represent roughly 5.9 percent of weekday traffic movements. With the Project and following the City's Street reconfiguration project, bus movements would represent roughly 18 percent of street traffic.

TARTA performed an initial traffic analysis of the Cherry Street / N. Huron Street intersection to support this Categorical Exclusion checklist (see **Attachment E**). The traffic analysis concluded that the conversion to a two-way Huron Street configuration will provide benefits through better access on either side of the street, better access for emergency vehicles and first-responders. As a by-product of the traffic-calming effects, the conversion will offer benefits of a low volume urban street and a pedestrian friendly roadway. The analysis found no reason to question TMACOG's assumption that the reconfigured N. Huron Street can function at LOS C.

Should the City's traffic study reach an unanticipated different conclusion regarding traffic impacts, concluding that its planned conversion to two-way operation is for some reason not feasible, buses will still be able to stop at the transit center in a modified configuration. For example, bus interface activity can be emphasized on the north/west side of Huron Street (where the existing bus zone is located), along the Cherry Street frontage and at existing Cherry Street bus zone areas as needed.

Cherry Street has approximately 17,000 vehicular traffic movements distributed over seven lanes at the project site. Even with these high volumes, the wide dimensions of Cherry Street enable it to achieve LOS scores of A northbound and B southbound. Cherry Street is a primary transit corridor with curbside service stops in the Project area, effectively making the curb lane a transit zone. Minor changes would be made to Cherry Street to facilitate bus stop activity and passenger pick-up and drop-off (such as locating bus stops at curbside at the Goodwill Building frontage, with the city providing supportive new paving). At least two through lanes in each direction would be maintained at all times on Cherry Street. These improvements would be consistent with the City of Toledo's plan to make Cherry Street a complete street from Greenbelt Parkway to N. Summit Street, which includes repaving, stormwater, landscaping, and pedestrian improvements.

In the existing condition, buses represent roughly 0.8 percent of weekday traffic on Cherry Street. With the Project, bus movements will represent roughly 2.3 percent of the street's traffic. The TARTA traffic analysis concluded that there is no anticipated deterioration of intersection levels of service associated with the proposed Project. The resulting AM and PM intersection LOS B conditions with the proposed Project shows very minor incremental change of delay from existing conditions resulting in the finding of no significant traffic impacts.

A transit center detailed planning and design process will follow TARTA's acquisition of the Goodwill Building. This process will include an analysis for optimal alignments for TARTA transit routes to access the transit center. This analysis will be performed concurrently with the City's downtown traffic study and will select access routings that have no impact on downtown traffic conditions.

All street improvements with the exception of sidewalk repair and transit amenity installation are elements of separate City of Toledo projects with independent utility. While independent, these projects would benefit the transit center. The conversion of N. Huron Street to two-way operation

will enable buses to queue on both sides of the street. However, the transit center could function to a great extent without the street improvements.

The addition of bus trips to these roadways, as provided, would not be substantial relative to the existing traffic volumes. These anticipated bus movements are included in TARTA's traffic analysis (**Attachment E**). Traffic flows on these roadways would not be disrupted because roadway network changes would not be substantial, excess capacity currently exists on project area roadways, and the project would be consistent with City of Toledo roadway improvement plans. In addition, the City of Toledo is bidding a downtown traffic study for completion in 2018. The Project would be incorporated in the downtown traffic study, including changes to TARTA's operation associated with shifting operations from the existing loop to the transit center at N. Huron and Cherry streets.

Adequate rooftop parking exists to serve the administrative uses of the transit center and limited customer parking needs. No on-street parking is currently permitted during daytime hours along the N. Huron Street and Cherry Street frontage of the Project site and excess parking is available in the neighborhood during nighttime hours; therefore, no parking impacts would occur.

E. CO HOT SPOTS

Lucas County is in attainment for carbon monoxide (CO) and the Project is listed as air quality exempt in the latest TMACOG TIP and ODOT STIP. The proposed Project is consistent with all air quality conformity requirements and an analysis of CO hotspots is not required. As discussed in **Section D**, no substantial traffic impacts would occur as a result of the Project.

All TARTA routes presently converge at the intersection of Jackson and Huron streets, 2.5 blocks south of the Project site. The Project will relocate this activity to the blocks of N. Huron and Cherry streets adjacent to the Goodwill Building. TARTA will maintain a no idling policy for routes terminating at the Project site. The indoor passenger waiting area eliminates any need for bus idling to create a climate-controlled passenger waiting space. The proposed daily increase of 240 weekday bus movements at the Project site represents a fraction of the nearly 19,000 vehicles operating immediately adjacent to sensitive receptors today.

F. PM_{2.5} AND PM₁₀ HOT SPOTS

Lucas County is in attainment for particulate matter (PM_{2.5} and PM₁₀) and the Project is listed as air quality exempt in the latest TMACOG TIP and ODOT STIP. As discussed in **Section D**, the proposed Project does not involve substantial new bus trips on the existing roadway network in the Project vicinity. These bus trips currently occur on the loop served by TARTA in downtown Toledo. The proposed Project is consistent with all air quality conformity requirements and no analysis of PM_{2.5} and PM₁₀ hotspots is required.

As stated in **Section E** the Project will relocate the existing concentration of transit activity from the nearby Jackson Street / Huron Streets intersection to the blocks of N. Huron and Cherry streets adjacent to the Goodwill Building. TARTA will maintain a no idling policy for routes terminating at the Project site. The indoor passenger waiting area eliminates any need for bus idling to create a climate-controlled passenger waiting space. The proposed daily increase of 240

weekday bus movements at the project site represents a fraction of the nearly 19,000 vehicles operating immediately adjacent to sensitive receptors today.

G. HISTORIC RESOURCES

On February 22, 2018, the Federal Transit Administration (FTA) sent a letter initiating Section 106 consultation with the Ohio Historic Preservation Office (OHPO) (see **Attachment B**). The FTA identified the Project's area of potential effects (APE) extending about one-half block around the building based upon the identified view shed. No properties in the APE are listed on the National Register of Historic Places (NRHP). Two properties within the APE are listed on the Ohio Historic Inventory (OHI). The FTA determined that those two Ohio listed properties within the APE are potentially eligible for listing in the NRHP, and that the undertaking would result in no adverse effect to historic properties. OHPO's concurrence with the FTA's determination is anticipated by 03/22/2018].

H. NOISE

Two noise sensitive receptors are within the screening distance of 225 feet for unobstructed views of the proposed transit center identified in the FTA's *Transit Noise and Vibration Impact Assessment* guidance manual (FTA, 2006). These two noise sensitive receptors include apartments (Vistula Manor, 615 Cherry Street—a Category 2 use) and a place of worship (St. Francis Desales Chapel, 501 Cherry Street—a Category 3 use). These receptors are located approximately 188 feet to the north and 170 feet to the south of the Project site, respectively (see **Attachment A**).

With the exception of a building fronting Cherry Street and with a 50-foot-wide wing fronting N. Huron Street, the remaining Vistula Manor structures are set back from the Project site. TARTA will maintain a "no idling" policy for routes terminating at the transit center. Noise associated with the proposed additional 240 daily bus movements at the site is insignificant when compared to:

- Nearly 19,000 vehicles operating adjacent to Vistula Manor and 19,500 vehicles operate adjacent to St. Francis Desales Chapel today, including 260 buses;
- Toledo Fire and Rescue Department Station 1, located on the block southwest of the Goodwill Building at 545 North Huron Street.

Because the Project area is currently a high noise emission area, the addition of 240 daily bus movements at the intersection of Cherry and N. Huron Streets is expected to incur no noise impact on sensitive receptors.

I. ACQUISITIONS AND RELOCATIONS REQUIRED

The 1.25-acre project site (Lucas County parcel number 15-44184) is owned by Goodwill Industries of Toledo, Inc. The Project site was used for retail, office, and warehouse/storage uses. Goodwill ceased operations at the Project site and recently vacated the property. TARTA would purchase

the Project site from Goodwill Industries of Toledo, Inc. in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. The transaction would not take place until approval of this NEPA document.

J HAZARDOUS MATERIALS

Phase I and Phase II environmental site assessments (ESAs) of the Project site were conducted. These assessments are provided as **Attachment D**. The Phase I ESA was conducted in December 2017 and January 2018 (TTL, 2018). The Phase I ESA revealed the following recognized environmental conditions (RECs):

- The historic industrial use of the central portion of the site for at least 45 years;
- The historic automobile repair activities on the site for over 30 years;
- The former on-site diesel underground storage tanks and unknown environmental conditions during their removal; and
- The historic use of the southwesterly adjoining area as an automobile repair facility for at least 15 years.

The Phase I ESA includes a recommendation that a Phase II ESA be conducted to assess the site for potential impacts from the identified RECs.

A Phase II ESA was conducted in February 2018. Low levels of polynuclear aromatic hydrocarbons (PNAs), metals and trace volatile organic compounds (VOCs) were detected in soil samples taken within the building at a concentration below the Ohio Environmental Protection Agency (OEPA) Voluntary Action Program (VAP) Generic Direct Contact Standards (GDSCS) and VAP Leach-Based Soil Values (LBSV). Lead was detected in one soil sample at a concentration above the OEPA VAP GDSCS and VAP LBSV. However, this soil sample was collected from 6-8 feet below ground surface. Based on the depth, the impacts are below the commercial land use point of compliance. In addition, the current building slab provides a barrier to direct contact with the material and the Project does not include any excavation that would disturb the slab.

Various PNAs from one groundwater sample were detected above the VAP Generic Unrestricted Potable Use Standards (GUPUS). However, the VAP GUPUS is a groundwater ingestion standard based on groundwater as a source of drinking water. Potable water for the area is supplied by the City of Toledo Municipal System and the site falls within the Urban Setting Designation (USD) for the City of Toledo. A USD is a designated urban area where it has been demonstrated that ground water is not used as a source of drinking water, connection to the municipal water system is required, and groundwater is not needed to meet the demands for public water supplies in the foreseeable future. Groundwater at the site will not be utilized for drinking water. Therefore, the groundwater ingestion pathway is not complete, and no additional groundwater investigation was recommended in the Phase II.

K SOCIAL IMPACTS AND COMMUNITY DISRUPTION

Potential project impacts to Environmental Justice and Underserved Populations are discussed in **Section L**. The proposed Project site is within a predominantly commercial and institutional area of downtown Toledo that is included in the Downtown Commercial zoning district. The Project

site is not within a distinct residential neighborhood or community; however, two apartment buildings are in the Project vicinity at 615 Cherry Street (Vistula Manor) and 722 N. Huron Street (Madonna Homes). The proposed Project would not negatively affect community resources in the area for two reasons. The Project is limited to modifications to an existing building, with the exception of adding curbside shelters and transit customer amenities. The waiting area will be designed to host vending and / or concessions. Bus staging, passenger pick-up and drop-off would continue to occur on Cherry and N. Huron Streets By providing a centralized transit center, the Project would provide better and higher-quality access to transit for all populations, especially nearby transit-dependent populations.

Community cohesion would not be adversely affected because access or travel patterns would not be substantially changed. The Project would make bus transfers more convenient and comfortable for passengers; offer passenger amenities such as a secure, climate-controlled waiting environment, customer information, restrooms, and basic food service. The Project would contribute to the enhancement of the surrounding community by adding more convenient and more accessible public transportation, and thus is not expected to have adverse impacts on the social or community environment.

L. ENVIRONMENTAL JUSTICE AND UNDERSERVED POPULATIONS

U.S. Census Bureau data were examined for the Project location using the Ohio Department of Transportation's (ODOT's) Transportation Information Mapping System. The Project site is entirely within, but on the edge of Census Block Group 390950028001. Census Block Group 390950029002 is immediately adjacent to the northeast (see **Attachment C**). The environmental justice and underserved populations data for these census block groups is presented in **Table 2**.

No relocations, either residential or business, would occur because of the Project. The Project would not change, diminish, or restrict access to shopping, bus stops, schools, jobs, recreational resources, and community centers. Access to or use of the proposed Project would not be denied to any environmental justice or underserved populations. The proposed Project would not result in unanticipated additional impacts to any environmental justice or underserved populations. Therefore, the proposed Project would not have disproportionately high and adverse impacts to environmental justice or underserved populations. The proposed Project is expected to have positive impacts to environmental justice and underserved populations by providing improved transit service, better passenger amenities, and improved safety.

Table 2
Environmental Justice and Underserved Populations Data for Project Area (Percent)

Census Block Group ID	Minority	Low Income	Limited English Proficiency (Linguistically Isolated)	Older Adults (Over Age 64)
390950028001	58	71	3	7
390950029002	72	93	2	7

M IMPACTS ON SAFETY AND SECURITY

No negative impacts on safety or security are anticipated to result from the Project.

The existing operation relies on a 12-block one-way loop around the central core that is followed by all inbound and outbound routes. Removing the loop while maintaining bus stops will reduce redundant mileage. Several routes will follow a more direct path for downtown circulation with the transit center functioning as a primary transfer location. Most of the existing loop stops would remain in service for a reduced number of routes. There will be no negative effect on the removal of the loop operation since the coverage of the area remains the same.

Eliminating the loop operation and adding the transit center will reduce the potential for bus collisions in the downtown area. It will improve safety and security by concentrating passenger waiting and transfer movements at a single, attended location with the new transit center rather than at existing locations dispersed throughout downtown. TARTA would be able to provide security more efficiently by consolidating its security resources at a single location.

N IMPACTS CAUSED BY CONSTRUCTION

Construction of the Project is expected to occur between January and December of 2019. Project construction mostly would involve interior rehabilitation and renovation and would predominantly take place during daylight hours. Rehabilitation elements are expected to include plumbing, electrical, and interior walls, and finishes. Construction of the proposed Project would occur in an urban area consisting primarily of commercial and institutional development, resulting in minimal neighborhood or traffic disturbances. General construction noise impacts for passersby and individuals living or working near the Project site can be expected. However, considering the relatively short-term nature of construction noise and daytime scheduling of construction activities within the Project area, these impacts are not expected to be substantial. The construction specifications would address the construction noise level factors and procedures, and would conform to any federal, state and/or local regulations, including related sections of the latest Occupational Safety and Health Administration standards. To minimize impacts of construction noise, construction equipment would include appropriate mufflers in good working condition, and noisy construction would be limited to daylight hours. Safety measures to be taken

during construction include posting signs to inform the public of construction activities and erection of non-intrusion fencing as needed. The construction documents would state the contractor's responsibility for controlled access, safety and security of passersby, and individuals working or visiting the project site.

REFERENCES

FTA (Federal Transit Administration), 2006. Transit Noise and Vibration Impact Assessment.

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TMACOG (Toledo Metropolitan Area Council of Governments), 2017. Transportation Improvement Program. Fiscal Year 2018-2021. April. Available online at:

<http://www.tmacog.org/Transportation/TIP/2018-2021/Final%20FY%2020182021%20TIP.pdf>.

TTL (TTL Associates, Inc.), 2018. Phase I Environmental Site Assessment, Commercial Building, 612 Huron Street, Toledo, Ohio. January.

2019 TARTA Internal Limited English Proficient (LEP) Survey

Please complete this survey.

The results will be used to in the submission of federal reports to demonstrate FTA compliance.

- 1.) During the course of your work at TARTA, how often have you come in contact with a person who spoke **Spanish** with limited English speaking and/or reading skills?
 - Regularly (in the past week)
 - Occasionally (in the past month)
 - Previously (in the past year)
 - Former (at some point during your TARTA/TARPS career)
 - Never

- 2.) During the course of your work at TARTA, how often have you come in contact with a person who spoke **Arabic** with limited English speaking and/or reading skills?
 - Regularly (in the past week)
 - Occasionally (in the past month)
 - Previously (in the past year)
 - Former (at some point during your TARTA/TARPS career)
 - Never

- 3.) During the course of your work at TARTA, how often have you come in contact with a person who spoke **Chinese** with limited English speaking and/or reading skills?
 - Regularly (in the past week)
 - Occasionally (in the past month)
 - Previously (in the past year)
 - Former (at some point during your TARTA/TARPS career)
 - Never

- 4.) During the course of your work at TARTA, how often have you come in contact with a person who spoke **another foreign language** (*please list the language below*) with limited English speaking and/or reading skills?

Other Language: _____

 - Regularly (in the past week)
 - Occasionally (in the past month)
 - Previously (in the past year)
 - Former (at some point during your TARTA/TARPS career)
 - Never

TARTA TRANSIT AMENITY POLICY

POLICY

Installation of transit amenities shall be primarily based on documented requests and the number of passenger boarding's at bus stops and along a route. These amenities involve placement of ADA accessible bus shelters. Additional requirements for placement include safety, proper zoning approval if necessary and meeting all applicable building and construction laws. Requests for transit amenities can be submitted through our customer service staff and are documented. Each request should be reviewed on a monthly basis.

PURPOSE

A good bus shelter is an essential part of any successful public transit system. What constitutes "good," however, depends upon your point of view. From the perspective of the transit agency that is responsible for its management, a good shelter is one that has low maintenance requirements and is vandal-resistant. From the customer's point of view, an ideal shelter is one that allows visibility and easy access to the bus, is comfortable and convenient, provides clear information, and is safe.

Both viewpoints are equally important to consider because an unused shelter is a waste of money and an unnecessary maintenance burden. A well-designed, comfortable shelter can make waiting for a bus a pleasant experience.

To decide what type of shelter to use in a particular area requires an analysis of existing and anticipated conditions, as well as some knowledge of the characteristics of good shelter location and design. Information about each factor is included below.

- Is a shelter needed?
- Where should it be located?
- How should it be designed?
- How should it be maintained and managed?
- Are there funding options available and budgeted?

There are some general guidelines that should be followed in deciding whether or not a bus shelter is needed. Situations where a shelter is required include the following: transfer points from one route or system to another; areas with frequent service and high levels of ridership; areas where safety is a concern; and neighborhoods with a higher percentage of older adults, persons with disabilities, or qualify under Title VI and Environmental Justice considerations.

The roadway type and anticipated transit service play a role in the location and design of a bus stop and the shelter. The following elements need to be considered:

- Safety
- Comfort
- Capacity
- Security
- Visibility



Rider Survey

1. **What is the purpose of this trip? (Check all that apply.)**
 - Work
 - School
 - Medical
 - Other _____
2. **How many TARTA vehicles will you need to use on this one-way trip to your destination?**
 - One
 - Two
 - Three
 - Four or more
3. **How did you pay for this trip? (Check all that apply.)**
 - Cash
 - Token
 - Other: _____
 - Weekly Pass
 - Monthly Pass
4. **Did you receive any of the following special fare discounts for this trip? (Check all that apply.)**
 - Student (K-University)
 - Senior/Disabled
 - Child accompanied by an adult
 - Other: _____
 - None
5. **Did you have a car or other motor vehicle available to you for this trip?**
 - Yes
 - No
6. **On average, how many days per week do you use TARTA?**
 - None
 - One
 - Two
 - Three
 - Four
 - Five
 - Six
 - Seven
7. **On a day you use TARTA, how do you usually ride?**
 - One 1-way trip
 - Two 1-way trips (roundtrip)
 - More than two 1-way trips
8. **Including YOU, how many people live in your household? _____ people**
9. **Which category BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME before taxes?**
 - Less than \$25,000
 - \$25,000 - \$29,999
 - \$30,000 - \$34,999
 - \$35,000 - \$49,999
 - \$50,000 - \$74,999
 - \$75,000+
10. **What is your race? (Check all that apply.)**
 - American Indian/Alaska Native
 - Asian
 - Black/African American
 - Hispanic/Latino
 - Hawaiian/Pacific Islander
 - White/Caucasian
 - Other: _____
11. **What is your national origin? (For example Australia, Germany, Ghana, India, Mexico)**
_____ Not Known
12. **How well do you speak English?**
 - Very Well
 - Well
 - Not Well
 - Not at All
13. **Do you speak a language other than English at home?**
 - No
 - Yes (What is this language? _____)

For surveys in Arabic or Chinese contact info@tarta.com



ENCUESTA DE PASAJEROS

1. ¿Cuál es el propósito de este viaje? (Marque todo lo que corresponda.)
 Trabajo Escuela
 Escuela Otro _____
2. ¿Cuántos vehículos de TARTA necesitará usar en este viaje de ida a su destino?
 Uno Tres
 Dos Cuatro o Más
3. ¿Cómo pagaste por este viaje? (Marque todo lo que corresponda.)
 Efectivo Boleto mensual Otro: _____
 Fichas Boleto de 7 días
4. ¿Recibió alguno de los siguientes descuentos en tarifas especiales para este viaje? (Marque todo lo que corresponda.)
 Estudiante (K-Universidad) Otro: _____
 Mayor de 65 años/ Discapacitado Ninguno
 Niño acompañado de un adulto.
5. ¿Tenía un automóvil u otro vehículo motorizado disponible para este viaje?
 Sí No
6. ¿En promedio, cuántos días a la semana usa TARTA?
 Ninguno Tres Seis
 Uno Cuatro Siete
 Dos Cinco
7. ¿Los días que usas TARTA, cómo usas TARTA normalmente?
 Un viaje de ida
 Dos viajes de ida (ida y vuelta)
 Más de dos viajes de ida.
8. ¿Incluyendo a USTED, cuántas personas viven en su hogar? _____ personas.
9. ¿Qué categoría describe MEJOR SU INGRESO ANUAL TOTAL DEL HOGAR antes de los impuestos?
 Menos de \$ 25,000 \$30,000 – \$34,999 \$50,000 - \$74,999
 \$25,000 - \$29,999 \$35,000 - \$49,999 \$75,000+
10. ¿Cuál es tu raza? (Marque todo lo que corresponda.)
 Indio Americano/Nativo de Alaska Hispano/Latino Otro: _____
 Asiático Hawaiano/Isleño del Pacífico
 Negro/Afroamericano Blanco/Caucásico
11. ¿Cuál es tu origen nacional? (Por ejemplo: Australia, Alemania, Ghana, India, México)
_____ Not Known
12. ¿Qué tan bien hablas inglés?
 Muy Bien No Bien
 Bien No en Absoluto
13. ¿Habla usted otro idioma que no sea inglés en casa?
 No Sí (¿Qué es este idioma?) _____

Appendix AA: Fare Increase Analysis



TARTA Title VI & Environmental Justice Assessment:
Fare Increase

Prepared by the Planning Department of Toledo Area
Regional Transit Authority

February 2019

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TARTA FINANCIAL CONSTRAINTS

Toledo Area Regional Transit Authority (TARTA) announced on its website, the Authority plans on a tariff adjustment increase on April 1, 2019, with a provisional increase towards the end of the year, December 1, 2019. TARTA does not take lightly to the fact that there needs to be a tariff adjustment, especially since there were recent 2019 Winter Assignment service adjustments. There are several factors that had led TARTA to make tariff adjustments and declaring it is in a financial hardship.

Ever since 2009 when the initial housing market crash, TARTA has been seeing a decrease in their revenue and an ongoing increase in their expenses. Some of the expenses that continue to increase are fringe benefits, materials and supplies, fuel, and health insurance cost. TARTA's receives its funding through 3 sources: local property tax revenue, state funding, and federal funding. Two of these funding sources have been providing limited revenue flow to keep operating TARTA's service as is.

The federal funding has been somewhat consistent, however TARTA has seen its property tax revenue has continued to decrease throughout the years. TARTA's local funding is property taxes at 2.5 mills that was set at 1987. TARTA has received a decrease of 30% property tax funding since 2009. In comparison to other transit authority cities in the state of Ohio, Toledo is the lowest ranked city to receive local funding per capital—in comparison to Cleveland, Columbus, Akron, Dayton, Cincinnati, Canton, and Youngstown. TARTA is also the only agency that receives its funding source from property taxes. Almost all other agencies receive their local funding through sales tax, except for Cincinnati, who receives their local funding through earnings tax.

When TARTA looks for additional funding sources, the state of Ohio has one of the smallest public transportation funding contributions in the nation. In terms of state funding per capita, Ohio is ranked 45th, with Mississippi, Kentucky, Georgia, Idaho, and Missouri behind it. Ohio provides \$0.63 per capita transit funding.

TARTA knew that it needed to expand its local revenue source and has attempted twice to get on the ballot for the public to vote for a sales tax in Lucas County. Due to Ohio Revised Code law, the current jurisdiction members must unanimously agree to have this issue placed on the ballot. Unfortunately, both times one TARTA jurisdiction member refused to sign a resolution to have the issue placed on the ballot.

Without any prospects for additional revenue sources for TARTA, TARTA can no longer operate its current services without running out of funds. TARTA unfortunately made drastic external cuts to TARTA's daily operations and will now have to make tariff adjustment. This is the reason for this Title VI and Environmental Justice report, which explains proposed and provisional tariff adjustment for the upcoming 2019 year below.

OVERVIEW

As indicated in FTA Circular 4702.1B, any Federal Transit Administration (FTA) recipients whose service area contains 200,000 or more residents must conduct a Title VI equity analysis in the course of planning a major service change or any magnitude of fare change. Equity analyses are required regardless of whether proposed changes would be detrimental or beneficial to riders. Title VI prohibits any form of

discrimination on the basis of age, race, or national origin. As the recipient of FTA funding, TARTA is required to ensure its transit service is available equally within service area to minority, non-minority residents, and individuals with low incomes.

As announced on TARTA's website and in the local Toledo Blade newspaper, the Authority will have an increase in tariff adjustments. The tariff adjustments are increased 20% for almost all tariff forms and a 40% increase for almost all tariff forms if the provisional increase occurs. The first change will take place at the start of the spring assignment on Monday April 1st, 2019; the provisional change may occur December 1st, 2019. For the purpose of affording an opportunity for interested persons or agencies to be heard with respect to the proposed adjustments, a public hearing explaining the change as well as the necessity of such a tariff adjustment will be held at the Administration Building of Toledo Area Regional Paratransit Services (TARPS), 130 Knapp Street, Toledo, Ohio at 12:30 o'clock p.m. (EST) Wednesday, February 20, 2019 and 6:00 o'clock p.m. (EST) Thursday, February 21, 2019.

TARTA FARE CHANGE POLICY

When considering changes in fares, the General Manager of TARTA will establish a period of comment prior to the initiation of said changes, per the TARTA Public Comment-Fare Changes Policy. The period of public comment shall be of sufficient length and time before the implementation of said changes that the Board of Trustees can consider such comment in its deliberations. According to the Policy, public comment will be solicited with any changes in the fare structure.

The Authority's Public Engagement Process addresses three criteria: 1.) major service changes, 2.) disparate impact, which are requirements addressed under Title VI and Civil Rights Act of 1964, including 49 CFR Section 21 and FTA Circular 4702.1B, and 3.) disproportionate burden, which are requirements addressed under the Environmental Justice Disproportionate Burden Policy in compliance with federal Environmental requirements under Executive Order 12898 and FTA Circular 4702.1B.

TARTA defines the threshold for a "disparate impact" as follows: Should the impact of any major service change and/or fare change require a minority population to bear adverse effects twenty percent (20%) or greater than those adverse effects borne by the non-minority population, that impact will be deemed a disparate impact.

TARTA defines the threshold for an "environmental justice disproportionate burden" as follows: Should the burden of any major service change and/or fare change require a low-income population to bear adverse effects twenty percent (20%) or greater than those effects borne by the non-low-income population, that impact will be considered a disproportionate burden.

When it is deemed necessary that a service change be considered for continued operating efficiency, TARTA will set a period of time during which it will receive public comment both at a public hearing or hearings in a written form.

Per TARTA Policy, the system will publish the notice of public hearing no less than 21 days before said hearing, in one or more newspapers of general circulation. The notice will outline the date, time, and place of the hearing, and state the intent of the hearing. Notices are also posted on www.TARTA.com.

ANALYSIS

INTRODUCTION

TARTA has not had a fare change since 2015. Currently it has one of the lowest bus fares for major transit systems in all of the state of Ohio. Due to increase costs of maintaining and operating the buses, and a decrease in local revenue with a decrease house value TARTA has experienced financial hardship and has decided to raise their fare prices.

In accordance with 49 CFR Section 21.9(b)(2), 49 CFR Section 21c.5(b)(7) and Appendix C to 49 CFR part 21, TARTA has prepared demographic and service profile analysis pertaining to the change in fare structure that will affect the populations of the Authority's service area. The purpose of the analysis is to determine whether the changes will have disparate impacts on minorities and individuals with low income. In this document, TARTA provides results of evaluation from the perspective of census tract, mileage, ridership, and fare usage.

EFFECTS OF PROPOSED SERVICE CHANGE ON MINORITY AND LOW-INCOME POPULATIONS

Fare Changes

As announced on TARTA website and in the local newspaper, tariff adjustments will happen by April 1st, 2019 followed by a provisional increase on December 1st, 2019. All fare structures will have increased price in 2019 with the exception of children under the age of 6 with adults (limit 2), which will still remain free. On average all fare structures will increase 20% in April 2019. The December 1st provisional fare will be about 40% higher than the fare from the beginning of 2019. The fare structure changes can be seen in the tables 1 and 2.

The tariff adjustments will affect all of the Authority's service districts census tracts. The following tables provide the breakdown of fare types and proposed fare changes in comparison with the ridership counts for minority and low-income population and then their percentages. The population for minorities and low income is determined from the 2010 Census data, GIS shapefiles, and the results from a compiled survey on ridership information done by the Authority.

The concentrations of low income and minority populations provided in the table are based on the following formulas recommended by the Federal Transit Administration (FTA).

- Minority proportion in the impacted area = $\frac{\text{Minority population in impacted Census Tracts}}{\text{Total population in the same set of Census Tracts}}$
- Low-income proportion in the impacted area = $\frac{\text{Low-income population in impacted Census Tracts}}{\text{Total population in the same set of Census Tracts}}$

The tables show that the fare increase will have a disparate impact and a disproportionate burden to the TARTA riders, based on the Public Participation Policy and Public Engagement Process.

DETERMINATION OF ADVERSE EFFECTS ON MINORITY AND LOW-INCOME RIDERS

Methodology

The fare adjustment could have a potential negative impact on minority and low-income riders because the fare adjustment is larger than 20%. Using 2010 census data and the Authority's GIS shapefiles, maps were generated to show which census tracts exceed the TARTA service district's averages for minority and low-income population with the fixed route overlaid on top. The minority population average to TARTA's service area is 35%. The low-income population average for the area is 24%. These maps show that all census tracts that exceed minority population average, which is anything equal to or greater than 35%, and exceeds the low-income average, which is anything equal to or greater than 24%. All minority and low-income populations that exceed the area's average have access to TARTA fixed route services as seen in maps 1 and 2.

To determine if there was a disparate or disproportionate impact on the minority and low-income riders, there was an analysis with 2010 census data, identification of minority and low-income population from the Authority's 2017 Title VI report, and 2018 ridership percentage by route. Routes were defined as minority and low-income from the Authority's 2017 Title VI Report's Service Monitoring Report. A sample of those routes with the highest percentage of minority and low-income populations were used to see if the fare adjustment would have a disparate and disproportionate burden. The results are compiled in table 3 and 4. The results show that the minority and low-income riders do not have any more disparate and disproportionate burden than the non-minority and non-low-income riders.

TARTA conducted a survey that analyzed the Ridership demographics in 2019, including race and household incomes, figure 5. The Authority took these results to assist in the determination process of what fare types are used by the minority, low income and minority and low-income populations. This was done by collecting data from the GFI farebox report database using 2018 data and aggregating it with the Authority's survey results along with the information calculated with US Census data. The results were then compiled into a spreadsheet and analyzed by the Planning and Scheduling department. The end result can be seen in figure 2.

ANALYSIS ON FARE MEDIA DISTRIBUTION

Several local banks and grocery stores sell passes at their location. A list of these locations can be found on the Authority's website. These locations are accessible to the public from one of the Authority's fixed routes. These locations chose to sell passes by their own request or their customer's requests. The fare media distribution centers are located within census tracts that exceed the regions' average for minority and low-income populations, as seen in the maps 3 and 4 below. The public can also call the Authority's Finance Department and can request to purchase passes on the phone and have them mailed to them. Since the public will still have the same access towards purchasing the passes and these locations are located within the areas of the most affected communities (minority and low-income) and passengers can receive passes in the mail, then there is no adverse effect on the location of fare media distribution sites.

PUBLIC FEEDBACK FROM PUBLIC HEARING AND WRITTEN COMMENTS

The Authority accepted written feedback for public record until February 28, 2019 5PM. Results will be presented to the Authority's Finance Committee meeting on March 6th, 2019. The Finance Committee will make a recommendation about this Title VI Report to the full board of Trustees in the March 7th, 2019 meeting.

There was significant media coverage of the fare increase public hearings by major local television stations and newspapers. Dates were also posted on the TARTA Facebook page and website. The hearings were also advertised through the local Metropolitan Planning Organization (MPO), Toledo Metropolitan Area Council of Governments (TMACOG). Approximately 7 members of the public attended the hearing on February 20th and 0 attended the hearing on February 21st. The Authority has received feedback by multiple ways: via public comments at the hearing, survey results, e-mails, and written letters. The public hearing presentation can be seen in figure 4.

Public Meeting Comments: There were zero (0) comments about the fare increase

- Proposed day pass- 1 comment
 - Suggested cost \$4

Written Comments: There were a total of five (5) written comments.

- For fare increase- 1 comment
 - bring back Sunday service- 1 comment
- Against fare increase- 4 comments
 - Request for discounted TARPS fares- 1 comment
 - Against the increased fare for Call-A-Ride- 1 comment

The Authority has received one written comment about the proposed fare increase. The comment was a request to reinstate Sunday and Holiday service.

Public Survey Comments: There were four (4) written comments from TARTA's 2019 Demographic Survey.

- For fare increase- 1 comment
 - bring back Sunday service- 1 comment
- Against fare increase- 3 comments
 - Against increase cost in weekly and monthly passes- 1 comment

PROPOSED ACTIONS TO MITIGATE ADVERSE EFFECTS OF FARE ADJUSTMENT

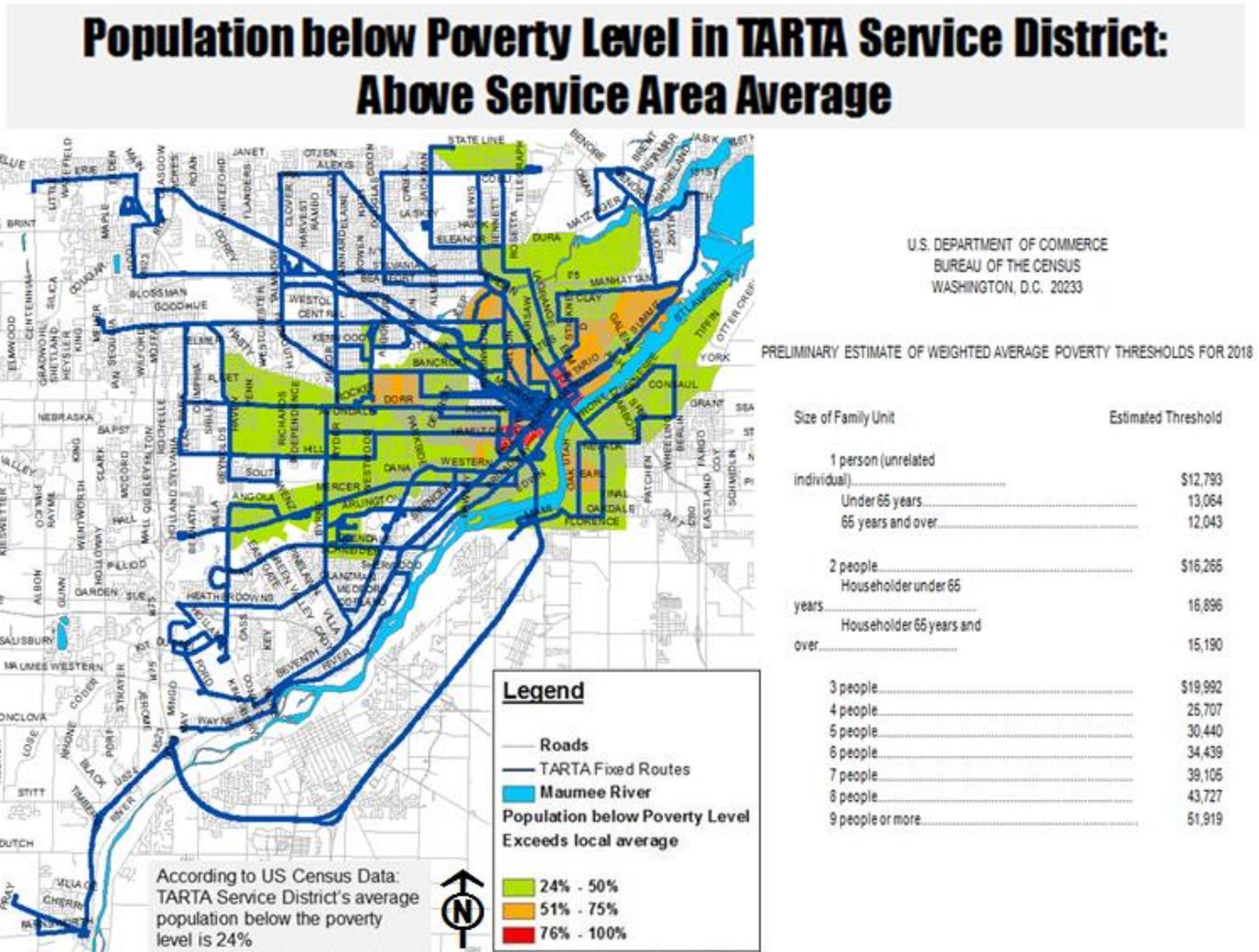
TARTA sought out public opinion at the public notice hearing and written feedback sent to the general manager, James K. Gee, for any potential mitigation. TARTA introduced free fares for the paratransit (TARPS) passengers when they ride TARTA's fixed routes back in 2012. This mitigation practice will still be active when the fare increases become effective in 2019.

The tokens will still have the reflected 20% increase in cost but reflect the 10% discount of a cash fare. The new proposed price of tokens will be \$34.00 provisional for a roll of 25 tokens (25 single ride tickets

at \$1.50 would cost \$37.50) , \$40.00 by 12/1/19 (25 single ride tickets at \$1.75 would cost \$43.75). Tables 1, 6 and 7 show the updated charts for Fare and Service Equity Analysis.

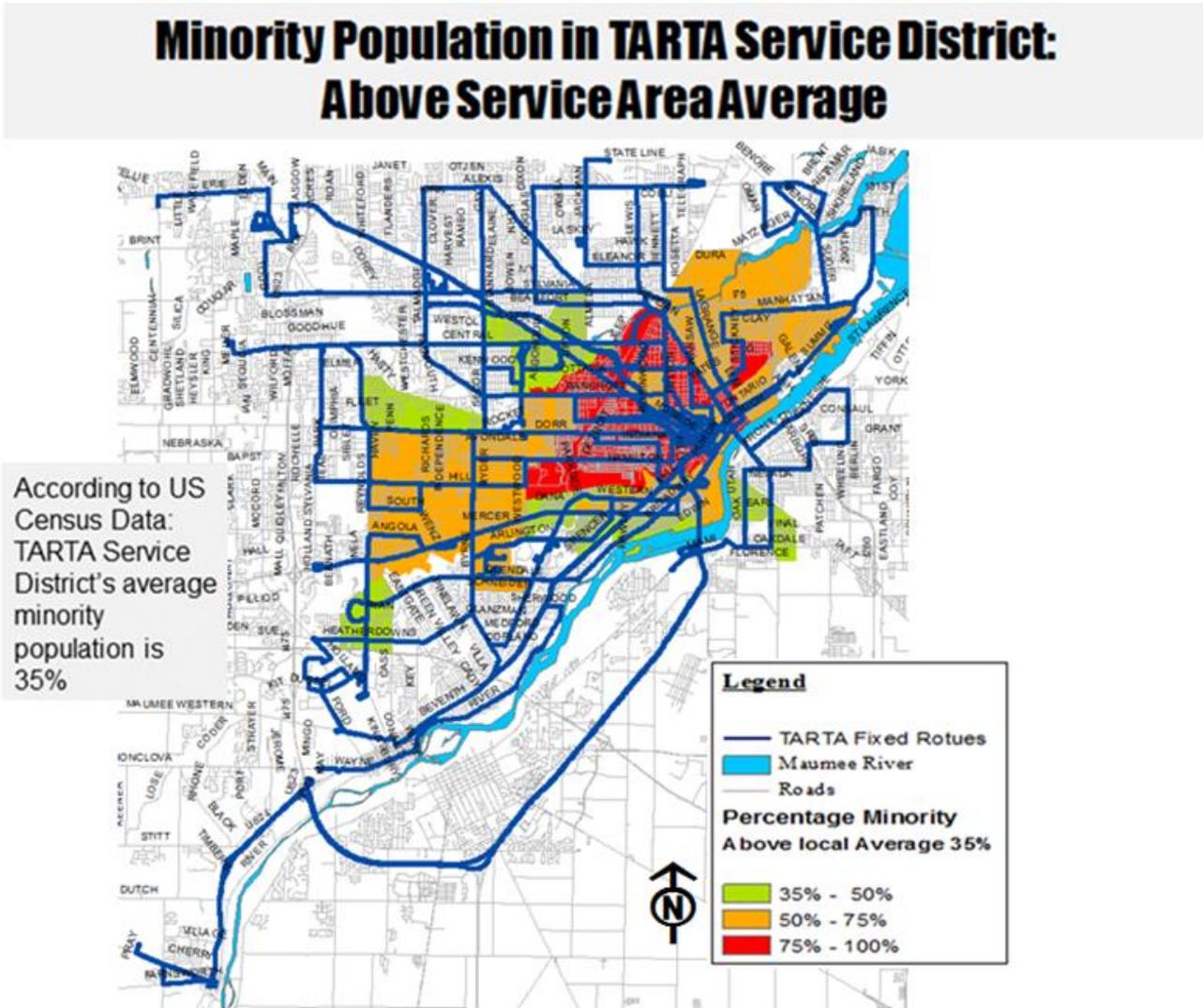
With the minimal public attendance and public comment feedback, the Authority requests to proceed forward with the proposed Fare Increase, effective April 1, 2019. This report will be taken to the TARTA Finance Committee Meeting on Wednesday, March 6, 2019 for review. On Thursday, March 7, 2019, the committee will make a recommendation to the full Board of Trustees.

APPENDIX- TABLES & MAPS: Visualization of Changes
 Map 1- Low Income Map



This map displays the census tracts that have population below poverty level that exceed the average of low-income households in TARTA's service district.

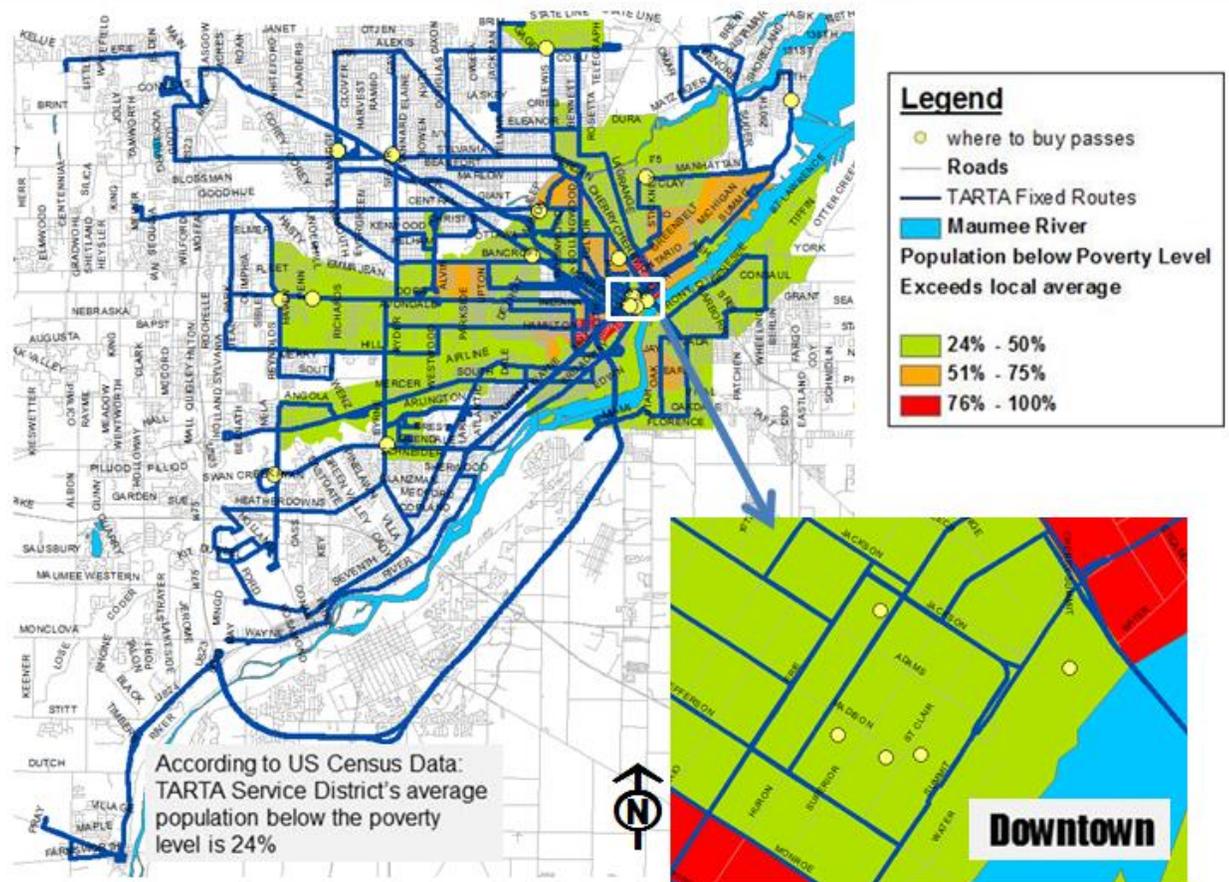
Map 2- Minority Population Map



This map displays the Census tracts of TARTA's service area's minority population that exceeds the area's 35% average.

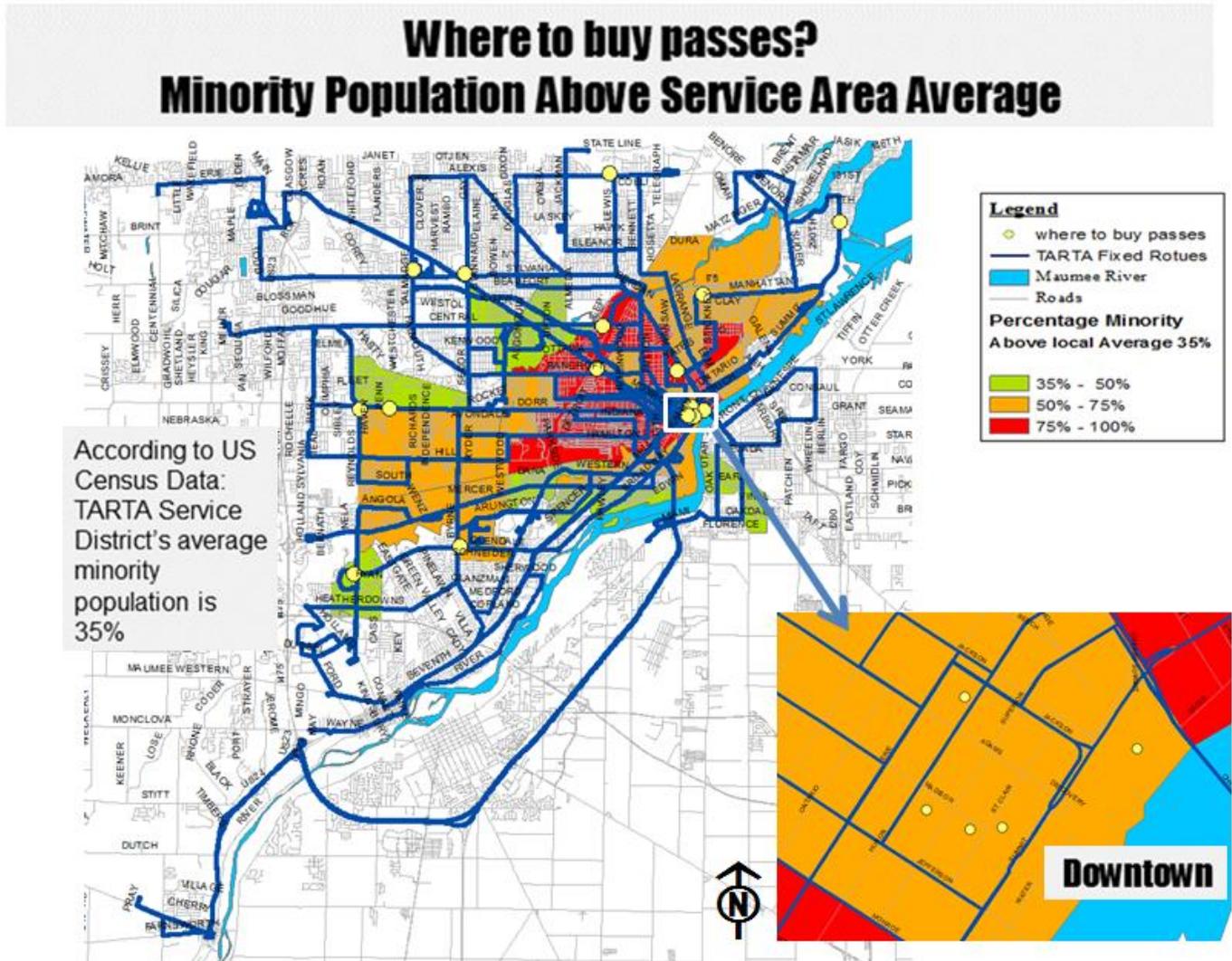
Map 3- Where to buy passes and low income

Where to buy passes? Population below Poverty Level Above Service Area Average



This map displays low-income census tracts that exceed the area's average and the location of where passengers can purchase passes.

Map 4- Where to buy passes and minority population map



This map displays minority census tracts that exceed the area's average and the location of where passengers can purchase passes.

Table 1- Ridership fare changes

Fare Type	Cost			April 2019 Change		December 2019 (provisional change)	
	Existing	Proposed April Change	Provisional December Change	Absolute	Percentage	Absolute	Percentage
Adult	\$1.25	\$1.50	\$1.75	\$0.25	20%	\$0.50	40%
Children Under 6	\$0.00	\$0.00	\$0.00	\$0.00	0%	\$0.00	0%
Token (roll of 25)	\$28.25	\$34.00	\$40.00	\$5.75	20%	\$11.75	42%
weekly pass	\$12.50	\$15.00	\$17.50	\$2.50	20%	\$5.00	40%
monthly pass	\$50.00	\$60.00	\$70.00	\$10.00	20%	\$20.00	40%
senior/disabled	\$0.60	\$0.75	\$0.85	\$0.15	25%	\$0.25	42%
s/d weekly pass	\$6.25	\$7.50	\$8.75	\$1.25	20%	\$2.50	40%
s/d monthly pass	\$25.00	\$30.00	\$35.00	\$5.00	20%	\$10.00	40%
TARPS	\$2.50	\$3.00	\$3.50	\$0.50	20%	\$1.00	40%
CAI-A-Ride	\$1.25	\$3.00	\$3.50	\$1.75	140%	\$2.25	180%
TOTAL							

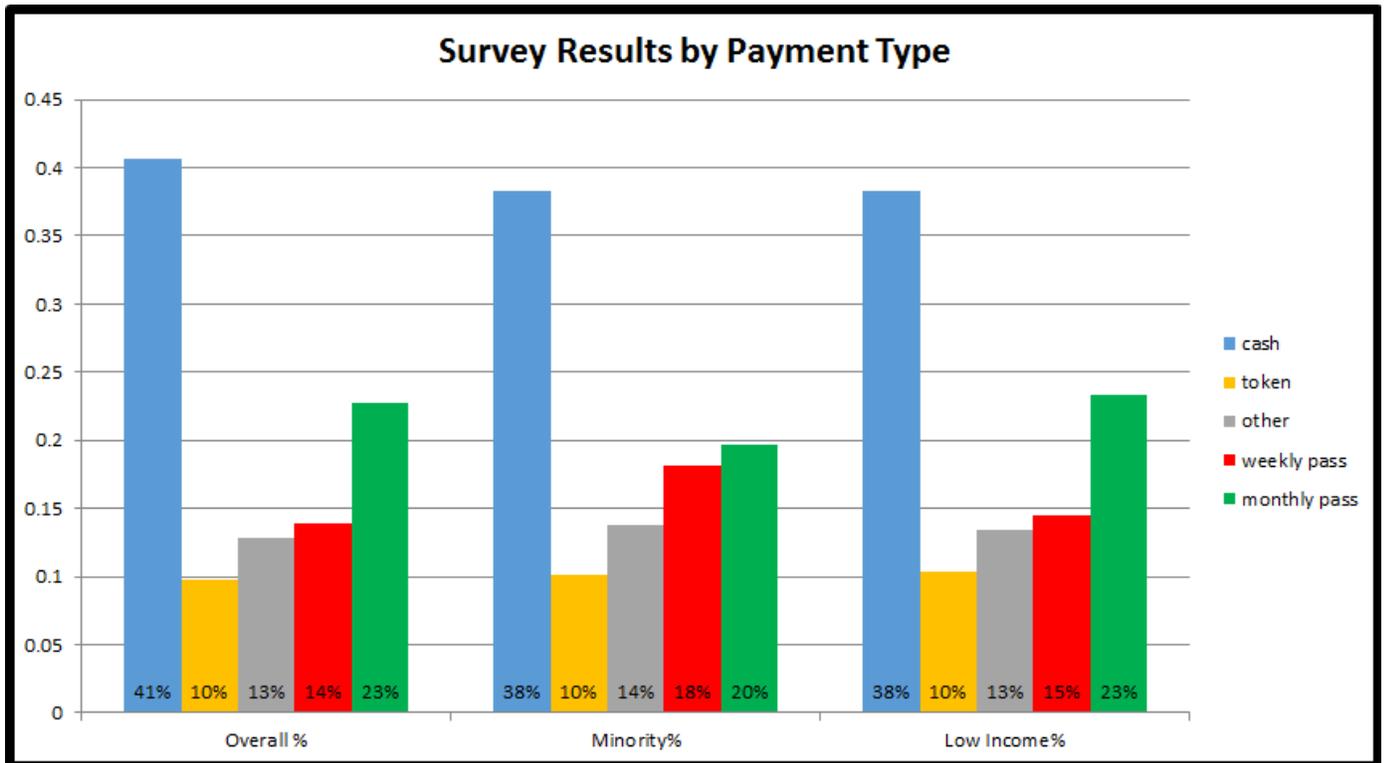
Visualization of the proposed fare changes.

Table 2- GFI Farebox 2018 Annual Ridership Info

Route#	Proportion of Minority and Low -Income Riders					
	Ridership Info					
	Minority Count	% Minority	Non-minoirity	low-income	% low-income	non-low-income
5	103,060	74%	36,210	11142	8%	128,129
14	20,141	37%	34,293	52257	96%	2,177
16	35,043	65%	18,869	35043	65%	18,869
17	83,766	48%	90,746	99472	57%	75,040
27	140,083	89%	17,314	125918	80%	31,479
32	165,477	80%	41,369	163408	79%	43,438
Total	547,570	66%	238,802	487239	64%	299,133
Systemwide	1,088,832	48%	1,179,568	1088832	48%	1,179,568

Visualization of the Minority and Low-Income rider count by selected routes.

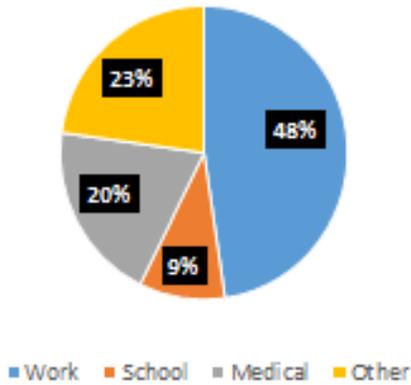
Figure 1- 2019 Survey: Ridership Fare Type used by Category



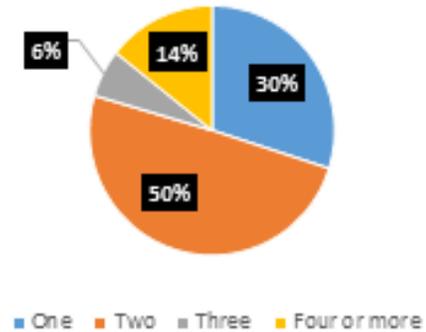
Visual representation of the types of fares used by minority, low income, and total population by percentages in a bar graph

Figure 2- 2019 Survey Results

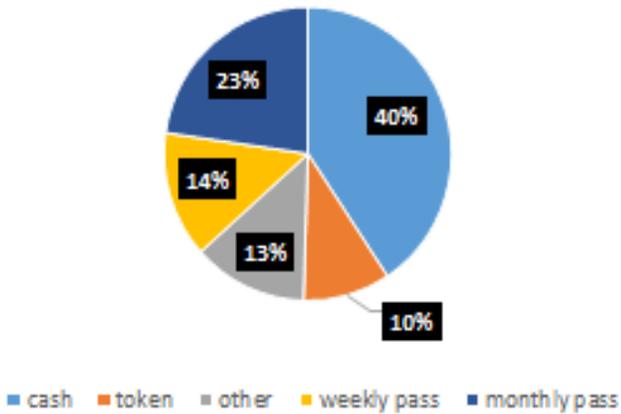
Overall Survey Results: Purpose of Trip



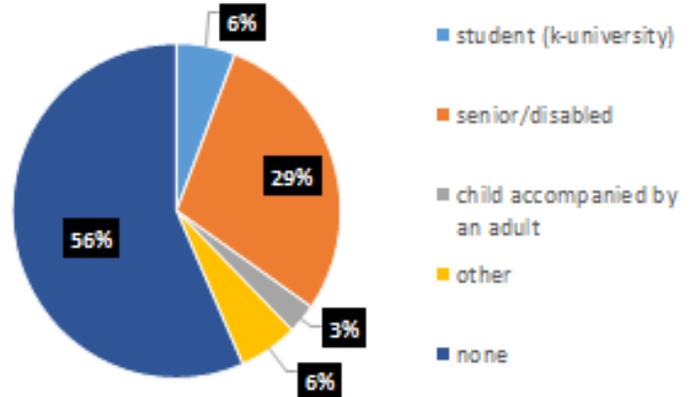
Overall Survey Results: Number of TARTA Vehicals Used on the One-Way Trip to Destination



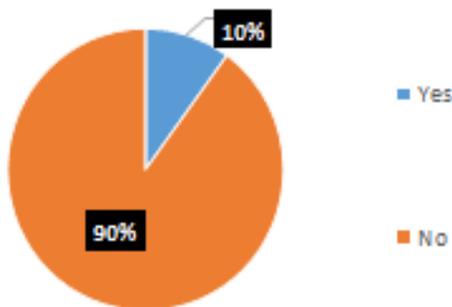
Overall Survey Results: Payment Type



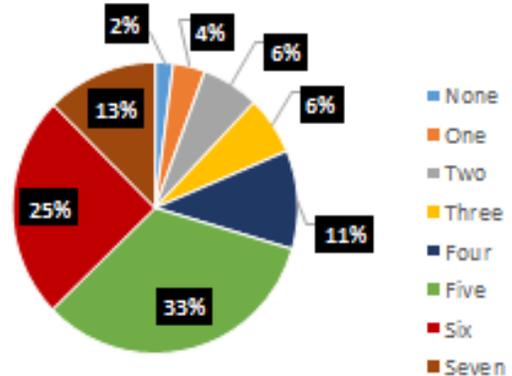
Overall Survey Results: Special Fare Discount Used



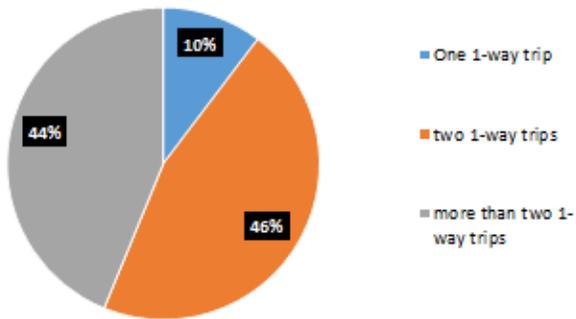
Overall Survey Results: Personal motor vehical available



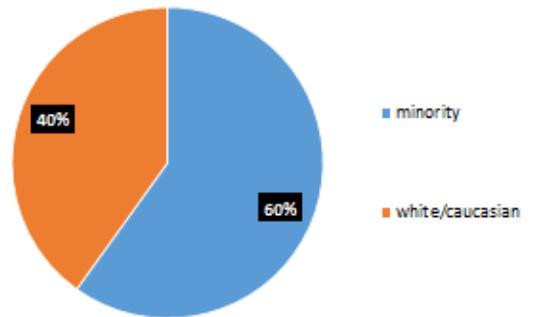
Overall Survey Results: Number of days per week rider uses TARTA



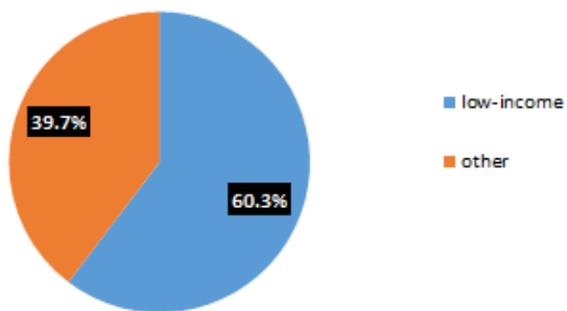
Overall Survey Results: Typical daily use of TARTA



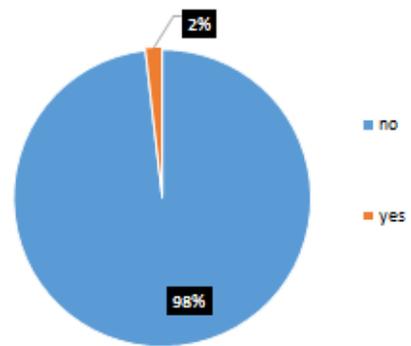
Overall Survey Results: Race



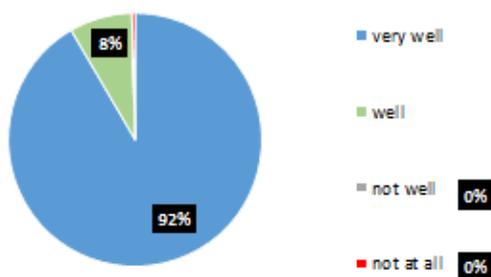
Overall Survey: Annual Household Income



Overall Survey Results: Any language other than English Spoken at Home



Overall Survey Results: English Proficiency



Visual representation of rider answers to questionnaire

Table 3- April 2019 Disparate and Disproportionate Impact Analysis by Payment Type

Fare Info (Cash) April 2019						Average Fare Change April 2019			
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$1.25	\$1.50	\$0.25	20%	\$25,765.10	\$9,052.60	\$2,785.42	\$32,032.29	
14	\$1.25	\$1.50	\$0.25	20%	\$5,035.15	\$8,573.37	\$13,064.18	\$544.34	
16	\$1.25	\$1.50	\$0.25	20%	\$8,760.73	\$4,717.31	\$8,760.73	\$4,717.31	
17	\$1.25	\$1.50	\$0.25	20%	\$20,941.43	\$22,686.54	\$24,867.94	\$18,760.03	
27	\$1.25	\$1.50	\$0.25	20%	\$35,020.82	\$4,328.42	\$31,479.39	\$7,869.85	
32	\$1.25	\$1.50	\$0.25	20%	\$41,369.21	\$10,342.30	\$40,852.09	\$10,859.42	
			Average (Cash) Fare Increase		\$0.25	\$0.25	\$0.25	\$0.25	
			Percent increase		0.2	0.2	0.2	0.2	
Fare Info (Token) April 2019						Average Fare Change April 2019			
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$28.25	\$34.00	\$5.75	20%	\$25,765.10	\$208,209.87	\$64,064.58	\$736,742.62	
14	\$28.25	\$34.00	\$5.75	20%	\$5,035.15	\$197,187.49	\$300,476.18	\$12,519.84	
16	\$28.25	\$34.00	\$5.75	20%	\$8,760.73	\$108,498.21	\$201,496.68	\$108,498.21	
17	\$28.25	\$34.00	\$5.75	20%	\$20,941.43	\$521,790.52	\$571,962.69	\$431,480.63	
27	\$28.25	\$34.00	\$5.75	20%	\$35,020.82	\$99,553.56	\$724,025.93	\$181,006.48	
32	\$28.25	\$34.00	\$5.75	20%	\$41,369.21	\$237,872.96	\$939,598.17	\$249,766.60	
			Average (Token) Fare Increase		\$5.75	\$5.75	\$5.75	\$5.75	
			Percent increase		20%	20%	20%	20%	
Fare Info (Weekly Pass) April 2019						Average Fare Change April 2019			
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$12.50	\$15.00	\$2.50	20%	\$25,765.10	\$90,526.03	\$27,854.16	\$320,322.88	
14	\$12.50	\$15.00	\$2.50	20%	\$5,035.15	\$85,733.69	\$130,641.82	\$5,443.41	
16	\$12.50	\$15.00	\$2.50	20%	\$8,760.73	\$47,173.13	\$87,607.25	\$47,173.13	
17	\$12.50	\$15.00	\$2.50	20%	\$20,941.43	\$226,865.45	\$248,679.43	\$187,600.27	
27	\$12.50	\$15.00	\$2.50	20%	\$35,020.82	\$43,284.16	\$314,793.88	\$78,698.47	
32	\$12.50	\$15.00	\$2.50	20%	\$41,369.21	\$103,423.02	\$408,520.94	\$108,594.18	
			Average (Weekly Pass) Fare Increase		\$2.50	\$2.50	\$2.50	\$2.50	
			Percent increase		20%	20%	20%	20%	
Fare Info (Monthly) April 2019						Average Fare Change April 2019			
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$50.00	\$60.00	\$10.00	20%	\$25,765.10	\$362,104.12	\$111,416.65	\$1,281,291.51	
14	\$50.00	\$60.00	\$10.00	20%	\$5,035.15	\$342,934.77	\$522,567.27	\$21,773.64	
16	\$50.00	\$60.00	\$10.00	20%	\$8,760.73	\$188,692.54	\$350,429.00	\$188,692.54	
17	\$50.00	\$60.00	\$10.00	20%	\$20,941.43	\$907,461.78	\$994,717.72	\$750,401.09	
27	\$50.00	\$60.00	\$10.00	20%	\$35,020.82	\$173,136.63	\$1,259,175.52	\$314,793.88	
32	\$50.00	\$60.00	\$10.00	20%	\$41,369.21	\$413,692.10	\$1,634,083.78	\$434,376.70	
			Average (Monthly Pass) Fare Increase		\$10.00	\$10.00	\$10.00	\$10.00	
			Percent increase		20%	20%	20%	20%	
Fare Info (Senior) April 2019						Average Fare Change April 2019			
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$0.60	\$0.75	\$0.15	25%	25765.101	\$5,431.56	\$1,671.25	\$19,219.37	
14	\$0.60	\$0.75	\$0.15	25%	5035.15341	\$5,144.02	\$7,838.51	\$326.60	
16	\$0.60	\$0.75	\$0.15	25%	8760.72503	\$2,830.39	\$5,256.44	\$2,830.39	
17	\$0.60	\$0.75	\$0.15	25%	20941.4257	\$13,611.93	\$14,920.77	\$11,256.02	
27	\$0.60	\$0.75	\$0.15	25%	35020.8192	\$2,597.05	\$18,887.63	\$4,721.91	
32	\$0.60	\$0.75	\$0.15	25%	41369.2096	\$6,205.38	\$24,511.26	\$6,515.65	
			Average (Senior) Fare Increase		\$0.15	\$0.15	\$0.15	\$0.15	
			Percent increase		25%	25%	25%	25%	

These charts show the effect of fare increase on minority and low-income in comparison to the non-minority and non-low-income. Based on 2018 ridership analysis.

Table 4- December 2019 Disparate and Disproportionate Impact Analysis by Payment Type

Fare Info (Cash) December 2019					Average Fare Change December 2019				
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$1.25	\$1.75	\$0.50	40%	\$25,765.10	\$18,105.21	\$5,570.83	\$64,064.58	
14	\$1.25	\$1.75	\$0.50	40%	\$5,035.15	\$17,146.74	\$26,128.36	\$1,088.68	
16	\$1.25	\$1.75	\$0.50	40%	\$8,760.73	\$9,434.63	\$17,521.45	\$9,434.63	
17	\$1.25	\$1.75	\$0.50	40%	\$20,941.43	\$45,373.09	\$49,735.89	\$37,520.05	
27	\$1.25	\$1.75	\$0.50	40%	\$35,020.82	\$8,656.83	\$62,958.78	\$15,739.69	
32	\$1.25	\$1.75	\$0.50	40%	\$41,369.21	\$20,684.60	\$81,704.19	\$21,718.84	
			Average (Cash) Fare Increase		\$0.50	\$0.50	\$0.50	\$0.50	
			Percent increase		40%	40%	40%	40%	
Fare Info (Token) December 2019					Average Fare Change December 2019				
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$28.25	\$40.00	\$11.75	42%	\$25,765.10	\$425,472.34	\$130,914.57	\$1,505,517.52	
14	\$28.25	\$40.00	\$11.75	42%	\$5,035.15	\$402,948.36	\$614,016.55	\$25,584.02	
16	\$28.25	\$40.00	\$11.75	42%	\$8,760.73	\$221,713.73	\$411,754.08	\$221,713.73	
17	\$28.25	\$40.00	\$11.75	42%	\$20,941.43	\$1,066,267.59	\$1,168,793.32	\$881,721.28	
27	\$28.25	\$40.00	\$11.75	42%	\$35,020.82	\$203,435.55	\$1,479,531.24	\$369,882.81	
32	\$28.25	\$40.00	\$11.75	42%	\$41,369.21	\$486,088.21	\$1,920,048.44	\$510,392.62	
			Average (Token) Fare Increase		\$11.75	\$11.75	\$11.75	\$11.75	
			Percent increase		42%	42%	42%	42%	
Fare Info (Weekly Pass) December 2019					Average Fare Change December 2019				
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$12.50	\$17.50	\$5.00	40%	\$25,765.10	\$181,052.06	\$55,708.33	\$640,645.75	
14	\$12.50	\$17.50	\$5.00	40%	\$5,035.15	\$171,467.39	\$261,283.64	\$10,886.82	
16	\$12.50	\$17.50	\$5.00	40%	\$8,760.73	\$94,346.27	\$175,214.50	\$94,346.27	
17	\$12.50	\$17.50	\$5.00	40%	\$20,941.43	\$453,730.89	\$497,358.86	\$375,200.54	
27	\$12.50	\$17.50	\$5.00	40%	\$35,020.82	\$86,568.32	\$629,587.76	\$157,396.94	
32	\$12.50	\$17.50	\$5.00	40%	\$41,369.21	\$206,846.05	\$817,041.89	\$217,188.35	
			Average (Weekly Pass) Fare Increase		\$5.00	\$5.00	\$5.00	\$5.00	
			Percent increase		40%	40%	40%	40%	
Fare Info (Monthly) December 2019					Average Fare Change December 2019				
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$50.00	\$70.00	\$20.00	40%	\$25,765.10	\$724,208.24	\$222,833.31	\$2,562,583.02	
14	\$50.00	\$70.00	\$20.00	40%	\$5,035.15	\$685,869.55	\$1,045,134.55	\$43,547.27	
16	\$50.00	\$70.00	\$20.00	40%	\$8,760.73	\$377,385.08	\$700,858.00	\$377,385.08	
17	\$50.00	\$70.00	\$20.00	40%	\$20,941.43	\$1,814,923.56	\$1,989,435.44	\$1,500,802.18	
27	\$50.00	\$70.00	\$20.00	40%	\$35,020.82	\$346,273.27	\$2,518,351.05	\$629,587.76	
32	\$50.00	\$70.00	\$20.00	40%	\$41,369.21	\$827,384.19	\$3,268,167.56	\$868,753.40	
			Average (Monthly Pass) Fare Increase		\$20.00	\$20.00	\$20.00	\$20.00	
			Percent increase		40%	40%	40%	40%	
Fare Info (Senior) December 2019					Average Fare Change December 2019				
Route#	Current Fare	Proposed Fare	Fare Change	% Fare Change	Minority	Non-Minority	Low-Income	Non-low-income	
5	\$0.60	\$0.85	\$0.25	42%	\$25,765.10	\$9,052.60	\$2,785.42	\$32,032.29	
14	\$0.60	\$0.85	\$0.25	42%	\$5,035.15	\$8,573.37	\$13,064.18	\$544.34	
16	\$0.60	\$0.85	\$0.25	42%	\$8,760.73	\$4,717.31	\$8,760.73	\$4,717.31	
17	\$0.60	\$0.85	\$0.25	42%	\$20,941.43	\$22,686.54	\$24,867.94	\$18,760.03	
27	\$0.60	\$0.85	\$0.25	42%	\$35,020.82	\$4,328.42	\$31,479.39	\$7,869.85	
32	\$0.60	\$0.85	\$0.25	42%	\$41,369.21	\$10,342.30	\$40,852.09	\$10,853.42	
			Average (Senior) Fare Increase		\$0.25	\$0.25	\$0.25	\$0.25	
			Percent increase		42%	42%	42%	42%	

This chart shows the effect of fare increase on minority and low-income in comparison to the non-minority and non-low-income. Based on 2018 ridership analysis.

Figure 3- Public Notice and Additional Publications about Public Hearing

The Blade/toledoblade.com 541 N. Superior St. Toledo, OH 43660 419-724-6500

**AFFIDAVIT OF PUBLICATION
STATE OF OHIO, LUCAS COUNTY}SS.**

Advertiser's Name: Toledo Area Regional Transit Authority (TARTA)

Account # 100844

Width: 3 columns Depth: 5.00 inches Ad No. 531573 Cost: \$1124.55

Run date: FRI Jan 25, 2019 Section : Classified Legal Notices, Section C, Page 5

I, Stephanie A. Weckesser being first duly Sworn, make oath and say that I am an Advertising Clerk in the employ of THE TOLEDO BLADE CO., the publishers of THE BLADE, that I personally know the facts herein stated, that said BLADE is a daily newspaper printed, and of general circulation in excess of 90,000, in said County, and in said State, and that the notice of which the below is a true copy of the text, was published in said Daily BLADE according to the above run schedule.

Subscribed in my presence and sworn to before me this 4th day of Feb. A.D. 2019.

Connie Paul
Notary Public, State of Ohio



CONNIE J. PAUL
Notary Public, State of Ohio
My Commission Expires 02-26-2022

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additional instructions for submitting comments, requesting information, a public hearing, or filing an appeal may be obtained at <http://www.epa.ohio.gov/actions.aspx>, or Hearing Clerk, Ohio EPA, 50 W. Town St., P.O. Box 1049, Columbus, Ohio 43216 Ph. 614-644-3037 email HClerk@epa.ohio.gov

Authorization for the Temporary Shutdown of Certain Air Pollution Control Equipment Pursuant to GAC Rule 3745-15-06(a)(3)
Johns Manville Waterville
6030 River Rd. Waterville, OH 43566
ID # 0448000612 Date of Action: 01/22/2019 This final action not preceded by proposed action and is appealable to EPA. GAC Rule 3745-15-06A3

Final Issuance of Permit-To-Install and Operate
Omnisource LLC
5800 N. DETROIT AVE. TOLEDO, OH 43612
ID # P0725120 Date of Action: 01/24/2019
EPTO renewal for a scrap metal recycler

Issuance Title V Air Permit to Operate
KUKA Toledo Production Operations
3770 Slickney Avenue, Toledo, OH 43608-1310 ID # P0724708 Date of Action: 01/24/2019 Title V renewal permit for Body Shop portion of Automotive and Light Duty Truck Supplier Park #531845

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John Boone
RESPONDENT
File No: 37276
Docket No. 50,900; 50,296

IN THE MATTER OF
Jamani L. (A child born to Michelle Lewis on August 4, 2006)

ORDER OF PUBLICATION
It appearing to the Court from the allegations of the Motion and Affidavit in this cause and the testimony of the Petitioner that the whereabouts of the father, John Boone, are unknown and that ordinary process of law cannot be served upon him, that the Department of Children's Services has exercised due diligence in attempting to locate and obtain personal service upon the father, and if it is, therefore, ordered that Respondent be served by publication of the following notice for four (4) consecutive weeks in The Blade, a newspaper published and circulated in Toledo, Ohio

TO: JOHN BOONE
The State of Tennessee, Department of Children's Services, has filed a Dependency and Neglect Petition against you in the matter of Jamani L., a child born

the Petition may be obtained at the office of the Juvenile Court for Johnson County, Tennessee, located at 607 E Myrtle A Johnson City, Tennessee, 37601. Notice will be published for four consecutive weeks. If you fail to appear, a Default Judgment will be taken against you. A judicial hearing will be heard February 12, 2019 at 11:00 a.m.

ENTER this the _____ day
December, 2018

Judge Sharon Green

PREPARED FOR ENTRY
Jessica Newright, BPRE028734
Assistant General Counsel
Department of Children's Services
2555 Plymouth Road
Johnson City, Tennessee 37601
14237 854-5113
#529928

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PLEASE be advised that some BUSINESS OPPORTUNITIES do not yield what is promised. It is best to INVESTIGATE the company first. Call 419-243-6407

NATURE OF PUBLIC HEARING
RE: Tariff Adjustment Effective April 1, 2019

1. Notice is hereby given that a public hearing will be held by the Toledo Area Regional Transit Authority (TARTA) at the Administration Building of Toledo Area Regional Transit Authority, 130 Knapp Street, Toledo, Ohio, at 12:30 o'clock p.m. (EST) on Wednesday, February 20, 2019 and 6:00 o'clock p.m. (EST) Thursday, February 21, 2019 for the purpose of affording an opportunity for interested persons or agencies to be heard with respect to the proposed adjustment of tariffs of the Authority to be effective Monday, April 1, 2019 and an explanation by TARTA management of the necessity of such tariff adjustment. The site is accessible to persons with mobility impairments, and interpretive services for the hearing-impaired will be provided upon request. Individuals wishing to comment in person on fare increase should be present.

2. The proposed tariff adjustment to be effective on the above date is as follows:

- ADULTS: Cash \$1.50 for all TARTA routes, provisional 12/1/19 \$1.75
- CHILDREN UNDER AGE SIX WITH ADULTS (LIMIT 2): No charge
- TOKENS—ROLL OF 25: \$34.00 provisional 12/1/19 \$40.00
- WEEKLY PASS: \$15.00; unlimited use by any one person within week indicated on pass, provisional 12/1/19 \$17.50
- MONTHLY PASS: \$60.00, unlimited use by any one person within month indicated on pass, provisional 12/1/19 \$70.00
- SENIOR CITIZENS: Cash 75¢, Medicare card or TARTA identification card required. Hours are not restricted, provisional 12/1/19 85¢
- SENIOR/DISABLED WEEKLY PASS: \$7.50, unlimited use by any one person within week indicated on pass, provisional 12/1/19 \$8.75
- SENIOR/DISABLED MONTHLY PASS: \$30.00, unlimited use by any one person within month indicated on pass, provisional 12/1/19 \$35.00
- PERSONS WITH DISABILITIES: Cash 75¢ (with Medicare card or TARTA reduced fare identification card), provisional 12/1/19 85¢
- TARPS/ADA: \$3.00 per trip, \$6 round trip, Provisional 12/1/19 \$3.50 per trip, \$7 round trip
- TARPS/ADA 20-TRIP PASSES: \$60, Provisional 12/1/19 \$70
- TARPS/ADA 10-TRIP PASSES: \$30, Provisional 12/1/19 \$35
- CALL-A-RIDE: \$1.50, Provisional 12/1/19 \$1.75

By Order of the Board of Trustees
TOLEDO AREA REGIONAL TRANSIT AUTHORITY

James K. Gee
General Manager

Comments may also be made by writing to James K. Gee, General Manager, Toledo Area Regional Transit Authority, P.O. Box 792, TOLEDO, OH 43697-0792. All comments must be received by 5:00 pm on Thursday, February 28, 2019, to be included as part of the official record for final fare increase.

AFFIDAVIT OF PUBLICATION
STATE OF OHIO, LUCAS COUNTY}SS.

Advertiser's Name: Toledo Area Regional Transit Authority (TARTA)

Account # 100844

Width: 3 columns Depth: 5.00 inches Ad No. 532131 Cost: \$2249.10

Run date: WED Jan 30 & THU Jan 31 2019 Section : Classified Legal Notices, Section C (Jan 30 Page 7 & Jan 31 Page 9)

I, Supurna Wachara being first duly Sworn, make oath and say that I am an Advertising Clerk in the employ of THE TOLEDO BLADE CO., the publishers of THE BLADE, that I personally know the facts herein stated, that said BLADE is a daily newspaper printed, and of general circulation in excess of 90,000, in said County, and in said State, and that the notice of which the below is a true copy of the text, was published in said Daily BLADE according to the above run schedule.

Subscribed in my presence and sworn to before me this 4th day of Feb. A.D. 2019.

Connie Paul
Notary Public, State of Ohio



CONNIE J. PAUL
Notary Public, State of Ohio
My Commission Expires 02-26-2022



CONNIE J. PAUL
Notary Public, State of Ohio
My Commission Expires 02-26-2022

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- 1 Knowledge of literacy education and the ability to interact pleasantly with the volunteers and students of all ages from diverse socio-economic backgrounds
- 2 Ability to communicate and work cooperatively and effectively with supervisor and co-workers
- 3 Ability to work independently and perform detailed tasks neatly and accurately
- 4 Associates or Bachelor's degree in Early Childhood Education or related field preferred
- 5 Experience in state-regulated child care center or willingness to learn about the laws and carry them into our program delivery preferred
- 6 Ability to type 35 wpm accurately with proficiency with Microsoft office including excel, word
- 7 Knowledge of access databases a plus required
- 8 Valid driver's license and transportation as needed required

HOURS

1 The position is part-time, 25 hours per week

Please respond to:
ReadforLiteracyinc@gmail.com



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NOTICE OF PUBLIC HEARING – TARIFF ADJUSTMENT EFFECTIVE APRIL 1, 2019

Notice is hereby given that a public hearing will be held by the Toledo Area Regional Transit Authority (TARTA) at the Administration Building of Toledo Area Regional Transit Authority, 130 Knapp Street, Toledo, Ohio, at 12:30 o'clock p.m. (EST) on Wednesday, February 20, 2019 and 6:00 o'clock p.m. (EST) Thursday, February 21, 2019 for the purpose of affording an opportunity for interested persons or agencies to be heard with respect to the proposed adjustment of tariffs of the Authority to be effective Monday, April 1, 2019 and an explanation by TARTA management of the necessity of such tariff adjustment. The site is accessible to persons with mobility impairments, and interpretive services for the hearing-impaired will be provided upon request. Individuals wishing to comment in person on fare increase should be present.

The proposed tariff adjustment to be effective on the above date is as follows:

- ADULTS: Cash \$1.50 for all TARTA routes, provisional 12/1/19 \$1.75
- CHILDREN UNDER AGE SIX WITH ADULT (LIMIT 2): No change
- TOKENS—ROLL OF 25 \$34.00 provisional 12/1/19 \$40.00
- WEEKLY PASS: \$15.00, unlimited use by any one person within week indicated on pass, provisional 12/1/19 \$17.50
- MONTHLY PASS: \$60.00, unlimited use by any one person within month indicated on pass, provisional 12/1/19 \$70.00
- SENIOR CITIZENS: Cash 75¢, Medicare card or TARTA identification card required. Hours are not restricted, provisional 12/1/19 85¢
- SENIOR/DISABLED WEEKLY PASS: \$7.50; unlimited use by any one person within week indicated on pass, provisional 12/1/19 \$8.75
- SENIOR/DISABLED MONTHLY PASS: \$30.00, unlimited use by any one person within week indicated on pass, provisional 12/1/19 \$35.00
- PERSONS WITH DISABILITIES: Cash 75¢ (with Medicare card or TARTA reduced fare identification card), provisional 12/1/19 85¢
- TARPS/ADA: \$3.00 per trip, \$6 round trip, Provisional 12/1/19 \$3.50 per trip, \$7 round trip
- TARPS/ADA 20-TRIP PASSES: \$60, Provisional 12/1/19 \$70
- TARPS/ADA 10-TRIP PASSES: \$30, Provisional 12/1/19 \$35
- CALL-A-RIDE: \$3.00 per trip, \$6 round trip, Provisional 12/1/19 \$3.50 per trip, \$7 round trip

By Order of the Board of Trustees
 TOLEDO AREA REGIONAL TRANSIT AUTHORITY
 James K. Gee, General Manager

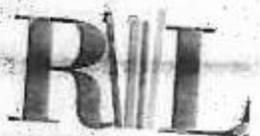
Comments may also be made by writing to James K. Gee, General Manager, Toledo Area Regional Transit Authority, P.O. Box 792, TOLEDO, OH. 43697-0792. All comments must be received by 5:00 pm on Thursday, February 28, 2019, to be included as part of the official record for final fare increase.

- 6 Ability to type 35 wpm accurately with proficiency with Microsoft office including excel, word
- 7 Knowledge of access databases a plus required
- 8 Knowledge of working with volunteers in a fast pace setting required
- 9 Valid driver's license and transportation as needed required

HOURS

1. The position is part-time, 25 hours per week

Please respond to:
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NOTICE OF PUBLIC HEARING -- TARIFF ADJUSTMENT EFFECTIVE APRIL 1, 2019

Notice is hereby given that a public hearing will be held by the Toledo Area Regional Transit Authority (TARTA) at the Administration Building of Toledo Area Regional Transit Authority, 130 Knapp Street, Toledo, Ohio, at 12:30 o'clock p.m. (EST) on Wednesday, February 20, 2019 and 6:00 o'clock p.m. (EST) Thursday, February 21, 2019 for the purpose of affording an opportunity for interested persons or agencies to be heard with respect to the proposed adjustment of tariffs of the Authority to be effective Monday, April 1, 2019 and an explanation by TARTA management of the necessity of such tariff adjustment. The site is accessible to persons with mobility impairments, and interpretive services for the hearing-impaired will be provided upon request. Individuals wishing to comment in person on fare increase should be present.

The proposed tariff adjustment to be effective on the above date is as follows:

- ADULTS: Cash \$1.50 for all TARTA routes, provisional 12/1/19 \$1.75
- CHILDREN UNDER AGE SIX WITH ADULT (LIMIT 2): No change
- TOKENS—ROLL OF 25: \$34.00 provisional 12/1/19 \$40.00
- WEEKLY PASS: \$15.00, unlimited use by any one person within week indicated on pass, provisional 12/1/19 \$17.50
- MONTHLY PASS: \$60.00, unlimited use by any one person within month indicated on pass, provisional 12/1/19 \$70.00
- SENIOR CITIZENS: Cash 75¢, Medicare card or TARTA identification card required. Hours are not restricted, provisional 12/1/19 85¢
- SENIOR/DISABLED WEEKLY PASS: \$7.50, unlimited use by any one person within week indicated on pass, provisional 12/1/19 \$8.75
- SENIOR/DISABLED MONTHLY PASS: \$30.00, unlimited use by any one person within month indicated on pass, provisional 12/1/19 \$35.00
- PERSONS WITH DISABILITIES: Cash 75¢ (with Medicare card or TARTA reduced fare identification card) provisional 12/1/19 85¢
- TARPS/ADA: \$3.00 per trip, \$6 round trip, Provisional 12/1/19 \$3.50 per trip, \$7 round trip
- TARPS/ADA 20-TRIP PASSES: \$60, Provisional 12/1/19 \$70
- TARPS/ADA 10-TRIP PASSES: \$30, Provisional 12/1/19 \$35
- CALL-A-RIDE: \$3.00 per trip, \$6 round trip, Provisional 12/1/19 \$3.50 per trip, \$7 round trip

By Order of the Board of Trustees
TOLEDO AREA REGIONAL TRANSIT AUTHORITY
 James K. Gee, General Manager

Comments may also be made by writing to James K. Gee, General Manager, Toledo Area Regional Transit Authority, P.O. Box 792, TOLEDO, OH. 43697-0792. All comments must be received by 5:00 pm on Thursday, February 28, 2019, to be included as part of the official record for final fare increase.

THE BLADE, TOLEDO, OHIO, THURSDAY, JANUARY 31, 2019



(/)

Public Hearing Information

Select Language Powered by [Google Translate \(https://translate.google.com\)](https://translate.google.com)

NATURE OF PUBLIC HEARING

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[To download this information in .pdf format, please click here \(http://tarta.com/wp-content/uploads/2019/01/PUBLIC-HEARING-Notice_Fare-Increase-011719-002-1.pdf\)](http://tarta.com/wp-content/uploads/2019/01/PUBLIC-HEARING-Notice_Fare-Increase-011719-002-1.pdf)



**SIGN UP TO RECEIVE
MOBILE ALERTS**

Detour and route updates sent directly to your mobile phone. To stop receiving text messages, reply LEAVE TARTA to the next message you receive from TARTA.

I agree to receive msg/ automated text messages from TARTA on the phone number provided above

SUBSCRIBE

TARTA Public Hearings

DD [Dana Doubler <doubler@tmacog.org>](mailto:doubler@tmacog.org)
Wed 2/6/2019 8:21 AM



Hi Everyone,

There will be two public hearings for TARTA fare increases. They will take place at 130 Knapp St (the TARPS facility) on Wednesday, February 20th at 12:30pm and Thursday, February 21st at 6:00pm. Please share with anyone who is interested. For more details:

<http://tarta.com/news/public-hearing-for-proposed-fare-increase/>

And just a reminder, the next Public Transit Committee meeting is Wednesday, February 27th at 2:30pm. I will send out another email with the agenda and supplemental information in the next few weeks.

Thanks!

Dana Doubler
Transportation Planner
Toledo Metropolitan Area Council of Governments
300 Martin Luther King Jr. Drive
[Suite 300](#)
[Toledo, OH 43604](#)
419.241.9155 ext. 1117





Toledo Area Regional Transit Authority

Public Hearing for Changes in Fare Structure

February 20, 2019



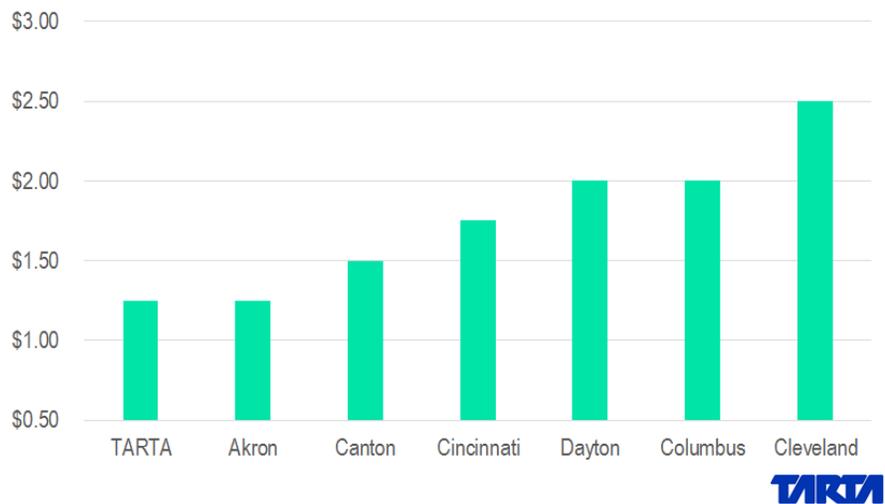
Current Status

- Last increase in fares in 2015
- TARTA has one of the lowest fares in Ohio
- Rising costs, declining revenue force an increase in fares

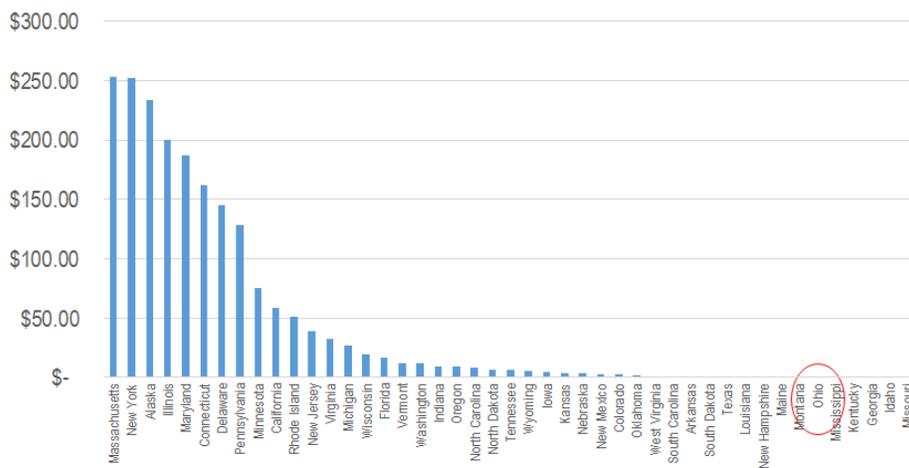




Ohio Transit Fares



State Transit Funding per capita



Source: AASHTO Survey of State Funding for Public Transportation (2018)



State Transit Funding

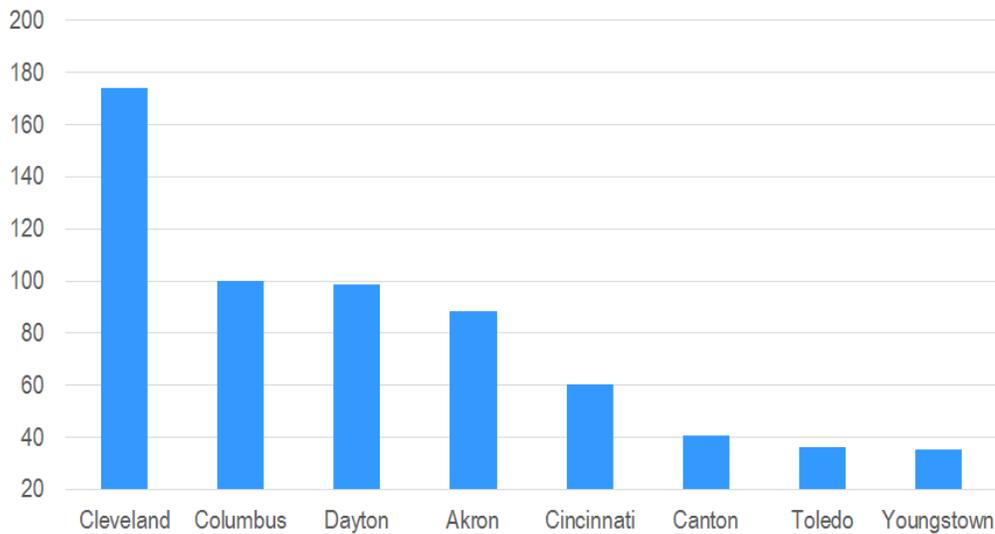
Per Capita Transit Funding	
Illinois	\$ 200.59
Pennsylvania	\$ 128.83
Michigan	\$ 26.78
Ohio	\$ 0.63



Source: AASHTO Survey of State Funding for Public Transportation (2018)



Local funding per capita



Source: 2017 National Transit Database



Property tax revenues



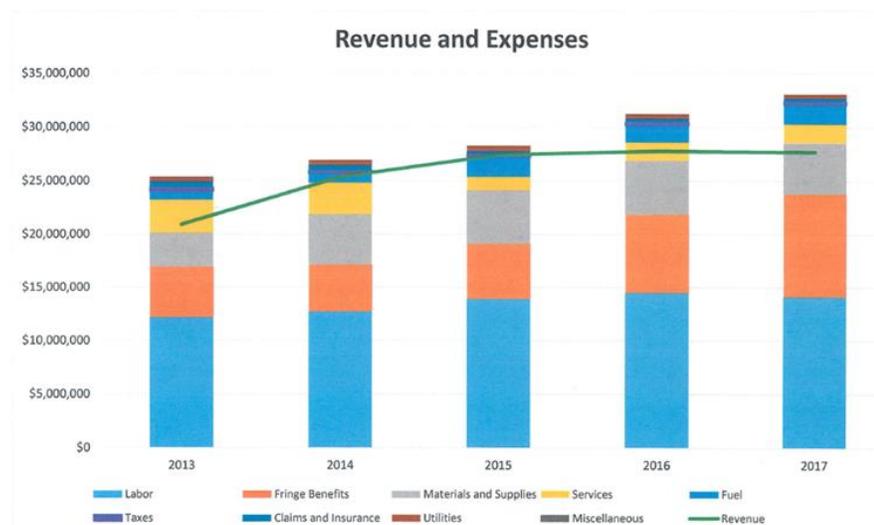


Cost savings in place

- Service adjustments
- Marketing reduced
- Maintenance deferred
- Vehicle purchased deferred
- Grants leveraged
- Staff merged/not replaced



Financial Status





Proposed Fare Change

	Current	Proposed 4-1-19	Provisional 12-1-19
Adults	\$1.25	\$1.50	\$1.75
Seniors:	\$0.60	\$0.75	\$0.85
Persons with disabilities:	\$0.60	\$0.75	\$0.85
Children under 6:	Free	Free	Free
Weekly Pass:	\$12.50 / \$6.25	\$15.00 / \$ 7.50	\$17.50 / \$ 8.75
Monthly Pass:	\$50.00 / \$25.00	\$60.00 / \$30.00	\$70.00 / \$35.00
Tokens:	\$28.25 (roll of 25)	\$34.00 (roll of 25)	\$40.00 (roll of 25)
TARPS/CAR:	\$2.50	\$3.00	\$3.50
Call-A-Ride:	\$1.25	\$3.00	\$3.50



Pass Grace Period

- No passes for May and beyond sold until after the board meeting March 7, 2019
- Passes for TARPS will be honored through April
- April Monthly and Weekly passes will at the regular price until April 1
- Beginning May 1 all TARPS passes without the appropriate value will need to have an additional \$0.50 provided for each trip





Next steps

- Comments close Thursday, February 28
- Summary of comments
- Recommendation to Board of Trustees
- Potential effective date – April 1



Questions or Comments

Thank you for attending

www.TARTA.com
419-243-RIDE (7433)



Figure 5- TARTA 2019 Fare Increase Survey



2019 Rider Survey

1. What is the purpose of this trip? (Check all that apply.)
 - Work
 - School
 - Medical
 - Other _____
2. How many TARTA vehicles will you need to use on this one-way trip to your destination?
 - One
 - Two
 - Three
 - Four or more
3. How did you pay for this trip? (Check all that apply.)
 - Cash
 - Token
 - Other: _____
 - Weekly Pass
 - Monthly Pass
4. Did you receive any of the following special fare discounts for this trip? (Check all that apply.)
 - Student (K-University)
 - Senior/Disabled
 - Child accompanied by an adult
 - Other: _____
 - None
5. Did you have a car or other motor vehicle available to you for this trip?
 - Yes
 - No
6. On average, how many days per week do you use TARTA?
 - None
 - One
 - Two
 - Three
 - Four
 - Five
 - Six
 - Seven
7. On a day you use TARTA, how do you usually ride?
 - One 1-way trip
 - Two 1-way trips (roundtrip)
 - More than two 1-way trips
8. Including YOU, how many people live in your household? _____ people
9. Which category BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME before taxes?
 - Less than \$25,000
 - \$25,000 - \$29,999
 - \$30,000 - \$34,999
 - \$35,000 - \$49,999
 - \$50,000 - \$74,999
 - \$75,000+
10. What is your race? (Check all that apply.)
 - American Indian/Alaska Native
 - Asian
 - Black/African American
 - Hispanic/Latino
 - Hawaiian/Pacific Islander
 - White/Caucasian
 - Other: _____
11. What is your national origin? (For example Australia, Germany, Ghana, India, Mexico)
_____ Not Known
12. How well do you speak English?
 - Very Well
 - Well
 - Not Well
 - Not at All
13. Do you speak a language other than English at home?
 - No
 - Yes (What is this language? _____)

For surveys in Arabic or Chinese contact info@tarta.com



ENCUESTA DE PASAJEROS 2019

1. ¿Cuál es el propósito de este viaje? (Marque todo lo que corresponda.)
 Trabajo Escuela
 Escuela Otro _____
2. ¿Cuántos vehículos de TARTA necesitará usar en este viaje de ida a su destino?
 Uno Tres
 Dos Cuatro o Más
3. ¿Cómo pagaste por este viaje? (Marque todo lo que corresponda.)
 Efectivo Boleto mensual Otro: _____
 Fichas Boleto de 7 días
4. ¿Recibió alguno de los siguientes descuentos en tarifas especiales para este viaje? (Marque todo lo que corresponda.)
 Estudiante (K-Universidad) Otro: _____
 Mayor de 65 años/ Discapacitado Ninguno
 Niño acompañado de un adulto.
5. ¿Tenía un automóvil u otro vehículo motorizado disponible para este viaje?
 Sí No
6. ¿En promedio, cuántos días a la semana usa TARTA?
 Ninguno Tres Seis
 Uno Cuatro Siete
 Dos Cinco
7. ¿Los días que usas TARTA, cómo usas TARTA normalmente?
 Un viaje de ida
 Dos viajes de ida (ida y vuelta)
 Más de dos viajes de ida.
8. ¿Incluyendo a USTED, cuántas personas viven en su hogar? _____ personas.
9. ¿Qué categoría describe MEJOR SU INGRESO ANUAL TOTAL DEL HOGAR antes de los impuestos?
 Menos de \$ 25,000 \$30,000 – \$34,999 \$50,000 - \$74,999
 \$25,000 - \$29,999 \$35,000 - \$49,999 \$75,000+
10. ¿Cuál es tu raza? (Marque todo lo que corresponda.)
 Indio Americano/Nativo de Alaska Hispano/Latino Otro: _____
 Asiático Hawaiano/Isleño del Pacífico
 Negro/Afroamericano Blanco/Caucásico
11. ¿Cuál es tu origen nacional? (Por ejemplo: Australia, Alemania, Ghana, India, México)

 Not Known
12. ¿Qué tan bien hablas inglés?
 Muy Bien No Bien
 Bien No en Absoluto
13. ¿Habla usted otro idioma que no sea inglés en casa?
 No Sí (¿Qué es este idioma?) _____

First TARTA fare-increase hearing sparsely attended

2/20/2019

BY DAVID PATCH / THE BLADE



TARTA buses lined up on Jackson Street in Toledo in 2018.

THE BLADE

[Buy This Image](#)

The first of two formal hearings about [proposed TARTA fare increases](#) attracted minimal turnout Wednesday — and no protests.

James Gee, the Toledo Area Regional Transit Authority's general manager, attributed the low attendance to the seeming inevitability of the upcoming 20 percent fare hike, considering budget-related service cuts were instituted last month that, among other things, [eliminated Sunday and holiday buses](#).

"It's been pretty well-known that we've been having to reduce our service, stretch as best we can, tighten our belt as best we can. I think the passengers recognize that," Mr. Gee said.

Hearing attendee Dave Rasik, who lives in the Southwyck area of southwest Toledo, offered a similar thought about why he had so little company, although his version was couched in feelings of frustration.

"People are just getting tired of coming out here and not getting anything done," he said after the brief session, during which he asked if TARTA had any efforts under way to work with other agencies or employers on cooperative ways to boost public transit.

Stacey Clink, TARTA's finance director, said the transit authority's local revenue is its main problem, and predicted that along with the recent cuts and the imminent fare increase, a tax issue of some kind is likely to be placed on the Nov. 5

ballot.

The only other question during the hearing came from Carly Allen, business agent for Amalgamated Transit Union Local 697, who asked how the fare increase is likely to affect ridership. Ms. Clink said that across the transit industry, ridership tends to drop about 3 percent for each 10 percent of higher fare.

The hearing is the first of two the transit authority has scheduled to receive comments about the fare increase, which includes boosting its base fare from \$1.25 to \$1.50 and the paratransit fare from \$2.50 to \$3. The other is scheduled for 6 p.m. Thursday, also at the Toledo Area Regional Paratransit Service headquarters on Knapp Street.

People protesting the service cuts argued TARTA should have considered earlier and larger fare increases as an alternative to eliminating service days. Transit officials said, however, that a fare increase large enough to stanch the system's red ink would make buses prohibitively expensive to riders.

The proposal now on the table includes a "provisional" second increase to take effect Dec. 1 under which the base fare would rise to \$1.75 and the TARPS fare to \$3.50. The proposal also calls for rides on suburban Call-a-Ride routes, which now cost the same as fixed-line buses, to be charged the higher TARPS fares and to no longer be free for TARPS-eligible passengers.

TARTA previously increased fares in mid-2015, when the base bus fare rose from \$1 to \$1.25.

According to the authority, each 25-cent fare increase generates no more than about \$225,000 to \$250,000 in revenue.

TARTA's primary source of local revenue is its two property levies that currently yield about \$13 million annually. That's more than \$5 million less than it did a decade ago, and while some of the decline occurred when Perrysburg withdrew from the system, Mr. Gee has said most of it is because of declining real-estate values, while rising costs have strained TARTA's budget from the opposite direction.

The transit authority has proposed three times since 2010 that its property tax be replaced with a sales tax throughout Lucas County, which the authority says would distribute the tax burden more fairly and support extension of bus service into parts of the county that now lack public transit.

TARTA officials also have repeatedly cited Ohio's minimal state funding for public transportation as a reason transit authorities across the state rely more heavily on local taxes than do counterparts in neighboring states such as Pennsylvania and Michigan.

State Reps. Michael Skindell (D., Cleveland) and Terrence Upchurch (D., Collinwood) on Wednesday proposed a bill to invest \$150 million a year in public transit — \$50 million from flexible federal dollars provided to Ohio and \$100 million out of the state's general fund.

Appendix BB: 5310 Oversight and Guidelines

As primary recipient of Federal Funds, TARTA shall provide Title VI reporting assistance to subrecipients. Subrecipients may adopt the same policies and procedures as TARTA, or they may amend them as they see fit as long as they comply with Title VI. The following information and data available for use by the subrecipients:

- Translated Essential Documents by request
- Nondiscrimination Website Statement
- Title VI Flyer Sample
- Non-Discrimination and Title Complaint Form Sample
- TARTA Title VI Complaint Procedures Sample
- TARTA Language Assistance Plan and Procedures Sample
- LEP Population Maps and Census Data
- TARTA 2020 Title VI Plan
- Public Participation Policy, Public Engagement Policy, Service Standards Policy
- Minority and Poverty Maps
- TARTA Demographic Survey Results

As the primary recipient TARTA is responsible for compliance oversight with all subrecipients including 5310 awardees. The following are the Title VI requirements as stated in Chapter 3 of FTA Circular C 4702.1B. Some of these requirements are addressed in the 5310-application process; any changes to the subrecipient's procedures including changes in 5310 vehicle service are to be reported to the TARTA Mobility Manager. Throughout the useful life of the awarded project, TARTA will monitor the subrecipients for compliance with the regulations. This includes an annual questionnaire to assess financial management, legal statuses, maintenance, and public service compliance.

The Mobility Manager will also perform periodic audits at least once a year to confirm the accuracy of the submitted information and at least once every 3 years subrecipients should update all Title VI related information.

TARTA Mobility Manager will use the 5310 Subrecipient Title VI Oversight Checklist (see below) to monitor updates.

- Subrecipients shall notify passengers and other interested persons that they may file discrimination complaints directly with the subrecipient.
- Subrecipients shall develop and submit to the primary recipient a list of complaints, investigations, or lawsuits that relate to Title VI.
- Subrecipients may adopt the Title VI complaint investigation and tracking procedures and complaint form developed by TARTA

- Subrecipients that have transit-related non-elected planning boards, advisory councils, or committees, the membership of which is selected by the subrecipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.
- Subrecipients shall provide public access and necessary translations of essential documents including:
 - Title VI Complaint Procedures
 - Non-Discrimination and Title Complaint Form
 - Public Participation Policy
 - Public Engagement Policy
 - Service Standards Policy
- Subrecipients shall publicly post the following:
 - Nondiscrimination Website Statement
 - Title VI Flyer
- Subrecipient may use the TARTA’s demographic data to address community needs. The FTA also requires agencies to report on both low-income and minority clients. The 5310 application requirements included this data. For oversight purposes TARTA requires ridership demographic data to be updated at least once every Title VI reporting period (3 years).

Subrecipients should share Title VI complaints within 30 days of filing. TARTA will review complaints against subrecipients. Subrecipients are expected to take corrective actions in response to findings of deficiency by following their posted complaint procedures. If a resolution does not occur within 180 days of the alleged occurrence TARTA will perform a formal review. If the subrecipient is found to be noncompliant they will have 30 days to resolve the issue after which TARTA may suspend, terminate, or refuse to support future Federal financial assistance.

Failure to address these guidelines may result in a finding of noncompliance.

Annual Questionnaire:

Risk Assessment

1. Has your agency run an operating deficit over the past two years?
2. Do you anticipate budget cutbacks in the near future?
3. Have you reduced 5310 vehicle transport service to your clients over the past year?
4. Do you anticipate service cutbacks in the near future?
5. Are you utilizing your 5310 vehicle for the specified purposes stated in your original grant application?
6. Have you had to decline service to your clients due to lack of operating vehicles?
7. Has your ridership declined over the past year? If so, please explain.
8. On average, what percentage of your 5310-supported vehicle fleet is in active operation on a daily basis?
9. Do you have a sufficient number of qualified vehicle operators to fully operate your 5310 fleet to meet client service demand?

10. Have any accidents including 5310-funded accidents occurred over the past year? If so, were there any concerns regarding lack of proper training or substance abuse by the vehicle operator as a causative factor?

Financial Management

1. Has your agency received any negative audit findings related to the management of federal or state grant funds in the past three (3) years?
2. Describe your internal control process by which invoices submitted by vendors for purchases to be reimbursed by federal grants are approved and paid?
3. Is the individual who approves the invoice the same person who issues the check for payment and/or records the expense in the General Ledger?
4. How long do you retain records of expenditures made under grant-funded agreements?
5. Are these records safely stored in a secure location?
6. Do you have sufficient funding in place to support the full operation of your 5310-vehicle passenger service?
7. If you receive grant funds for Preventive Maintenance, are you submitting your reimbursement requests to TARTA on a regular timely basis?

Debarment and Suspension

1. Has your agency been debarred or sanctioned/suspended by any Federal agency since the time you were awarded your 5310 award?

Satisfactory Continuing Control

1. Have any 5310 vehicles been stolen or damaged by vandalism over the past year?
2. Is the insurance coverage for your 5310-funded vehicles up-to-date and in full-force?
3. Have you experienced any problems with your insurance carrier?

Maintenance

1. Have your 5310 passenger vehicles undergone the recommended level and frequency of preventative maintenance inspections? If not, please explain.
2. Do any of your 5310-funded vehicles experience frequent breakdowns? If so, please explain.
3. How do you ensure that only qualified drivers operate your 5310 vehicles in passenger service?

ADA

1. Are the wheelchair lifts on your vehicle operating properly?
2. How often do you perform maintenance on your wheelchair lifts?
3. Have you ever had any ADA-related complaints filed over the past two (2) years?

Title VI

1. Does your agency have a current Title VI Program Plan?
2. Have you ever received any Title VI discrimination complaints over the past two (2) years? If so, please describe the complaint and how it was resolved.
3. Have you reduced 5310-vehicle transport service to your clients over the past year?
4. If required by your Plan, how do you inform your clients of their rights under Title VI?

Semi-Annual Vehicle Report
TARTA Section 5310 Program

	REPORT DATE:		
	Vehicle Type:		Make:
	Vehicle Year:		Model:
5310 Program – Annual Vehicle Monitoring Report		Vehicle License #:	
AGENCY CONTACT:			
E-mail Address:			
AGENCY NAME:			
ADDRESS:	<i>Street</i>		
	<i>City</i>	<i>State</i>	<i>Zip Code</i>
County:			
Contract No.:		Acquisition Year:	
Project Number:	PNP-	Date Last Inspected	
Total number of agency clients:		Mileage on last annual report:	
Vehicle Serial #:		CURRENT MILEAGE:	

	Report all information below for calendar year	Period: mm/yyyy – mm/yyyy
1.	Odometer reading at the end of calendar year	
2.	Total passenger trips for older Americans (over 60)	
3.	Total passenger trips for persons with disabilities (under 60)	
4.	Total trips for other passengers	
5.	Total number of unduplicated older Americans (over 60) and persons with disabilities (under 60) afforded mobility	
6.	Total vehicle maintenance costs	
7.	Days in use (calendar year)	
8.	Days in use (weekly average)	
9.	Accidents during period (yes or no)	

10. Describe gaps in service filled by this vehicle

11. Other comments regarding this vehicle

Agency Representative Completing Form:			
Signature:		Date:	

5310 Subrecipient Title VI Reporting

Period of Report 2017-2019

Agency Name _____

Name of Person Reporting _____

Date _____

The following information was requested from 5310 subrecipient organizations during the initial application period. To keep in line with FTA requirements, updates will be required while any 5310 vehicles and/or other projects are active. Title VI reports require an update and information review at least every 3 years.

You may reuse your previously submitted information but be sure that the appropriate updates are made.

Title VI Data Collection

Purpose: The FTA requires agencies receiving federal funds to provide certain types of demographic information in order to determine the number of minority persons served in its transit service area. TARTA and TMACOG have determined it is necessary to collect this data in the form of Transit Clients served.

Please complete the form using the number of transportation clients served. An individual client may be reported as both a low-income and minority client. Only report the transit system's clients served. DO NOT report US Census percentages or passenger trips. Use your client database to determine the number of low income and/or minority clients. Use agency contract data if available. If you do not have that information, provide your best estimate and footnote how you arrived at that estimate at the bottom of the page.

Please use data from 2019.

For more information concerning Title VI requirements go to Title VI Circular 4702.1B, "Title VI Requirements and Guidelines for FTA Recipients": <https://www.transit.dot.gov/title6>

Transportation Clients Served	Category
	<p>Low-Income means a person whose median household income is at or below the Department of Health and Human Services' poverty guidelines.</p>
	<p>Minority Persons include the following:</p> <ul style="list-style-type: none"> • American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment. • Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent. • Black or African American Populations, which refers to peoples having origins in any of the Black racial groups of Africa. • Hispanic or Latino Populations, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race. • Native Hawaiian and Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Title VI General Reporting Requirements

Please provide responses to each of the questions listed below based on the period of 2017-2019. If you have supporting documentation, please attach as optional attachment.

1. Describe the procedure for investigating and tracking Title VI complaints filed against the agency. Is this procedure available to members of the public upon request?

Title VI Public Information Requirements

Agencies shall inform the public of their rights under Title VI through such measures as posting the Title VI notice on posters, comment cards, or flyers placed at stations, bus shelters, and in transit vehicles. The type, timing, and frequency of these measures are at the recipient's discretion, as long as the type, timing, and frequency are sufficient to notify passengers and other interested persons of their rights under DOT's Title VI regulations with regard to the recipient's program.

1. Which methods of information dissemination does your agency adhere to regarding Title VI? (As the primary recipient, TARTA, may request that additional efforts be made)

-----End of Title VI 2020 Report-----