



## Yuma County Intergovernmental Public Transportation Authority

2715 East 14<sup>th</sup> Street, Yuma, AZ 85365-1900, Telephone: 928-539-7076

Fax: 928-783-0309, email: [info@ycipta.az.gov](mailto:info@ycipta.az.gov), Web: [www.yciptaz.gov](http://www.yciptaz.gov)

### **NOTICE AND AGENDA OF THE REGULAR MEETING THE BOARD OF DIRECTORS OF THE YUMA COUNTY INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY**

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Board of Directors of the Yuma County Intergovernmental Public Transportation Authority (“YCIPTA”) and to the general public that the Board of Directors will hold a meeting on:

**TUESDAY, May 31, 2022 – 1:30 PM**  
**Yuma County Department of Development Services – Aldrich Hall**  
**2351 West 26<sup>th</sup> Street -- Yuma, AZ, 85364**

Unless otherwise noted, meetings held at the above location are open to the public.

The Board of Directors may vote to go into executive session during the noticed meeting concerning any of the agenda items mentioned below. If authorized by the requisite vote of the Directors, the executive session will be held immediately after the vote and will not be open to the public. The executive session, if held, will be at the same meeting location set forth above. The discussion may relate to confidential matters permitted pursuant to A.R.S. §§ 38-431.03(A)(1)-(7). The Chairman or other presiding officer shall instruct the persons present at the executive session regarding the confidentiality requirements of the Open Meeting Laws.

**Pursuant to the Americans with Disabilities Act, reasonable accommodation requests may be made by contacting the Transit Director at 928-539-7076, ext 101 (TTY/TDD - Arizona Relay Service 711). Requests should be made as early as possible to allow time to arrange the accommodation.**

The agenda for the meeting is as follows:

#### **CALL TO ORDER**

#### **PLEDGE OF ALLEGIANCE**

**CALL TO PUBLIC:** The public is invited to speak on any item or any area of concern that is within the jurisdiction of the YCIPTA Board of Directors. The Board is prohibited by the Arizona Open Meeting Law from discussing, considering or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.

**CONSENT CALENDAR:** The following items listed under the Consent Calendar will be considered as a group and acted upon by one motion with no separate discussion, unless a board member so requests. In that event, the item will be removed for separate discussion and action.

1. Adopt the April 25, 2022 regular session minutes. Action required. Pg. 4

**DISCUSSION & ACTION ITEMS:**

1. Discussion and or action regarding Arizona Western College membership dues. Ross Poppenberger to present. Action may be required.
2. Discussion and or action regarding the Draft Eastern Imperial County Transit Services Operation and Implementation Business Plan and Draft FY22-23 YCIPTA MOU Exhibit A Amendment Twelve. Action required.  
Pg. 10 & 33
3. Discussion and or action regarding the FY2022 Federal Transit Administration apportionment. No action required. Pg. 35
4. Discussion and or action regarding the cancellation of the NightCat services. Action required. Pg. 38
5. Discussion and or action regarding YCIPTA Shelter and Bus Stop permit status report. No action required.
6. Discussion and or Action regarding the timeline for new Operations and Maintenance Facility. No action required. NO UPDATES

**PROGRESS REPORTS:**

1. Operations Manager Report/Maintenance Update– Oliver Cromwell, General Manager – RATP Dev. *No action required.* Pg. 42
2. Transit Director Report – Shelly Kreger, YCIPTA Transit Director. *No action is required.* Pg. 43
3. Transit Ridership – Carol Perez, Transit Operations Manager. *No action is required.* Pg. 53
4. Financial Report – Chona Medel, YCIPTA Financial Services Operations Manager. *No action is required. Will be provided under separate cover*

Upon vote of the Directors, the Chairman recesses the Regular Session and convenes Executive Session.

**EXECUTIVE SESSION:**

1. Discussion regarding Financial Sustainability Committee recommendations. This matter is brought in executive session pursuant to A.R.S. § 38-431.03(A)(1) & (3)
2. Discussion regarding YCIPTA staff. This matter is brought in executive session pursuant to A.R.S. § 38-431.03(A)(1).

Chairman adjourns Executive Session and reconvenes Regular Session.

7. Discussion and or action regarding Financial Sustainability Committee recommendations. Action may be required.
8. Discussion and or action regarding YCIPTA staff. Action may be required.

**SCHEDULE NEXT MEETING DATE AND IDENTIFY AGENDA ITEMS:**

June 27, 2022

**ADJOURNMENT**

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) met in Regular Board Meeting session on Monday, April 25, 2022 at Yuma County Department of Development Services, Aldrich Hall; 2351 West 26th Street, Yuma, AZ 85364. The Chair, Mr. Jerry Cabrera called the meeting to order at 1:30 P.M.

**Members Present:**

Jerry Cabrera/City of Somerton/Chair  
Ralph Velez/City of San Luis/Vice Chair  
Jay Simonton/City of Yuma/Secretary/Treasurer  
Richard Marsh/Town of Wellton  
Brian Golding, Sr./Quechan Tribe  
Susan Thorpe/Yuma County  
Dr. Michael Sabath/Northern Arizona University  
Eric Holland/Cocopah Tribe  
Susanna M. Zambrano/Arizona Western College- via telephone

**Members Absent:**

**Others Present:**

Shelly Kreger/YCIPTA/Transit Director  
Carol Perez/YCIPTA/Transit Operations Manager  
Chona Medel/YCIPTA/Financial Services Operations Manager  
Wayne Benesch/Benesch, Shadle & White, PLC /Legal Counsel  
Elizabeth Punpayuk/Benesch, Shadle & White, PLC /Legal Counsel  
Gilberto Villegas/Yuma County/ Chief Financial Officer  
Oliver Cromwell/RATP Dev/Ops Manager

The Pledge of Allegiance was led by Mr. Holland

**CALL TO PUBLIC:**

No comments were made. No action required; no action taken.

**CONSENT CALENDAR:**

**No. 1: Adopt the April 4, 2022 regular session minutes. Action required.**

**Motion (Holland/Velez): To approve item as presented.**

**Voice Vote: Motion Carries, 9-0**

**DISCUSSION & ACTION ITEMS:**

**No. 1: Discussion and or action regarding the new YCAT Mascot name. No action required.**

Ms. Kreger provided the report as contained in the member packet.

Ms. Perez stated that there were about 500 entries made via Facebook.

Ms. Kreger stated that the trademark process would cost approximately \$4,000 to \$6,000 and would take approximately year. No action taken; no action required.

**No. 2: Discussion and or action regarding replacement of YCIPTA Board member to the Financial Sustainability Committee. Action required.**

Ms. Kreger provided the report as contained in the member packet.

Mr. Cabrera inquired to Mr. Velez if he was interested in the position.

Mr. Velez confirmed.

**Motion (Golding/Simonton): To add Mr. Velez to the Financial Sustainability Committee and replace Dr. Sabath.**

**Voice Vote: Motion Carries, 9-0**

**No. 3: Discussion and or action regarding the FY2022 Federal Transit Administration apportionment. No action required.**

Ms. Kreger stated that the annual apportionment for fiscal year 2022 is a 33.25% increase from previous amounts that were averaging \$2.6 million.

Ms. Kreger further stated that there might be more funding from 5311 but has not heard anything yet.

Ms. Kreger stated that there is a need for future sustainability and new revenue; would hate to lose the money.

Ms. Kreger stated that the Authority still has fiscal year 2020 and fiscal year 2021 apportionments and that staff would be applying for a mega grant.

Mr. Marsh inquired if the increase of 33.25% can be used towards the \$4.4 million debt.

Ms. Thorpe stated that it could not be used if we do not have the local match.

Ms. Kreger stated that staff would only be requesting what was needed; staff would not be applying for the \$3.5 million.

Ms. Thorpe inquired if a vote was required.

Ms. Kreger stated that it would be brought for Board approval prior to applying.

Ms. Thorpe stated that staff should not rely on Board and that the Board is looking for staff to ensure that the money is in the bank. No action taken; no action required.

**No. 4: Discussion and or action regarding YCIPTA Shelter and Bus Stop permit status report. No action required.**

Mr. Simonton inquired if the plan was to start at the top of list and work way down.

Ms. Kreger confirmed.

Ms. Zambrano inquired if South County had sufficient shelters.

Ms. Kreger stated that the stop with the highest ridership on William Brook Ave has three (3) shelters.

Mr. Holland inquired if there is a plan that reviews safety; not just the top 40 list.

Ms. Kreger stated that all stops have to meet the bus stop standards.

Mr. Holland inquired if the passenger safety taken into account when deciding stop placement and given priority over other stops.

Ms. Kreger confirmed. No action taken; no action required.

**No. 5: Discussion and or Action regarding the timeline for new Operations and Maintenance Facility. No action required. NO UPDATES**

No action taken; no action required.

**PROGRESS REPORTS:**

**No. 1: Operations Manager Report/Maintenance Update– Oliver Cromwell, General Manager – RATP Dev. *No action required.***

Mr. Cromwell provided the information for this item as contained in the member packet.

Mr. Cromwell stated that there had been additional monitoring of dispatch.

Ms. Thorpe inquired as to what did monitoring entail.

Mr. Cromwell stated that it entailed checking their work. No action taken; no action required.

**No. 2: Transit Director Report – Shelly Kreger, YCIPTA Transit Director. *No action is required.***

Ms. Kreger provided the information for this item as contained in the member packet.

Ms. Kreger stated that she was interviewed by KYMA along with Gladys regarding the mask mandate.

Ms. Thorpe inquired as to the status of the Hotel Del Sol project.

Ms. Kreger stated that project has changed considerably.

Ms. Kreger stated that the City is working on receiving FTA grantee status to apply for the RAISE grant.

Ms. Kreger stated that currently it has all been design work. Ms. Kreger further mentioned that there the building required extensive work that it would be like a new build.

Mr. Simonton stated that he was working with State Historic Preservation Office (SHPO).

Mr. Simonton stated that the direction he provided was that it would be okay to tear down the

building but keep the north and east façade.

Mr. Simonton stated that the City would take over the funding of the project, taking it out of YCIPTA's hands.

Mr. Simonton stated that the City is in the process of developing a Request for Proposal (RFP) for a private developer to finish the second and third floor.

Mr. Simonton stated that from structural standpoint it would cost prohibitive to try to save it.

Dr. Sabath inquired as to what transit agencies would be in the multimodal transit center.

Mr. Simonton stated that it would be YCAT, Greyhound and Amtrack. Mr. Simonton additionally stated that there would also be room for shops and/or restaurants on the first floor.

Mr. Cabrera inquired as to when the reduction of service would occur.

Ms. Kreger stated that it would take place on July 1<sup>st</sup>.

No action taken; no action required.

**No. 4: Transit Ridership – Carol Perez, Transit Operations Manager.      *No action is required.***

Ms. Perez provided the information for this item as contained in the member packet.

No action taken; no action required.

**No. 5: Financial Report – Chona Medel, YCIPTA Financial Services Operations Manager. *No action is required.***

Mrs. Medel provided the information for this item as contained in the member packet.

No action taken; no action required.

Upon vote of the Directors, the Chairman recesses the Regular Session and convenes Executive Session.

**Motion (Zambrano/Sabath): To recess the Regular Session and convene Executive Session.**

**Voice Vote: Motion Carries, 9-0**

The Regular Session recessed at 2:31 pm.

**EXECUTIVE SESSION:**

**No. 1: Discussion regarding Financial Sustainability Committee recommendations. This matter is brought in executive session pursuant to A.R.S. § 38- 431.03(A)(3)**

**No. 2: Discussion regarding the Transit Directors annual review. This matter is brought in executive session pursuant to A.R.S. § 38- 431.03(A)(1).**

Chairman adjourned Executive Session and reconvenes Regular Session.

**No. 6: Discussion and or action regarding Financial Sustainability Committee recommendations. Action may be required.**

**Motion (Thorpe/Simonton): to approve and send out a notification to notify of each entity of their share \$1.4 million deficit. Deficit to be capped at \$1.4 million at this time, YCIPTA will absorb any additional interest up to July 31<sup>st</sup>, after July 31<sup>st</sup> any entity that has not paid will pay 5.5% of their share's interest.**

**Voice Vote: Motion Carries, 7-1-1 with Ms. Zambrano voting against and Dr. Sabath abstaining.**

**No. 7: Discussion and or action regarding the one-time member contributions. Action required.**

Ms. Punpayuk encouraged to make the motion to match the wording on the master intergovernmental agreement (IGA); to treat the debt as a preexisting fee.

**Motion (Thorpe/Simonton): to approve treating \$1.4 million debt as a preexisting fee within YCIPTA and to enforce the IGA on Member's obligation to the full extent of the law.**

**Voice Vote: Motion Carries, 7-2 with Ms. Zambrano and Dr. Sabath voting against.**

**No. 8: Discussion and or action regarding the Transit Directors Annual Review. Action may be required.**

**Motion (Thorpe/Zambrano): To approve the recommendations made by the Personnel Subcommittee.**

**Voice Vote: Motion Carries, 9-0**

**Motion (Thorpe/Zambrano): To add a training component as recommended by the Personnel Subcommittee to include professional development, communications and other improvements as discussed in executive session.**

**Voice Vote: Motion Carries, 9-0**



**SCHEDULE NEXT MEETING DATE AND IDENTIFY AGENDA ITEMS:**

May 23, 2022

**ADJOURNMENT**

There being no further business to come before the Authority in regular session, the meeting was adjourned at 2:36 p.m.

YUMA COUNTY INTERGOVERNMENTAL TRANSPORTATION AUTHORITY

Adopted this \_\_\_\_\_, 2022, Agenda Item \_\_\_\_\_.

---

Carol Perez, Board Secretary



## Yuma County Intergovernmental Public Transportation Authority

---

2715 East 14<sup>th</sup> Street, Yuma, AZ 85365-1900, Telephone: 928-539-7076

Fax: 928-783-0309, email: [info@ycipta.az.gov](mailto:info@ycipta.az.gov), Web: [www.yciptaz.gov](http://www.yciptaz.gov)

May 25, 2022

### Discussion and Action Item 2

To: Yuma County Intergovernmental Public Transportation Authority  
Board of Directors  
From: Shelly Kreger, Transit Director  
Subject: Discussion and or action regarding the Draft Eastern Imperial County  
Transit Services (EICTS) Operations and Implementation Business  
Plan/EICTS FY22-23 MOU and the Quechan Exhibit A Amendment  
Twelve

---

**Requested Action:** Staff recommends that the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) Board of Directors approve the Eastern Imperial County Transit Services (EICTS) Operations and Implementation Business Plan/EICTS FY 22-23 MOU and the Quechan 12<sup>th</sup> Amendment

**Background and Summary:** Each year the YCIPTA/Quechan MOU Exhibit A, EICTS MOU and the Eastern Imperial County Services Operations and Implementation Business Plan is amended to reflect the new contribution amounts based on the revised cost per revenue hour and the amount contributed by Imperial County Transportation Commission, Quechan Indian Tribe and YCIPTA for the operation of the Turquoise Route 10 and the Blue Route 5.

Below is the proposed budget and contribution amounts.

	1	2	3
	<b>Routes</b>	<b>Blue Route 5</b>	<b>Turquoise Route 10</b>
	<b>Days Operating</b>	<b>Monday-Saturday</b>	<b>Mon, Wed, Fri</b>
	<b>Fiscal Year – 2022-2023</b>	<b>Budget</b>	<b>Budget</b>
a	Fully Allocated Operating Cost ( <i>minus ADA paratransit, other YCAT hours, YMPO Audit, Vanpool and Greyhound</i> )	\$435,184.80	\$123,825.04
b	Fare Revenue Collected	\$43,518.48	\$14,859.00
c	Subsidy Required	\$391,666.32	\$108,966.04
d	Quechan Subsidy	\$82,249.93	\$22,882.87
e	ICTC Subsidy	\$137,083.21	\$38,138.11
f	YCIPTA Subsidy	\$172,333.18	\$47,945.06
g	<b>TOTAL SUBSIDY (Over)/Under</b>	<b>\$391,666.32</b>	<b>\$108,966.04</b>

Fiscal Impact: YCIPTA contribution \$220,278.24

Recommended Motion: Staff recommends that the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) Board of Directors approve the Eastern Imperial County Transit Services (EICTS) Operations and Implementation Business Plan/EICTS FY 22-23 MOU and the Quechan 12<sup>th</sup> Amendment.

Legal Counsel Review: N/A

Attachments: Eastern Imperial County Transit Services (EICTS) Operations and Implementation Business Plan/EICTS FY22-23 YCIPTA MOU and the Quechan 12<sup>th</sup> Amendment to Exhibit A.

For information on this staff report, please contact Shelly Kreger, Transit Director via email at skreger@ycipta.az.gov or call 928-539-7076, extension 101.

Approved for Submission



Shelly Kreger, Transit Director



## Eastern Imperial County Transit Services Operations and Implementation Business Plan



Presented by:  
Yuma County Intergovernmental Public Transportation Authority  
October 2012

*Amended October 2013, September 2014, July 2015, April 2016, April 2017,  
May 2018, May 2019, May 2020 and, May 2021, and May 2022*

**Eastern Imperial County  
Transit Operations and Implementation Business Plan**

**Table of Contents**

Section 1	Overview of Routes Statement of Purpose and Need
Section 2	Roles and Responsibilities
Section 3	Overview of Operating Plan & Funding
Section 4	Marketing and Outreach Plan
Section 5	Additional Details of Operating Plan
<b>Exhibits</b>	1. Schedules and Route Maps Effective July 1, <del>2024</del> <u>2022</u>

**Section 1**

**Overview of Routes**

The Yuma County Intergovernmental Public Transportation Authority (“YCIPTA”), on behalf of the Quechan Indian Tribe (“QUECHAN”), is proposing to operate the following transit services in eastern Imperial County effective July 1, ~~2021~~2022.



**Yuma County Area Transit Service Summary – Effective July 1, ~~2021~~2022**

Route Number/Name	Type of Route	Number of Stops	Frequency Of Route	Peak Bus Requirement	Service Hours	Where Does Route Go?
<b>Blue Route 5 Quechan Shuttle</b>	Rural Flex Route	43 Stops	60 minutes	1	7:15 am to 7:10 pm – Monday-Friday 9:15 am to 4:10 pm – Saturday	Flex route service in a counter clockwise direction within the Fort Yuma Indian Reservation and Winterhaven from Paradise Casino via Picacho Road and Interstate 8 to Andrade Port of Entry, Downtown Yuma Transit Center and Quechan Casino Resort.
<b>Turquoise Route 10 Interstate 8/El Centro</b>	Special Service	29 Stops	2 round trips	1	9:15 am to 11:30 am/2:00 pm to 5:30 pm Monday, Wednesday & Friday	Fixed route service from Yuma Palms Regional Center to downtown El Centro via Paradise Casino, Winterhaven, Quechan Casino Resort and Interstate 8 with service to Imperial Valley Mall on request.

These routes do not operate on Sundays and major holidays observed by YCIPTA. YCIPTA-observed holidays are: New Year’s Day, Dr. Martin Luther King, Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day. Saturday service operates on the day after Thanksgiving, Christmas Eve and New Year’s Eve. One (1) bus will operate on each route for a maximum peak vehicle demand of two (2) in eastern Imperial County.

YCIPTA shall oversee and operate these routes in conjunction with the QUECHAN and Imperial County Transportation Commission (“ICTC”).

Under the California Transportation Development Act (“TDA”), new routes that are implemented could be exempt from the farebox recovery ratio requirements or other performance measures for the rest of the year in the year that service was modified plus two full fiscal years. Blue Route 5 was treated as a new route for the purposes of the use of TDA funding effective July 1, 2014, and its exemption period expired on June 30, 2016. Blue Route 5 will begin its ~~ninth-tenth~~ year of operations and will be partially funded with TDA funding provided by ICTC beginning July 1, ~~2021~~2022. Turquoise Route 10 was treated as a new route for purposes of the TDA exemption effective January 7, 2013, and

its exemption period ended on June 30, 2015. Turquoise Route 10 will start its ~~tenth~~ eleventh year using TDA funding provided by ICTC beginning July 1, ~~2021~~2022.

YCIPTA, QUECHAN, and ICTC initially developed this business plan in October 2012 as the Regional Connector Operations and Implementation Business Plan to coincide with the launch of the Turquoise Route 10 on January 7, 2013. On an annual basis, YCIPTA, QUECHAN, and ICTC review the Business Plan, with the following key amendments:

- October 2013 – reduced to 12% the initial goal of an 18% farebox recovery ratio for the Turquoise Route 10.
- September 2014 – included the Blue Route 5's operations, funding, and performance standards.
- July 2015 – redesignated the Business Plan to address Eastern Imperial County Transit Services
- July 2016 – eliminated Saturday service on the Turquoise Route 10 to improve its prospect of meeting the 12% farebox recovery ratio, since the Route's exemption period ended June 30, 2015.
- April 2017 – implemented use of local funds, as authorized by SB 508, effective January 1, 2016, which were contributed by YCIPTA and counted toward the farebox recovery ratio requirement.
- May 2018 – ~~reintroduce~~ reintroduced a third day, Friday, to the Turquoise Route 10 to allow more accessibility to Eastern Imperial County.
- May 2019 and in 2020 – reflected higher costs because of a new labor contract affecting YCIPTA's transit operations contractor, as well as suspension of fare collections due to COVID-19 pandemic, despite also reducing operating hours to the Saturday service schedule. ~~amendments involved increases in contributions and have met farebox ratio or exceeded the initial goal. FY 2019-2020 farebox ratio initial goal for the Blue Route 5 was 10.0 % and ending the fiscal year at 11.7%. In FY 2020-2021 the farebox ratio initial goal 10.0% and as of January 2021 the farebox ratio is steadily at 10.5%. The Turquoise Route 10 FY 2019-2020 farebox ration initial goal was 12.0% and ended with 12.3% farebox ration. For FY 2020-2021, the farebox ration initial goal is 12.0% and as of January 2021, the farebox ration is presently at 12.2%~~
- May 2021 – returned to full and regular schedules and anticipated resumption of fare collections during the year.

The routes identified in the plan will continue to act as an extension of the Imperial Valley Transit (IVT) system and continue to replace the former IVT Route 3 between Holtville and Winterhaven, California on Wednesdays. IVT Route 3 continues to operate west of Holtville to El Centro, Monday through Saturday.

Operations for FY ~~2021-2022~~ are anticipated to 2022-2023 will likely remain consistent with FY ~~2020-2021~~ 2021-2022 in terms of frequency and hours of service, yet with a modest operating cost ~~rose notable increase~~ due to the terms of a new annual increases in the transit operations contractor's contract and its collective bargaining agreement. YCIPTA bore these costs through its contribution, but will include such costs in the budget for FY 2021-2022. Another notable event occurred in the fourth quarter of FY 2019-2020, the coronavirus pandemic. Beginning in As the region continues to emerge from COVID-

~~19 pandemic, state and local governments are lifting stay-at-home orders. In April 2020/2022, a federal court ruling struck down the mask wearing requirement on airplanes, trains, buses and other public transportation. Ridership figures from FY 2021-2022 show steady increases and, with gas prices continuing to rise, are anticipated to return to pre-pandemic levels. YCIPTA increased cleaning and disinfection, waived fares, implemented social distancing measures, and switched to the Saturday service schedule for all operating days. In March 2021, YCIPTA announced YCAT will be returning to full & regular schedules. YCAT continues to practice social distancing and enforcing mask wearing while on the board. Most recently, beginning on May 4, 2021 YCAT discontinued social distancing due to increasing ridership, however still enforcing mask wearing requirement as per FTA requirements. On June 1, 2021, YCAT will resume collecting fares on all routes. Currently YCIPTA is installing driver shields on all revenue vehicles to reduce driver exposure.~~

### **Statement of Purpose and Need**

The purpose of operating transit services in eastern Imperial County is to provide mobility for Winterhaven and Fort Yuma Indian Reservation residents and visitors within eastern Imperial County and to Yuma, Arizona. Six (6) days a week the Blue Route 5 services extend to Andrade Port of Entry as well as providing access to services to Yuma. Three (3) days a week the Turquoise Route 10 services would be extended to El Centro to access services at the County Seat, as well as other quality of life opportunities that are not available in Winterhaven.

Regional and local travel needs were identified below:

- Access to California State and Imperial County agencies and services in El Centro (DMV, courts, Imperial County Public Health Department, Imperial County Department of Social Services).
- Access to medical care in El Centro (health specialists, El Centro Regional Medical Center, Pioneer Memorial Hospital).
- Access to medical care in San Diego, Phoenix (Phoenix Indian Medical Center), and Tucson.
- Access to destinations within Winterhaven and the Fort Yuma Indian Reservation.
- Access to medical care, social services and other destinations in Yuma.

Two (2) studies were completed to assess the potential demand for improved service; Winterhaven Quechan Reservation Rural Connector Report (July, 2008) and the Quechan – Tribal Transit Planning, Service Strategies Report (July, 2011), and a recommendation was derived from these studies to provide a local shuttle connecting the Fort Yuma Indian Reservation with Winterhaven and Yuma as well as a lifeline service connecting the Fort Yuma Indian Reservation with El Centro to provide additional access for the eastern portion of Imperial County with the County Seat.



## Section 2 Roles and Responsibilities

**YCIPTA - Operating and Contract Authority and Oversight:** YCIPTA will use its transit operations contractor (RAPT Dev USA) to operate both Blue Route 5 - Quechan Shuttle and Turquoise Route 10 – Interstate 8/EI Centro/Yuma. However, YCIPTA, in its sole discretion, reserves the right to replace the transit operations contractor with another company or entity as it deems appropriate.

YCIPTA will administer the operating contract; provide the legal operating authority for this transit service as well as umbrella operating insurance through its operations contractor. YCIPTA will receive monthly reports on project operations and program results, as prepared by the operations contractor. YCIPTA's Project Liaison shall be the primary contact between the operations contractor, QUECHAN and ICTC.

**YCIPTA Project Liaison - Planning, Contract Management and Marketing:** YCIPTA shall designate its Transit Director, or designee, as the Project Liaison. The Project Liaison shall conduct daily interactions with the operations contractor, ensuring compliance with all contract terms and conditions, receipt and review of all reports required by the operations contractor, and the coordination of all marketing and promotional programs designed and implemented to support the routes. The Project Liaison will ensure the development and implementation of all programs so that employers, YCIPTA, the contractor, and other partners work together to maximize ridership and the overall effectiveness of the routes.

The Project Liaison shall be responsible for the review and payment of monthly subsidy statements provided by the transit operations and maintenance contractor.

### **ICTC – Supporting Role:**

ICTC will provide a supporting role related to these routes, including providing recommendations to YCIPTA through technical and policy levels, marketing the service in Imperial County and contributing up to One Hundred ~~Sixty-Two~~Seventy-Five Thousand, ~~Sixty-Two~~Two Hundred Twenty-One Dollars and ~~Seventy-One~~Thirty-Three Cents (~~\$162,062.74~~175,221.33) of Transportation Development Act ("TDA") Local Transportation Fund ("LTF") Article 8(c) funds for a continuation of these routes.

### **QUECHAN – Supporting Role:**

QUECHAN will provide a supporting role related to these funds, including providing recommendations to YCIPTA through technical and policy levels, marketing the route on the Fort Yuma Indian Reservation and contributing ~~Ninety-Nine~~One Hundred Five Thousand, ~~Nine~~One Hundred ~~Eighty-Six~~Thirty-Two Dollars and ~~Twenty-Eight~~Eighty Cents (~~\$99,986.28~~105,132.80) of Federal Transit Administration ("FTA") Section 5311(c) monies to operate these routes.

YCIPTA would continue to use FTA Section 5307 funds allocated to the Winterhaven area, FTA Section 5311 funds allocated by ADOT to the small portion of the Fort Yuma Indian Reservation that is in Arizona, plus YCIPTA-generated match, fare revenue collected from the routes, and a portion of the Quechan Business Enterprise parking lot

in-kind revenue to cover the remaining costs required to operate these routes. YCIPTA will also contribute local funds it receives from non-State and non-Federal sources to be counted toward the farebox recovery ratio requirement of the TDA LTF funds contributed by ICTC.

### **Section 3 Overview of Operating Plan**

#### **Route Plans**

The transit service will cover two (2) routes, Blue Route 5, Quechan Shuttle operating between Yuma, Winterhaven and Fort Yuma Indian Reservation, and Turquoise Route 10 between Yuma, Arizona, Winterhaven, California and El Centro via Interstate 8. The routes would be branded under the name Yuma County Area Transit (“YCAT”).

The routes and bus stop placement are subject to concurrence by QUECHAN, City of El Centro, Imperial County and ICTC. YCIPTA staff shall work with the staff from these agencies regarding route changes/development and to obtain approval to place a YCAT bus stop sign in their area of jurisdiction.

Bus stops in the City of Yuma and Fort Yuma Indian Reservation would be coordinated through YCIPTA’s existing encroachment permits for bus stops that are already in place in those jurisdictions.

Imperial Valley Transit (IVT) shall have priority use of its bus stops within the El Centro-Calexico Urbanized Area (“UZA”) as well as other areas of Imperial County served by IVT buses that YCAT would also serve and if a conflict arises where two (2) buses arrive at the bus stop at the same time, IVT’s use of the bus stop shall take priority. IVT’s use of the bus stops shall not, however, unreasonably interfere with YCIPTA’s obligations under this Business Plan and other agreements between YCIPTA, City of El Centro, Imperial County, ICTC and/or QUECHAN.

Exhibit 1 includes the route map, bus stop list and schedules effective July 1, ~~2024~~2022.

The Blue Route 5 will travel 23.9 miles one way, in a clockwise loop from Downtown Yuma Transit Center, through Fort Yuma Indian Reservation and Winterhaven, California serving 41 bus stops. The Turquoise Route 10 will travel 69.4 miles one way, between Yuma, Arizona, and El Centro, California, serving 27 bus stops.

#### **Service Hours**

The service hours, days and routes are outlined in Section One – Overview of Proposed Routes above.

**Fares – Effective January 9, 2012<sup>1</sup>**

The following fares apply to all routes in YCIPTA’s transit system, including Blue Route 5 and Turquoise Route 10. However, effective July 1, 2016, a “cash only-no passes” fare policy will apply to Turquoise Route 10.

Description	Basic	Discount
One Way	<ul style="list-style-type: none"> <li>• Ages 19-64 years old</li> <li>• Youth ages 5-18 years old without school ID</li> </ul>	<ul style="list-style-type: none"> <li>• Seniors age 65 &amp; older</li> <li>• Persons with Disabilities</li> <li>• Medicare Card Holders</li> <li>• ADA Certified</li> <li>• Student ages 5-18 years old with school ID</li> </ul>
\$2.00	\$2.00	\$1.00
Day YCAT Pass	\$5.00 (valued at 2.5 trips)	\$2.50 (valued at 2.5 trips)
10-Ride YCAT Pass	\$17.50 (\$1.75 per ride)	\$7.50 (\$0.75 per ride)
\$60.00 (\$1.50 per ride/20 days/2 trips each)	\$60.00 (\$1.50 per ride/20 days/2 trips each)	\$30.00 (\$0.75 per ride/20 days/2 trips each)

- No transfers – use Day YCAT Pass or pay one-way fares.
- Cocopah Tribe members can ride free by showing their tribal ID card.
- AWC, UA and NAU students and employees can ride free by showing their student ID card with the current semester sticker.
- YPIC Charter High School and Aztec High School students and employees can ride free by showing their student or employee ID card with current semester sticker.
- YRMC and ACCT employees can ride free by showing their employee ID card.
- Children under 5 years old ride free – up to four (4) children; five (5) or more children pay discount fare.
- On Call clients may ride fixed routes for free showing On Call ID upon entering the bus.
- Class Pass - \$45.00 (Up to 5 adults and 40 students @ \$1.00 per ride).
- This fare structure would be applicable on the evening NightCAT service from AWC/NAU/UA.

**Ridership Forecasts**

While the two studies identified in Section One did not provide any ridership forecasts, based on historical data in regard to Blue Route 5 and Turquoise Route 10, YCIPTA staff initially projected that approximately fifty (50) passengers may ride Blue Route 5 each operating day and that approximately fifteen (15) passengers may ride Turquoise Route 10 each operating day, or 5.87 and 3.00 passengers per hour, respectively.

<sup>1</sup> Fares are subject to change based upon the costs associated with YCIPTA’s operation of the route.

The following table shows the average annual riders per hour on the Blue Route 5 over the last ten years:

12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
3.41	4.82	5.41	5.62	5.45	5.92	6.50	6.56	5.17	?

**Commented [ED1]:** Shelly: please provide the final number, as 5.17 regarded only part of FY 20-21.

**Commented [ED2]:** Shelly: please provide this number.

~~Based on data from YCIPTA in regard to Fiscal Year (FY) 2013-2014, Blue Route 5 carried approximately 4.82 passengers per hour which is an increase from 3.41 from FY 2012-2013, as this was the second fiscal year of the route's operation. (Blue Route 5 started on June 1, 2012). In FY 2014-2015, the increase in ridership continued, as Blue Route 5 carried approximately 5.41 passengers per hour. The data for FY 2015-2016 shows continuing improvement, as Blue Route 5 carried approximately 5.62 passengers per hour. In FY 2016-2017, Blue Route 5 carried 5.45 passengers per hour, and carried 5.92 passengers per hour in FY 2017-2018. In FY 2018-2019, Blue Route 5 carried an average of 6.5 passengers per hour. In FY 2019-2020, Blue Route 5 carried 6.56 passengers per hour. Thus far, for FY 2020-2021, Blue Route 5 carried 5.17 passengers per hour. The figures indicate steady improvement in ridership with the exception of the large drop in 2020-2021 due to the COVID-19 pandemic.~~

In determining a forecast ridership number for Turquoise Route 10, several factors were considered. This included reconciliation of passengers boarding from Winterhaven on IVT Route 3/300/350, the use of the demographic information in the Winterhaven /Quechan Reservation Rural Connector Report and Quechan Service Strategies Report and data from public workshops held by QUECHAN. ~~Based on data~~Data obtained from ITC in regard to FY 2011-2012, showed that IVT Routes 3/300/350 carried approximately 3.75 passenger trips in the morning and 3.50 passenger trips in the afternoon/evening on Wednesdays.

The following table shows the average annual riders per hour on the Turquoise Route 10 over the last ten years:

12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22
2.99	3.41	6.17	3.69	3.34	2.72	2.1	2.97	2.3	?

**Commented [ED3]:** Shelly: please provide the final number, as 2.3 regarded only part of FY 20-21.

**Commented [ED4]:** Shelly: please provide this number.

~~With the transition to Turquoise Route 10, the route performance was 3.41 passengers per hour which is an increase from 2.99 from FY 2012-2013. According to YCIPTA's data for FY 2014-2015, Turquoise Route 10 carried approximately 6.17 passengers per hour, an increase for the second consecutive year since the route's start on January 7, 2013. Data for FY 2015-2016 shows that Turquoise Route 10 carried 3.69 passengers per hour. After eliminating Saturday service beginning July 1, 2016, data for FY 2016-2017 indicates approximately 3.34 passengers per hour rode the Turquoise Route 10, dropping to 2.72 passengers per hour in FY 2017-2018. With the startup of Friday service effective July 1, 2018, Turquoise Route 10 carried 2.1 passengers per hour in FY 2018-2019. In FY 2019-2020, Turquoise Route 10 is carried 2.97 passengers per hour. Thus far, in FY 2020-2021, Turquoise Route 10 carried 2.3 passengers per hour. The figures also show~~

steady improvement in ridership, with reductions resulting from the elimination of Saturday service in FY 2016-2017. Ridership grew again after initiating Friday service in FY 2018-2019. The COVID-19 pandemic then caused another drop in riders.

In light of the initial forecasts and actual data described above, and with the goal of recovering ridership lost due to the COVID-19 pandemic, the projected ridership for FY ~~2021-2022~~2022-2023 on Blue Route 5 is 5.92 passengers per hour/59.80 per day, while on Turquoise Route 10 it is 3.42 passengers per hour/19.31 per day.

**Commented [ED5]:** Do we want to stick with these projections or return to those made pre-pandemic in FY 19-20, which were 6.95/59.21 and 3.35/19.86?

**Fare Revenue Forecasts**

Based on the projected ridership and historical data for each of the two routes and to take a conservative approach, the fare revenue forecast of ~~Forty-One~~Forty-Three Thousand, ~~Three—Five~~ Hundred ~~Eighty-Eight~~Eighteen Dollars and ~~Fourteen—Forty-Eight~~ Cents (~~\$41,388.41~~43,518.48) for Blue Route 5 and Fourteen Thousand, ~~One—Eight~~ Hundred ~~Thirty-One~~Fifty-Nine Dollars and ~~Sixty-Two~~No Cents (~~\$14,131.62~~14,859.00) for Turquoise Route 10 is projected for FY ~~2021-2022~~2022-2023. It is imperative that a fare structure is established to ensure the maximum farebox recovery in compliance with the TDA. As part of the performance measures, YCIPTA, QUECHAN, and ICTC review the farebox recovery ratio to ensure compliance with TDA requirements. The farebox ratio and route classification requirements are established below:

Route	Proposed Classification	Route	Farebox Recovery Ratio
Blue Route 5	Rural Flex Route		10%
Turquoise Route 10	Special Service		12% (blended rural/urban)

**Cost and Subsidy Projections**

ICTC will pay QUECHAN an amount not to exceed the annual subsidy amount of One Hundred ~~Sixty-Two~~Seventy-Five Thousand, ~~Sixty-Two~~Two Hundred Twenty-One Dollars and ~~Seventy-One~~Thirty-Two Cents (~~\$162,062.74~~175,221.32) to fund Eastern Imperial County Transit Services after QUECHAN files a TDA Article 8c claim and supporting documentation with ICTC and QUECHAN will pay YCIPTA the monthly costs based on revenue service hours with these ICTC funds along with QUECHAN funds of an amount not to exceed the annual subsidy of ~~Ninety-Nine~~One Hundred Five Thousand, ~~Nine~~One Hundred ~~Eighty-Six~~Thirty-Two Dollars and ~~Twenty-Eight~~Eighty Cents (~~\$99,986.28~~105,132.80) to operate Eastern Imperial County Transit Services, to be paid based on revenue vehicle service hours as established through a separate Memorandum of Understanding between YCIPTA and QUECHAN.

For cost and subsidy projections, see the chart below on the following page.

	1	2	3
Routes		Blue Route 5	Turquoise Route 10
Days Operating		Monday-Saturday	Mon, Wed, Fri
Fiscal Year – <del>2021-</del> <del>2022</del> 2022-2023		Budget	Budget
a Fully Allocated Operating Cost ( <i>minus ADA paratransit, other YCAT hours, YMPO Audit, Vanpool and Greyhound</i> )		\$ <del>413,881.41</del> <u>435,184.80</u>	\$ <del>117,763.49</del> <u>123,825.04</u>
b Fare Revenue Collected		\$ <del>41,388.14</del> <u>43,518.48</u>	\$ <del>14,131.62</del> <u>14,859.00</u>
c Subsidy Required		\$ <del>372,493.27</del> <u>391,666.32</u>	\$ <del>103,631.87</del> <u>108,966.04</u>
d Quechan Subsidy		\$ <del>78,223.59</del> <u>82,249.93</u>	\$ <del>21,762.69</del> <u>22,882.87</u>
e ICTC Subsidy		\$ <del>124,104.77</del> <u>137,083.21</u>	\$ <del>37,957.94</del> <u>38,138.11</u>
f YCIPTA Subsidy		\$ <del>170,164.91</del> <u>172,333.18</u>	\$ <del>43,911.24</del> <u>47,945.06</u>
g <b>TOTAL SUBSIDY (Over)/Under</b>		\$ <del>372,493.27</del> <u>391,666.32</u>	\$ <del>103,631.87</del> <u>108,966.04</u>
h Total Miles		75,652.00	37,668.00
i Total Revenue Miles		73,187.20	35,880.00
j Total Deadhead Miles		2,465.00	1,788.00
k service days		301	145
l Total Hours		3,247.80	1,105.20
m Total Revenue Hours		3,039.00	864.70
n Total Deadhead Hours		208.80	150.50
o employees		1.50	1.50
p Passenger Trips		18,000	2,800
q pass/hour		5.92	3.24
r pass/day		59.80	19.31
s pass/mile		0.25	0.08
t cost/pass		\$ <del>22.90</del> <u>24.18</u>	\$ <del>42.06</del> <u>44.22</u>
u sub/pass		\$ <del>20.69</del> <u>21.76</u>	\$ <del>37.01</del> <u>38.92</u>
v cost/mile		\$ <del>5.66</del> <u>5.95</u>	\$ <del>3.28</del> <u>3.45</u>
w cost/hour		\$ <del>136.19</del> <u>143.20</u>	\$ <del>136.19</del> <u>143.20</u>
x farebox ratio		10.0%	12.0%
Y FTE (based on 2000 hrs)		0.000750	0.000750

### Performance Standards

Since ICTC would contribute TDA-LTF Article 8(c) funds in support of these routes, the following performance standards apply towards these routes, and YCIPTA will report these figures to ICTC and QUECHAN quarterly. These reports may be reviewed by ICTC's Social Services Transportation Advisory Council.

According to the TDA requirements, new routes that are implemented could be exempt from the farebox recovery ratio requirements or other performance measures for the rest of the year in the year that service was modified plus two full fiscal years, and if the farebox recovery ratio remains below the established standard, efforts must be made to modify the route(s) to improve performance within the (3) three year time frame. If a claimant fails to meet a required ratio for a fiscal year, its TDA funding level will be reduced by the amount of required revenues that was not maintained.

Turquoise Route 10 was treated as a new route for purposes of the TDA exemption effective January 7, 2013, and its exemption period ended on June 30, 2015. At the end of that exemption period, Turquoise Route 10 achieved a 6.36% farebox recovery ratio, falling short of the 12% standard. Under the TDA regulations, if the required farebox recovery ratio is not met for FY 2015-2016, then that year would be deemed a "non-compliant year", resulting in a TDA funding reduction by the difference between the required farebox revenues and the actual revenues based on FY 2016-2017 amounts. To increase the chances of Turquoise Route 10 meeting its 12% farebox ratio performance standard, it was agreed to eliminate Saturday service and to establish a "cash only-no passes" fare policy for Turquoise Route 10, effective July 1, 2016. As of June 30, 2017, Turquoise Route 10 achieved a 12% farebox recovery ratio, and met the standard. ~~In July 2018, Turquoise Route 10 resumed service on Fridays to allow passengers to access Eastern Imperial County for a third day, and achieved a 12.3% farebox recovery ratio by the end of FY 2017-2018. In FY 2018-2019, the farebox ratio for Turquoise Route 10 continued to increase to 14.4%. In FY 2019-2020, the farebox ratio was 12.3%, a slight decrease from the previous year.~~

Blue Route 5 was treated as a new route for the purposes of the use of TDA funding effective July 1, 2014, and its exemption period expired on June 30, 2016. If the required farebox recovery ratio is not met for FY 2016-2017, then that year would be deemed a "non-compliant year", resulting in a TDA funding reduction by the difference between the required farebox revenues and the actual revenues based on FY 2017-2018 amounts. As of June 30, 2017, Blue Route 5 achieved a 10% farebox recovery ratio, and met the standard. ~~In FY 2018-2019, the farebox ratio was 10.1%. In FY 2019-2020, the farebox ratio for the Blue Route 5 increase to 11.7%.~~

Effective January 1, 2016, California Senate Bill 508 (SB 508) clarified the types of revenues that transit operators may consider in the farebox recovery calculation. If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating costs, an operator may satisfy that requirement by supplementing its fare revenues with "local funds", which the TDA as amended by SB 508, defines as any nonfederal or nonstate grant funds or other revenues generated by, earned by, or distributed to an operator.

Examples of local funds that may be available to operators include bus advertising (shelters and buses) local county transportation sales taxes, general fund contributions from a local jurisdiction, sales from alternative fuels sold on the transit property, and contract revenues from institutions such as local college fare subsidy programs. In light of SB 508, YCIPTA and QUECHAN began to document their use of local funds to cover any shortfall in fare revenue for FY 2016-2017 and beyond in order to ensure attainment of the required farebox recovery ratio. YCIPTA and QUECHAN assure that such local funds will not include State or Federal funding sources, unless inclusion thereof is authorized by such sources. At the conclusion of FY 2016-2017 and each year thereafter, both the Blue Route 5 and the Turquoise Route 10 have met or exceeded their respective farebox recovery ratios.

As necessary and required by the FTA, financial and non-financial data shall be collected and reported to the National Transit Database (NTD). YCIPTA would report miles both in the Yuma UZA and El Centro-Calexico UZA.

#### **Fiscal Audits and Triennial Performance Audits**

Though ICTC will make payment of TDA funds to QUECHAN to fund a portion of these routes, QUECHAN will track its expenses associated with the use of these funds, list these funds as a separate line item of funds in the Basic Financial Statements each year and submit a copy of the report to ICTC before December 31 of the given funded year. ICTC will send a triennial performance auditor to audit this service and its performance measures. The initial triennial performance audit for the Blue Route 5 and Turquoise Route 10 was conducted in September 2017 and examined service provided in FY 2014-2016. The audit made twelve findings, to be addressed by implementing three recommendations, as follows:

1. Review opportunities for increasing local revenue to boost farebox recovery.
2. Revise timeline of transit operator State Controller Report submittals.
3. Increase community outreach and marketing efforts on the Fort Yuma Indian Reservation.

The audit's first recommendation specifically made note of SB 508, and as noted in the Performance Standards section above, YCIPTA and QUECHAN began to document their use of local funds to cover any shortfall in fare revenue for FY 2016-2017 and attained the required farebox recovery ratio on both routes in FY 2016-2017 and FY 2017-2018. QUECHAN continues to improve its efforts to timely submit its State Controller Report per the second recommendation of the audit, and did so for both FY 2017-2018, FY 2018-2019 and FY 2019-2020. To implement the third recommendation, QUECHAN began issuing monthly flyers describing certain features of the routes to all Tribal departments and community service providers, encouraging these entities to post and share the flyers. QUECHAN also posted this information on its website. QUECHAN is also working with YCIPTA to better coordinate pass purchasing by riders of the Blue Route 5 and the Turquoise Route 10 to increase ridership.

In May 2020, the second triennial performance audit for Blue Route 5 and Turquoise Route 10 was completed and examined service provided during FY 2016-2017, FY 2017-2018, and FY 2018-2019. The audit made two findings and recommendations, as follows:



1. Continue to ensure State Controller Reports are submitted in a timely manner.
2. Ensure the State Controller Report is reviewed by someone other than the individual who prepared it so as to identify any errors in reporting.

The auditor's first recommendation recognizes QUECHAN's improvement since the late submission for FY 2016-2017, and QUECHAN submitted its reports on time in FY 2017-2018, FY 2018-2019 and FY 2019-2020, but submitted its FY 2020-2021 report a week late. The second recommendation is from some inconsistencies between the operating data reported to the State Controller and that reported on YCAT's monthly performance reports. QUECHAN and YCIPTA will work to compare and review data to ensure accurate reporting.

#### **Section 4 Marketing and Community Outreach Plan**

##### **Branding, Marketing and Community Outreach**

Marketing to support these routes will be essential to its success. Consistent, coordinated marketing collateral and programs will be developed by YCIPTA, with input and assistance from ICTC and QUECHAN. The Marketing Plan will include printed ads, flyers, rack cards, media, coordination with employers and other advertising materials. The buses will be marketed and branded as YCAT routes.

The marketing program outlined above will be targeted in Yuma and Imperial Counties. YCIPTA, QUECHAN and ICTC will work to engage the support of residents in the Yuma, Fort Yuma and Winterhaven areas to help ensure project success and sustainability. The marketing program is funded by YCIPTA administrative budget and these costs are not reflected in the business plan.

- YCIPTA will focus the routes' marketing efforts in Yuma County.
- ICTC will focus the routes' marketing efforts in Imperial County.
- QUECHAN will focus the routes' marketing efforts on the Fort Yuma Indian Reservation.

YCIPTA will have the YCAT Rider's Guide distributed through its networks in Yuma County, including on YCAT buses. The routes will be included in YCAT Rider's Guide, online at [www.ycat.az.gov](http://www.ycat.az.gov) and on all YCAT marketing pieces.

ICTC will have the Imperial Valley Transit Rider's Guide distributed throughout Imperial County, on IVT buses and have information related to Blue Route 5 and Turquoise Route 10 operated by YCIPTA inside its Rider's Guide, online at [www.ivtransit.com](http://www.ivtransit.com) and [www.imperialctc.org](http://www.imperialctc.org) and on appropriate IVT marketing pieces. In addition, signs will be placed on the IVT buses to promote the routes at ICTC discretion.

QUECHAN will have IVT and YCAT Rider's Guides available for distribution throughout the Reservation, promote the routes through door-to-door distribution of information,

placement of route information online at [www.quechantribe.com](http://www.quechantribe.com), regularly sharing information to Tribal departments, and encouraging the purchase of YCAT bus passes.

## **Section 5**

### **Additional Details of the Operating Plan**

Daily operations of the routes are the responsibility of the contractor, as described in Section 2 Roles and Responsibilities, and managed through YCIPTA, consistent with the terms of the Operating Contract. The Project Liaison, as designated by YCIPTA, has the responsibility to ensure that the contractor complies with all terms of the Operating Contract. The Project Liaison also has the lead responsibility for development and implementation of the Marketing and Outreach Plan, to be accomplished with support from YCIPTA, QUECHAN and ICTC.

#### **1. Transit Service Information**

The schedules and route information will be maintained on the [www.ycat.az.gov](http://www.ycat.az.gov) and [www.ivtransit.com](http://www.ivtransit.com) websites and available via the YCAT telephone information system at 928.783.2235 and the IVT telephone information system at 760.482.2900. Service will be noted as a YCAT service.

#### **2. Dispatch**

A dispatcher will be on duty to support all service hours of the program to ensure excellent customer service. Contingency plans must be made to reasonably accommodate for service delays due to weather, traffic and vehicle failure by the transit operations contractor.

Dispatchers must have a communications system in place with their drivers via two-way radio or cell phone (depending on distance). Under no circumstances should the bus operators use the communications system in such a manner as to endanger the lives of the passengers or in violation of any laws. YCIPTA intends to use radios from the Yuma Regional Communication System on Blue Route 5 and the San Diego-Imperial County Regional Communication System on Turquoise Route 10.

#### **3. Spare Ratio**

YCIPTA would be responsible for providing road support to the YCIPTA vehicle should the vehicle experience any maintenance difficulties. YCIPTA shall be responsible to ensure that a replacement vehicle is provided within sixty (60) minutes of a determination that a YCAT bus is inoperable, and that ample comfort, such as water, is provided on the vehicle on days with extreme temperature (115 degrees or higher) and when extended breakdowns occur.

#### **4. Bus Operators**

Bus Operators are expected to be courteous, friendly and professional at all times.

Bus Operators shall be bilingual in English and Spanish to ensure that the distribution of information is available to both languages.

Bus Operator uniforms will be required to be consistent with the branding/marketing of YCIPTA transit services. Uniforms must be kept clean and ironed for a professional appearance at all times.

Bus Operators are prohibited from smoking in the vehicles. Smoking outside of the vehicles is also prohibited near the door of the vehicle or in the presence of customers. Eating is prohibited in front of customers or while driving.

Bus Operator breaks shall be established with dispatch according to transit operations contractor policy. Bus Operator breaks should never be allowed to disrupt customer service or routing.

Training shall be given to all Bus Operators so that clear expectations are in place to ensure excellent customer service. Bus Operators will keep the inside of the vehicles neat and tidy, i.e. picking up trash and newspapers left behind.

## **5. Vehicles**

YCIPTA will provide four (4) vehicle types to operate the routes as outlined in this Business Plan. The vehicles used on these routes can carry up to 39 seated passengers, are 34-40 feet in length and have up to two (4) wheelchair tie down spaces. To comply with the California Air Resources Board ("CARB") requirements, YCIPTA will only operate vehicles in California with a level 3 diesel particulate trap. YCIPTA currently has eighteen (18) of these buses, including El Dorado National Passports, a low floor cutaway vehicle on a medium duty chassis, Gillig 40 foot heavy duty low floor buses, and 35 foot Arboc low floor medium duty buses. Furthermore, these buses are durable for highway travel. In addition, YCIPTA has four (4) 21-foot El Dorado National Aerolite buses and five (5) E350 Starcraft which may also be used on these routes as these buses seat six (6) to eight (8) on the El Dorados and fourteen (14) to nineteen (19) passengers on the Starcraft and has up to two (2) wheelchair tie down spaces, which uses gasoline fuel and are exempt from the CARB Transit Fleet Rule.

Vehicles must be kept clean. Mechanical and cosmetic repairs must be prompt. There should be a spare vehicle that would easily fit into the program when one of the main vehicles is out for maintenance. All YCIPTA vehicles are ADA compliant and use a low floor ramp for the loading/unloading of mobility devices.

These types of vehicles will provide the most passenger comfort and meet passenger demand. Their size and relative maneuverability will be better suited for the identified routes than larger vehicles, such as transit buses. They will also be more cost effective to operate than larger transit buses.

All buses feature two (2) bicycle spaces, electronic destination signs, farebox, and security cameras. The Aerolite buses features manual destination signs, and farebox.

Pictures of the buses used on these routes are provided below:



35-Foot Arboc Bus



21-foot El Dorado National Aerolite Bus



40-Foot Gillig Bus



E350 Starcraft Bus

Maintenance of the buses will take place at the YCAT bus facility located at 2715 East 14<sup>th</sup> Street, Yuma, Arizona.

#### **6. Customer Service**

Customer service, marketing and safety are paramount to the success of this program. Service and mechanical failures will be logged and used as a tool by the contractor to ensure quality control and maintenance standards. On board customer surveys will be used to help guide route improvements and to adjust marketing plans, as appropriate.

#### **7. Schedules**

Schedules are defined in Exhibit A and are subject to change. Schedules have been developed to ensure that there are no conflicts between YCAT and IVT buses at all shared bus stops in El Centro.

#### **8. Transfer Agreements**

At the present time, passengers transferring to IVT would be required to pay a full fare as if they transferred back to YCAT.

### 9. Complementary ADA Paratransit Program

Blue Route 5 is treated as a flex route and is exempt from the ADA paratransit requirement since flex routes are treated as "general public demand response services" under the 49 C.F.R. Part 37 of Federal Regulations. The route deviation component is available to all passengers for an additional \$2.00 fare unless passengers board at specific bus stop locations defined by YCIPTA. Turquoise Route 10 has been designated as a commuter route under 49 C.F.R. Part 37 of Federal Regulations, therefore ADA complementary paratransit requirements do not apply. Passengers requesting ADA paratransit service would either ride YCAT OnCall in Yuma County or IVT Access in Imperial County, both within a ¼ mile radius of a non-commuter or flex bus route. Timed connections between the paratransit services and these routes would be established. YCIPTA allows for free transfers between YCAT OnCall and YCAT fixed route buses for these patrons when they show their OnCall ID.

### 10. Former Route 3 to Winterhaven

It is YCIPTA's and QUECHAN's desire that ICTC continue the discontinuance of Route 3 east of Holtville.

### 11. The Future

With the provision of ICTC funding in FY 2015-2016 to cover a greater share of the costs for all eastern Imperial County transit services, ICTC took a more active role in the planning and operation of transit services in eastern Imperial County. Under several federal transportation bills, including the Moving Ahead with Progress for the 21st Century (MAP-21), and continuing under the Fixing America's Surface Transportation Act (FAST Act), and continuing under the Surface Transportation Reauthorization Act (STRA-21), Tribal Transit funding was reduced to the extent that QUECHAN will only be eligible for formula funding unless QUECHAN competitively applies for capital expenses (excluding preventative maintenance).

The following table shows the variance in FTA Tribal Transit Formula funding apportioned to QUECHAN since FY 2016.

FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
\$45,166.00	\$28,638.00	\$36,405.00	\$35,304.00	\$46,729.00	\$29,741.00	\$34,411.00

~~For FY 2016, QUECHAN received Forty Five Thousand, One Hundred Sixty Six Dollars and No Cents (\$45,166.00) in FTA Formula Funding. However, its FY 2017 FTA Formula Funding dropped to Twenty Eight Thousand, Six Hundred Thirty Eight Dollars and No Cents (\$28,638.00) as a consequence of eliminating Saturday service on the Turquoise Route 10, which reduced the annual Revenue Vehicle Miles on this route. QUECHAN saw a modest increase in FY 2018 at Thirty Six Thousand, Four Hundred Five Dollars and No Cents (\$36,405.00), followed by a slight decrease to Thirty Five Thousand, Three Hundred Four Dollars and No Cents (\$35,304.00) in FY 2019. QUECHAN's FY 2020 FTA Formula Funding slightly increased to Forty Six Thousand, Seven Hundred Twenty Nine Dollars and No Cents (\$46,729.00). In the 2020-2021 Business Plan, the Tribe was~~

~~notified the FTA Formula Funding for FY 2020 was Sixty-One Thousand, Seven Hundred Fifty-Three and No Cents (\$61,753.00), however due to an error by the Federal Transportation Administration, the funding included addition of Tier 3 funding based upon low income population. In June 2020, FTA notified the Tribe that FTA erred in preparing the Tribal Formula Allocations for FY 2020 and for the CARES Act funding. Tier 3 provides funds to tribes proportionally based on low income population, but only for tribes in which more than 1,000 low income individuals reside. In the FY 20 Apportionment Table, FTA provided funding to all tribes with low income populations. FTA carried this error over to the CARES Act table when it was developed. FTA revised the two tables and removed Tier 3 funding for tribes for which it is not eligible. Unfortunately, FTA de-obligated the Tier 3 funding from grants awarded FY20 tribal formula funding or CARES Act tribal formula funding above the amount prescribed by law.~~

~~The request for For FY 2021-2022-2022-2023, is equal to last year, and QUECHAN requested requests a minimum of One Hundred Sixty-TwoSeventy-Five Thousand, Sixty-TwoTwo Hundred Twenty-One Dollars and Seventy-OneThirty-Two Cents (\$162,062.74175,221.32) from ICTC to continue transit services at the present levels, while also holding consistentslightly adjusting the relative percentage shares contributed by YCIPTA, QUECHAN, and ICTC.~~

~~QUECHAN will exhaust its FY 2017-20182019-2020 FTA Formula Funding to cover a portion of its contribution, with the balance covered with its FY 2021-2022 FTA CRRSAA Formula Funding and a portion of the FY 2019-2020 FTA FormulaTribe's BIA Tribal Transportation Program Agreement Funding. The variability of the FTA Formula Funding over the past several years will require for the first time that the Tribe use funding from its BIA Tribal Transportation Program to contribute toward its share.~~

YCIPTA would continue to use FTA Section 5307 funds allocated to the Winterhaven area, FTA Section 5311 funds allocated by ADOT to the small portion of the reservation that is in Arizona, plus YCIPTA generated match, fare revenue collected from the routes and Quechan Business Enterprises parking lot in-kind revenue to cover the remaining costs required to operate these routes.

The coronavirus pandemic ~~continues to have an impact on~~has significantly dissipated in the Yuma, Fort Yuma Indian Reservation, Winterhaven and El Centro communities. ~~Since March of 2020, YCAT has remained in operation with a few schedule changes throughout the past year in order to meet the needs of the community during the pandemic.~~ Public transit remains a critical lifeline ~~during crisis events,~~ connecting workers to the jobs that support community needs and residents to shopping, governmental services, health care and medical needs. ~~Currently all YCAT bus and YCAT OnCall paratransit services continues to be fare free, promotes social distancing, and mask mandate while on board. YCIPTA continues to sanitize all buses on a regular basis which is done in a continuous effort to keep employees and passengers safe and keep lowering the positive COVID rates.~~ As YCIPTA focuses on keeping employees and passengers safe, in the coming fiscal year the emphasis is to continue to increase and enhance ridership and gain the community's confidence that YCAT is safe and meet the needs of the community.

In ~~doing so~~ December 2019, YCIPTA obtained an outside group, IBI Group, to develop a Short Range Transportation Plan (SRTP) in partnership with Yuma Metropolitan Planning Organization (YMPO). ~~The SRTP is required for YCIPTA to receive federal funding and the SRTP is submitted to YMPO, the State and the Federal Transit Administration (FTA). IBI Group completed an analysis of the existing services which include fixed routes, OnCall (Demand Response) and Vanpool Program. The SRTP is used to determine how public transit may better meet the short term and longer term needs of the community. Within the SRPT includes an action plan to guide the implementation of transit service improvements over the next five plus year period. Some of the key considerations were:~~

- ~~\* Problem identification — what is working and what is not?~~
- ~~\* What are the County's unmet mobility needs? Regional needs?~~
- ~~\* What are the key local and regional origin & destinations?~~
- ~~\* What are the critical markets in the study area?~~
- ~~\* What kind of service is justified for the study area? Future service requirements?~~
- ~~\* What does the community want?~~

Formatted: Normal, No bullets or numbering

IBI Group conducted a community survey to get passengers feedback, all of which were favorable and supportive. Particularly for the Blue Route 5 and Turquoise Route 10, the information gathered is to improve transportation and service headway to the Andrade Port of Entry to hourly, currently this route operates every two hours. Another insight from the community survey is to expand the reach for the fixed route services on the Reservation with PMoD feeder. An additional recommendation is introducing on-demand subsidized shared ride taxi/TNC service on the Reservation to reduce dependence on personal vehicles and supplement YCAT bus service. Increasing Turquoise Route 10 service to five days per week, currently this route operates three days, Monday, Wednesday and Friday, was also suggested. The suggestions and recommendations lead to ways to improve ridership and do come with costs if implemented which is the next step, to secure funding.

One of the recommendations from IBI Group for ~~Quechan Reservation~~ QUECHAN and YCIPTA is a pilot program with two or more non-dedicated service providers. This would allow customers to book trips right from their smartphone or call-in for reservation service. Its cost effective and enhanced customer experience. This is an option where gaps exist in the transit network and to locations not easily served by fixed-route transit. ~~As the FY 2021-2022 begins, Quechan Indian Tribe will consider IBI Group's recommendations and detailed Financial Plan.~~

In January 2022, FTA selected QUECHAN to receive competitive grant funding to retain a consultant to develop an implementation plan for the additional service strategy of on-demand first-last mile service. QUECHAN will complete this planning effort in FY 2022-2023.

A comprehensive review of these routes occurred in Spring 2016, prior to the YCIPTA, QUECHAN and ICTC budget planning to determine the appropriate level of transit service and population in eastern Imperial County as compared to central and northern Imperial County. This review also took into consideration transit needs in eastern Imperial County and the routes' ability to meet TDA and MOU specific performance measures. Given the

consistent attainment of the specific performance measures over the past few years, QUECHAN will begin the procurement and installation of four (4) additional bus stop shelters located on the Fort Yuma Indian Reservation. ~~The four (4) Two~~ locations are now complete at Stop: bus stop # 15-Quechan Drive and Indian Hill Road, # 346-Ironwood Drive and Ironwood Terrace, # 375-Indian Hill and Agnes Road and lastly Stop # 471-Andrade Parking Lot and Port of Entry. QUECHAN will complete the installations at Stop # 15-Quechan Drive and Indian Hill Road, and Stop # 375-Indian Hill and Agnes Road, during FY 2022-2023.

~~QUECHAN completed a Service Strategies Report (July, 2011) that describes service strategies and initiated the Tribal Transit Planning against current needs and will seek additional FTA funding for planning and implementation in the coming year.~~

Any continuation of transit services beyond June 30, ~~2022-2023~~ at the present levels will require additional contributions by ICTC. If service reductions are to occur based on available funding by QUECHAN, YCIPTA and ICTC that are known today, public hearings for route changes would take place in May ~~2021-2023~~ as part of the adoption of the YCIPTA FY ~~2021-2022~~2023-2024 operating and capital budget with the route changes taking effect on July 1, ~~2021-2023~~. To assist in the determination of future service levels and contribution shares by all parties for FY 2022-2023, ICTC will minimally need from YCIPTA a sample of daily ridership data (boardings and alightings) by route direction and bus stop locations during the months of January through March ~~2022-2023~~. The sample of data was agreed to by all parties prior to December 15, 2015. The actual daily ridership data should be provided to all parties by April 17, ~~2022-2023~~. This would allow a comprehensive analysis of recommended service levels, contribution shares, and funds available for FY ~~2022-2023~~2023-2024.



**EXHIBIT A**  
**AMENDMENT TWELVE FOR THE FORMULA FOR YCIPTA CONTRIBUTION**

YCIPTA shall provide the following routes to QUECHAN for 07/01/2022 to 06/30/2023:

Route	Type of Service	Operating Days	Service Hours	Destinations
Blue Route 5 – Quechan Shuttle	Rural Fixed Route	Monday-Saturday	Approximately 7:15 am to 7:10 pm, every 60 minutes, Monday through Friday and from 9:15 am to 4:10 pm, every 60 minutes on Saturday. Weekdays Approx: 9.20 per day Saturday Approx: 5 per day	Fort Yuma Indian Reservation and Paradise Casino to Quechan Casino Resort, Winterhaven and Algodones/Andrade Border Crossing, and Downtown Yuma Transit Center.
Turquoise Route 10 – Interstate 8/El Centro/Yuma	Urban Fixed Route	Monday, Wednesday and Friday	Approximately 9:15 am to 11:30 am/2:00 pm to 5:30 pm on Monday, Wednesday and Friday. Monday/Wednesday/Friday Approx: 6.40 per day	Yuma Palms Regional Center to downtown El Centro and Paradise Casino, Winterhaven, Quechan Casino Resort, and Imperial Valley Mall on request.

QUECHAN shall pay YCIPTA an amount not to exceed ~~\$105,132.80~~**303,097.60** for the period of July 1, 2022, to June 30, 2023, as a local contribution towards the operation of the Yuma County Area Transit (YCAT) system and the operational costs of the Blue Route 5 – Quechan Shuttle and Turquoise Route 10 – Interstate 8/El Centro/Yuma as defined in this Exhibit.

QUECHAN shall contribute to the fully allocated operating costs of Blue Route 5 and Turquoise Route 10 as defined below for the period of July 1, 2022, to June 30, 2023:

- Blue Route 5 - From July 1, 2022 to June 30, 2023:** the fully allocated operating costs of Blue Route 5 are estimated to be **\$435,184.80** (3,039.00 annual revenue vehicle hours times **\$143.20** per revenue vehicle hour). QUECHAN shall contribute an amount that shall not exceed ~~\$82,249.33~~**82,249.93**, the amount related to services to be provided under that portion of the ~~Federal Fiscal Years 2017-2018 Federal Transit Administration (FTA) Section 5311 (c) grant funding, Federal Fiscal Year 2021 CRRSAA FTA grant~~ funding and Federal Fiscal Years ~~2019-2020~~**2020-2022** FTA Section 5311 (c) grant funding received by QUECHAN.
- Turquoise Route 10 - From July 1, 2022 to June 30, 2023:** the fully allocated operating costs of Turquoise Route 10 are estimated to be **\$123,825.04** (864.70 annual revenue vehicle hours times **\$143.20** per revenue vehicle hour). QUECHAN shall contribute an amount that shall not exceed **\$22,882.87**, the amount related to services to be provided under that portion of the ~~Federal Fiscal Years 2017-2018 Federal Transit Administration (FTA) Section 5311 (c) grant funding, Federal Fiscal Year 2021 CRRSAA FTA grant~~ funding and Federal Fiscal Years ~~2019-2020~~**2020-2022** FTA Section 5311 (c) grant funding received by QUECHAN.

- ICTC will pay QUECHAN an amount not to exceed the annual subsidy amount of One Hundred Seventy Five Thousand, Two Hundred Twenty One Dollars and Thirty Two Cents (**\$175,221.32**) to fund Eastern Imperial County Transit Services, as provided for in Section II.B.6 and reflected in Exhibit B of the YCIPTA/ICTC/QUECHAN MOU, as extended from time to time.

QUECHAN shall contribute **\$9,780.16** as a membership contribution which is based on tribal population as established by the 2020 census divided against the Yuma County population.

QUECHAN shall contribute **\$12,963.32** as a one-time supplemental membership contribution assessed by YCIPTA on all of its member entities to cover a prior year budget shortfall and related interest charges incurred.

For the purposes of this Exhibit and MOU, a revenue vehicle hour is defined as the times during which the vehicle is available to carry passengers, and which includes only those times between the time or scheduled time of the first passenger pick-up and the time or scheduled time of the last passenger drop-off during a period of the vehicle’s continuous availability.

**This exhibit may be amended each fiscal year as agreed upon by QUECHAN and YCIPTA to reflect the new operational costs for the operation of transit services to QUECHAN or the additional/removal of a fare subsidy for tribal members.**

**APPROVALS**

**QUECHAN INDIAN TRIBE**

**YUMA COUNTY INTERGOVERNMENTAL  
PUBLIC TRANSPORTATION AUTHORITY**

\_\_\_\_\_  
Jordan D. Joaquin  
President

\_\_\_\_\_  
Shelly Kreger  
Transit Director



## Yuma County Intergovernmental Public Transportation Authority

2715 East 14<sup>th</sup> Street, Yuma, AZ 85365-1900, Telephone: 928-539-7076

Fax: 928-783-0309, email: [info@ycipta.az.gov](mailto:info@ycipta.az.gov), Web: [www.ycipta.az.gov](http://www.ycipta.az.gov)

May 25, 2022

### Discussion and Action Item 3

To: Yuma County Intergovernmental Public Transportation Authority  
Board of Directors  
From: Shelly Kreger, Transit Director  
Subject: Discussion and or action regarding the FY2022 Federal Transit Administration apportionment.

---

Requested Action: N/A

Background and Summary: Each year, Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. After that legislation is enacted, FTA publishes a Notice in the Federal Register that provides an overview of the apportionments and allocations based on these funds for the various FTA programs as well as statements of policy and guidance on public transit administration.

FTA's public transportation assistance program authorization is provided by federal transit law and Chapter 53 of Title 49, U.S. Code. The most recent authorization, the [Bipartisan Infrastructure Law](#), was signed by President Biden on November 15, 2021. The legislation reauthorizes surface transportation programs for Fiscal Year 2022 through FY 2026.

<b><u>Arizona</u></b>	<b><u>\$17,493,372</u></b>
Avondale-Goodyear, AZ	\$4,290,529
Casa Grande, AZ	\$1,174,853
Flagstaff, AZ	\$4,741,640
Lake Havasu City, AZ	\$1,056,912
Prescott Valley-Prescott, AZ	\$1,635,615
Sierra Vista, AZ	\$1,030,130
<b>Yuma, AZ--CA</b>	<b>\$3,563,693</b>

Over the previous four years (2018-2021) the average annual apportionment was \$2,674,485. FY2022 apportionment is 33.25% increase from previous amounts.

YCIPTA still has the FY2020 and FY2021 apportionments that staff is going to apply for in one mega grant that will be for operations/maintenance/capital for the next several years. The main reason to apply for several years of funding is to obligate these funds so that YCIPTA won't lose it before it lapses and FTA prefers the larger grants over smaller annual ones.

ADOT sends out a letter to all of the agencies that receive apportionments and asks if the agency plans on applying for their apportionments. If the agency is not planning on applying for these funds ADOT will swipe them and put the money in a competitive pool 5307/5339. This money then can be applied for by any of the other agencies. In past years ADOT did not require or ask for documentation of local match that would be used for these funds. This year AODT is requiring this documentation. As a result of YCIPTA not having additional local match available to obligate these funds by 2023, YCIPTA's FY2022 apportionment is being swiped by ADOT.

Financial Impacts: N/A

Budgeted: N/A

Recommended Motion N/A

Legal Counsel Review: N/A

Attachments: Yuma Area FFY 2022 FTA 5307 Obligation letter.

For information regarding this agenda item, please contact Shelly Kreger via email to: [skreger@ycipta.az.gov](mailto:skreger@ycipta.az.gov) or call 928-539-7076, extension 101.

Approved for submission:



Shelly Kreger  
Transit Director

April 29, 2022

Shelly Kreger  
Transit Director  
Yuma County Intergovernmental Public Transportation Authority


Dear Ms. Kreger:

Subject: FFY 2022 FTA Section 5307 Apportionment

ADOT's Multimodal Planning Division (MPD) administers the Urbanized Area Formula Funding program (49 U.S.C. 5307), which makes Federal resources available to urbanized areas and to states for transit capital and operating assistance in urbanized areas (UZAs) and for transportation related planning. The UZAs, as Direct Recipients of these funds, apply for and receive reimbursement for eligible activities with FTA directly.

FTA released apportionments for FFY 2022 totaling **\$3,563,693** for the Yuma UZA. Please indicate your intent to apply for funds and document sufficient local match to obligate the funds by October 2023. Any unobligated funds will be applied to the 5307 / 5339 competitive funding process.

Please enter the anticipated obligation amount for this year \_\_\_\_\_ \$0 \_\_\_\_\_. Remaining funds will be included in the competitive funding pool.

Signature/ Title \_\_\_\_\_  \_\_\_\_\_ Transit Director \_\_\_\_\_  
Date \_\_\_\_\_

Return this letter to Sara Allred [sallred@azdot.gov](mailto:sallred@azdot.gov) with your selection by **May 13, 2022**. If there are any questions, please contact Sara Allred at (602) 712-4498.



Jill Dusenberry  
Transit Group Manager  
Arizona Department of Transportation

cc: Crystal Figueroa, YMPO Sara Allred, ADOT



## Yuma County Intergovernmental Public Transportation Authority

2715 East 14<sup>th</sup> Street, Yuma, AZ 85365-1900, Telephone: 928-539-7076

Fax: 928-783-0309, email: [info@ycipta.az.gov](mailto:info@ycipta.az.gov), Web: [www.yciptaz.gov](http://www.yciptaz.gov)

May 25, 2022

### Discussion and Action Item 4

To: Yuma County Intergovernmental Public Transportation Authority  
Board of Directors  
From: Shelly Kreger, Transit Director  
Subject: Discussion and or action regarding the cancellation of the NightCat services.

---

**Requested Action:** Staff recommends that the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) Board of Directors approve the cancellation of the NightCat Services.

**Background and Summary:** Staff has been reviewing routes and analyzing ridership and costs for operations and have found several routes that need to be either cancelled or reduced.

If the overall change in service does not go over 10% in either a reduction or increase it is considered a non-major change of service. The particular route that staff feels needs to be cancelled is the NightCat. This route has two runs, one at 7:45 pm and 9:45 pm.

This service will pick up passengers at the following locations with advance reservations. To make a reservation call (928) 783-2235 prior to 6:00 PM on the day of travel.

- Downtown Yuma Transit Center
- Yuma Regional Medical Center (24th St. / Avenue A – Westbound)
- Yuma Palms Regional Center (Castle Dome Ave. at Yuma Palms Pkwy.)
- West Yuma Transfer Hub
- Cocopah Casino
- Paradise Casino
- Quechan Casino Resort

- San Luis (Williams Brook Ave/2<sup>nd</sup> Street – Northbound and ACCT on San Luis Plaza Dr.)
- Somerton (Main St. / State Avenue – Southbound).
- Yuma International Airport

Regular bus fare applies. To check status of bus after 6:00 PM, call (928) 539-7076 ext 240.

Average daily ridership for the combined two trips is 5.8 passengers. The last trip at 9:45 pm will drop off passengers until 10:45 pm. If that last drop off is in San Luis the bus does not get back to the yard until almost midnight.

Scheduled revenue hours are 520 annually with trips per revenue hour averaging 3. Historically the cost to operate this route (cost paid to the contractor) is approximately \$14,138 not including the costs of fuel. Total annual miles traveled for this route is roughly 30,000, average miles per gallon on vehicle is around 8, so 30,000/8X\$4.50 per gallon is an additional \$16,875. Possible annual savings of \$31,013. The average cost per passenger trip is approximately \$19.88.

NightCat was originally billed at the fixed route costs but NTD considers this route to be a demand response service for the hourly cost was charged under Demand Response fee (currently at \$27.19m per revenue hour) which is much less than the fixed route fee.

Also to consider the maintenance personnel and dispatch would be able to close shop by 9:00 pm instead of the usual midnight.

Financial Impacts: Cost savings of \$31,013

Budgeted: N/A

Recommended Motion Staff recommends that the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) Board of Directors approve the cancellation of the NightCat Services.

Legal Counsel Review: N/A

Attachments: Current FY Operating Summary

For information regarding this agenda item, please contact Shelly Kreger via email to: [skreger@ycipta.az.gov](mailto:skreger@ycipta.az.gov) or call 928-539-7076, extension 101.

Approved for submission:

A handwritten signature in black ink, appearing to read "Shelly Kreger". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Shelly Kreger  
Transit Director





## OPERATING SUMMARY - On-Call Fiscal Year 2022

### Route 11 (NightCat)

	Quarter				Quarter				Quarter				Quarter		YTD
	Jul-21	Aug-21	Sep-21	Qtr	Oct-21	Nov-21	Dec-21	Qtr	Jan-22	Feb-22	Mar-22	Qtr	Apr-22	Qtr	
Weekday Ridership	59	97	136	293	130	133	124	387	106	86	182	374	151	151	1,205
Saturday Ridership															
<b>Total Ridership</b>	<b>59</b>	<b>97</b>	<b>136</b>	<b>293</b>	<b>130</b>	<b>133</b>	<b>124</b>	<b>387</b>	<b>106</b>	<b>86</b>	<b>182</b>	<b>374</b>	<b>151</b>	<b>151</b>	<b>1,205</b>
Weekday Revenue Hours	29.1	36.4	43.4	108.9	53.9	48.4	51.0	153.2	49.8	47.1	55.3	152.1	61.3	61.3	475.4
Saturday Revenue Hours															
<b>Total Revenue Hours</b>	<b>29.1</b>	<b>36.4</b>	<b>43.4</b>	<b>108.9</b>	<b>53.9</b>	<b>48.4</b>	<b>51.0</b>	<b>153.2</b>	<b>49.8</b>	<b>47.1</b>	<b>55.3</b>	<b>152.1</b>	<b>61.3</b>	<b>61.3</b>	<b>475.4</b>
Weekday Total Hours	59.0	68.1	75.6	202.6	89.3	76.3	84.2	249.8	77.2	75.1	86.3	238.6	89.6	89.6	780.5
Saturday Total Hours															
<b>Total Hours</b>	<b>59.0</b>	<b>68.1</b>	<b>75.6</b>	<b>202.6</b>	<b>89.3</b>	<b>76.3</b>	<b>84.2</b>	<b>249.8</b>	<b>77.2</b>	<b>75.1</b>	<b>86.3</b>	<b>238.6</b>	<b>89.6</b>	<b>89.6</b>	<b>780.5</b>
Weekday Revenue Miles	879	1,145	1,323	3,347	1,697	1,469	1,481	4,647	1,504	1,365	1,725	4,594	1,945	1,945	14,533
Saturday Revenue Miles															
<b>Total Revenue Miles</b>	<b>879</b>	<b>1,145</b>	<b>1,323</b>	<b>3,347</b>	<b>1,697</b>	<b>1,469</b>	<b>1,481</b>	<b>4,647</b>	<b>1,504</b>	<b>1,365</b>	<b>1,725</b>	<b>4,594</b>	<b>1,945</b>	<b>1,945</b>	<b>14,533</b>
Weekday Total Miles	1,498	1,879	2,065	5,442	2,582	2,211	2,444	7,237	2,259	2,143	2,542	6,944	2,736	2,736	22,359
Saturday Total Miles															
<b>Total Miles</b>	<b>1,498</b>	<b>1,879</b>	<b>2,065</b>	<b>5,442</b>	<b>2,582</b>	<b>2,211</b>	<b>2,444</b>	<b>7,237</b>	<b>2,259</b>	<b>2,143</b>	<b>2,542</b>	<b>6,944</b>	<b>2,736</b>	<b>2,736</b>	<b>22,359</b>
# Operating Weekdays	22	22	21	65	21	19	21	61	20	19	23	62	21	21	209
# Operating Saturdays	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b># Total Operating Days</b>	<b>22</b>	<b>22</b>	<b>21</b>	<b>65</b>	<b>21</b>	<b>19</b>	<b>21</b>	<b>61</b>	<b>20</b>	<b>19</b>	<b>23</b>	<b>62</b>	<b>21</b>	<b>21</b>	<b>209</b>
Avg Weekday Ridership	2.7	4.4	6.5	4.5	6.2	7.0	5.9	6.3	5.3	4.5	7.9	6.0	7.2	7.2	5.8
Avg Saturday Ridership	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Avg Daily Ridership</b>	<b>2.7</b>	<b>4.4</b>	<b>6.5</b>	<b>4.5</b>	<b>6.2</b>	<b>7.0</b>	<b>5.9</b>	<b>6.3</b>	<b>5.3</b>	<b>4.5</b>	<b>7.9</b>	<b>6.0</b>	<b>7.2</b>	<b>7.2</b>	<b>5.8</b>
Wkday Ridership/Rev Hr	2.0	2.7	3.1	2.7	2.4	2.7	2.4	2.5	2.1	1.8	3.3	2.5	2.5	2.5	2.5
Sat Ridership/Rev Hr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trips per Rev Hour	2.0	2.7	3.1	2.7	2.4	2.7	2.4	2.5	2.1	1.8	3.3	2.5	2.5	2.5	3
Avg Weekday Rev Hours	1.3	1.7	2.1	1.7	2.6	2.5	2.4	2.5	2.5	2.5	2.4	2.5	2.9	2.9	2.3
Avg Saturday Rev Hours	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Avg Weekday Rev Miles	40	52	63	51	81	77	71	76	75	72	75	74	93	93	70
Avg Saturday Rev Miles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rev Miles per Rev Hr	30.2	31.5	30.5	30.7	31.5	30.4	29.1	30.3	30.2	29.0	31.2	30.2	31.7	31.7	30.6



Monthly YCIPTA board meeting report RatpDev

Oliver Cromwell GM Ratpdev

5/31/2022

This monthly report is intended to summarize any operations, maintenance, management, finance, or other actions that fall outside of normal operations for YCAT public transit.

- New vehicles in service (250, 251, 207, 208, 209). Electronic safety equipment and fareboxes will be installed on vehicles (210) next.



## Yuma County Intergovernmental Public Transportation Authority

---

2715 East 14<sup>th</sup> Street, Yuma, AZ 85365-1900, Telephone: 928-539-7076

Fax: 928-783-0309, email: [info@ycipta.az.gov](mailto:info@ycipta.az.gov), Web: [www.ycipta.az.gov](http://www.ycipta.az.gov)

### Transit Directors Report May 2022

- Bi-weekly meetings regarding the Hotel Del Sol project with the City of Yuma, SPS+ Architects and other stakeholders.
- Attended a ZOOM meeting with the City of Yuma, FTA and other regarding updates on the Hotel Del Sol project.
- Attended the Community Transportation Association of America (CTAA) EXPO 2022 as the Arizona State delegate in Louisville, KY May 10-14, 2022.
- Attended the YCIPTA Financial Sustainability Committee meeting – May 18, 2022
- Conducted two interviews for the Financial Managers position.
-



# April 2022 - YCAT

---

The following information is based on the services and analyses performed by Solutions for Transit for YCIPTA for the month of April 2022.

Solutions for Transit completed its monthly review and sent a final review document to YCIPTA staff on May 12, 2022.

## OPERATIONS

### Fixed Route

Following are the actual miles and hours reported by the contractor vs. scheduled:

	Reported	Scheduled	Difference
Revenue Hours	<b>3,099.7</b>	<b>3,094.2</b>	<b>5.5</b>
Total Hours	<b>3,432.7</b>	<b>3,441.7</b>	<b>(9.0)</b>
Revenue Miles	<b>67,246</b>	<b>65,763</b>	<b>1,483</b>
Total Miles	<b>74,734</b>	<b>73,907</b>	<b>827</b>
Passengers per Revenue Hour		<b>8.8</b>	
Passengers per Revenue Mile		<b>0.4</b>	

Detours due to road construction caused significant increase in both time and miles.

### Demand Response

Following are the actual miles and hours:

Revenue Hours	<b>352.0</b>
Total Hours	<b>457.8</b>
Revenue Miles	<b>5,905</b>
Total Miles	<b>8,526</b>
Average Weekday Revenue Hours	<b>16.5</b>
Passengers per Revenue Hour	<b>0.0</b>
Passengers per Revenue Mile	<b>0.0</b>

**OPERATIONS DATABASE**

**Analysis of Contractor Invoice Data for Accuracy:** Solutions for Transit reviewed the Total Miles and Hours by Day and Miles and Hours Reports to determine if there are entries that seemed high or low. We are using a 5% tolerance to determine if the entries need to be corrected or commented.

There were **118** entry errors, **108** GFI errors (information classified incorrectly in GFI), **13** time overlaps, **49** fixed route vs. GFI errors, and **20** unreported roadcalls.

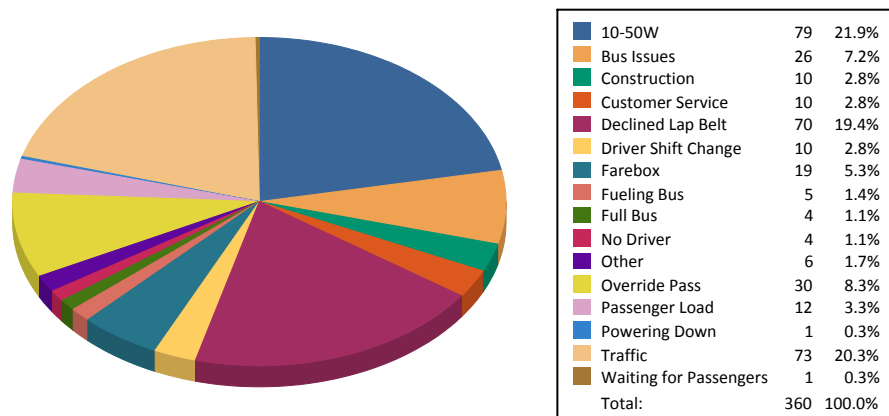
These errors were corrected before we submitted a final review to YCIPTA for billing authorization purposes.

**Late to First Stop:** There were **221** occurrences where the operator was late to the first stop by 5 minutes or more, resulting in **44 hours and 41 minutes** of delayed service.

**Logging Out Early:** There were **3** occurrences where the operator logged off before the end of revenue service totaling **1 hour 24 minutes** of unaccounted revenue time.

**Delays:** During the month of April, **360** delays were reported by the contractor. The average delay was **5** minutes. The delays are broken down as follows:

**Delays by Category**



**Customer Comments:** During the month of April, **4** complaints were called in. Of these the contractor followed up on **3**. In addition, **1** commendation was called in.

**MAINTENANCE**

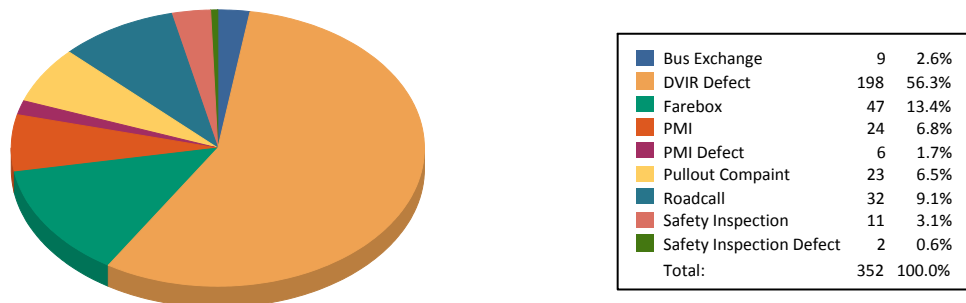
**PMIs Completed:** There were **24** PMIs completed during the month of April. Of these, **0** were completed late based on the information entered into The Reporting Solution.

**Roadcalls:** There were 41 roadcalls/bus exchanges for the month of April.

- o **37** of these are roadcalls as defined by NTD (the bus did not complete its scheduled service)
- o **2,317** miles between roadcalls as defined by NTD
- o The industry standard for miles between roadcalls is 6,000 miles

**Work Orders Created:**

**Work Orders by Type**



**Open Work Orders:**

There were **4,302** open work orders.

**REPORTS**

**Monthly Reports:** The following Monthly Reports are attached:

- o Fixed Route Operating Summary - Systemwide
- o Ridership and Fares
- o Miles and Hours by Route
- o On Call Operating Summary
- o PMIs Completed

**IT SUPPORT**

Back-up: Solutions for Transit is backing up the data entered into The Reporting Solution daily. It is being placed on the Solutions for Transit home server in Lodi.



## OPERATING SUMMARY - Systemwide Fiscal Year 2022

### Systemwide

	Quarter				Quarter				Quarter				Quarter		YTD
	Jul-21	Aug-21	Sep-21	Qtr Total	Oct-21	Nov-21	Dec-21	Qtr Total	Jan-22	Feb-22	Mar-22	Qtr Total	Apr-22	Qtr Total	
Weekday Ridership	14,731	18,993	21,330	55,053	22,267	23,339	22,485	68,091	21,932	22,825	27,179	71,935	25,064	25,064	220,144
Saturday Ridership	1,678	1,361	1,383	4,422	2,104	1,868	1,670	5,642	1,760	1,851	1,904	5,515	2,080	2,080	17,659
<b>Total Ridership</b>	<b>16,409</b>	<b>20,354</b>	<b>22,713</b>	<b>59,475</b>	<b>24,371</b>	<b>25,207</b>	<b>24,155</b>	<b>73,733</b>	<b>23,692</b>	<b>24,676</b>	<b>29,083</b>	<b>77,450</b>	<b>27,144</b>	<b>27,144</b>	<b>237,803</b>
Weekday Revenue Hours	2,885.5	2,930.4	2,830.9	8,646.9	2,855.7	2,646.7	2,909.9	8,412.4	2,708.7	2,562.5	3,096.6	8,367.8	2,844.2	2,844.2	28,271.3
Saturday Revenue Hours	258.1	205.4	206.5	670.1	278.6	222.6	166.3	667.6	221.9	221.4	221.3	664.6	255.5	255.5	2,257.9
<b>Total Revenue Hours</b>	<b>3,143.7</b>	<b>3,135.8</b>	<b>3,037.5</b>	<b>9,317.0</b>	<b>3,134.3</b>	<b>2,869.4</b>	<b>3,076.3</b>	<b>9,079.9</b>	<b>2,930.7</b>	<b>2,783.9</b>	<b>3,317.9</b>	<b>9,032.5</b>	<b>3,099.7</b>	<b>3,099.7</b>	<b>30,529.2</b>
Weekday Total Hours	3,141.9	3,228.9	3,127.7	9,498.4	3,161.1	2,934.4	3,167.6	9,263.2	3,000.1	2,836.4	3,408.6	9,245.0	3,146.8	3,146.8	31,153.4
Saturday Total Hours	286.6	227.8	229.2	743.6	314.3	249.8	185.7	749.8	247.8	247.1	247.1	742.0	285.9	285.9	2,521.4
<b>Total Hours</b>	<b>3,428.5</b>	<b>3,456.7</b>	<b>3,356.9</b>	<b>10,242.1</b>	<b>3,475.5</b>	<b>3,184.2</b>	<b>3,353.3</b>	<b>10,013.0</b>	<b>3,247.9</b>	<b>3,083.5</b>	<b>3,655.7</b>	<b>9,987.1</b>	<b>3,432.7</b>	<b>3,432.7</b>	<b>33,674.8</b>
Weekday Revenue Miles	61,370	62,206	60,885	184,461	61,080	56,693	61,742	179,515	58,304	55,040	66,178	179,522	61,885	61,885	605,383
Saturday Revenue Miles	5,278	4,202	4,240	13,720	5,695	4,563	3,489	13,747	4,608	4,597	4,602	13,807	5,361	5,361	46,635
<b>Total Revenue Miles</b>	<b>66,648</b>	<b>66,408</b>	<b>65,125</b>	<b>198,181</b>	<b>66,775</b>	<b>61,256</b>	<b>65,231</b>	<b>193,262</b>	<b>62,912</b>	<b>59,637</b>	<b>70,780</b>	<b>193,329</b>	<b>67,246</b>	<b>67,246</b>	<b>652,018</b>
Weekday Total Miles	67,356	69,063	67,917	204,336	68,061	63,251	67,514	198,826	64,775	61,190	73,241	199,206	68,639	68,639	671,007
Saturday Total Miles	6,009	4,793	4,809	15,611	6,571	5,195	3,949	15,715	5,237	5,220	5,228	15,685	6,095	6,095	53,106
<b>Total Miles</b>	<b>73,365</b>	<b>73,856</b>	<b>72,726</b>	<b>219,947</b>	<b>74,632</b>	<b>68,446</b>	<b>71,463</b>	<b>214,541</b>	<b>70,012</b>	<b>66,410</b>	<b>78,469</b>	<b>214,891</b>	<b>74,734</b>	<b>74,734</b>	<b>724,113</b>
# Operating Weekdays	22	22	21	65	21	20	23	64	20	19	23	62	21	21	212
# Operating Saturdays	5	4	4	13	5	4	3	12	4	4	4	12	5	5	42
<b># Total Operating Days</b>	<b>27</b>	<b>26</b>	<b>25</b>	<b>78</b>	<b>26</b>	<b>24</b>	<b>26</b>	<b>76</b>	<b>24</b>	<b>23</b>	<b>27</b>	<b>74</b>	<b>26</b>	<b>26</b>	<b>254</b>
Avg Weekday Ridership	669.6	863.3	1,015.7	847.0	1,060.3	1,166.9	977.6	1,063.9	1,096.6	1,201.3	1,181.7	1,160.2	1,193.5	1,193.5	1,038.4
Avg Saturday Ridership	335.6	340.3	345.8	340.2	420.8	467.0	556.7	470.2	440.0	462.8	476.0	459.6	416.0	416.0	420.5
<b>Avg Daily Ridership</b>	<b>607.7</b>	<b>782.8</b>	<b>908.5</b>	<b>762.5</b>	<b>937.3</b>	<b>1,050.3</b>	<b>929.0</b>	<b>970.2</b>	<b>987.2</b>	<b>1,072.9</b>	<b>1,077.1</b>	<b>1,046.6</b>	<b>1,044.0</b>	<b>1,044.0</b>	<b>936.2</b>
Wkday Ridership/Rev Hr	5.1	6.5	7.5	6.4	7.8	8.8	7.7	8.1	8.1	8.9	8.8	8.6	8.8	8.8	7.8
Sat Ridership/Rev Hr	6.5	6.6	6.7	6.6	7.6	8.4	10.0	8.5	7.9	8.4	8.6	8.3	8.1	8.1	7.8
Avg Weekday Rev Hours	131.2	133.2	134.8	133.0	136.0	132.3	126.5	131.4	135.4	134.9	134.6	135.0	135.4	135.4	133.4
Avg Saturday Rev Hours	51.6	51.4	51.6	51.5	55.7	55.7	55.4	55.6	55.5	55.4	55.3	55.4	51.1	51.1	53.8
Avg Weekday Rev Miles	2,790	2,828	2,899	2,838	2,909	2,835	2,684	2,805	2,915	2,897	2,877	2,896	2,947	2,947	2,856
Avg Saturday Rev Miles	1,056	1,051	1,060	1,055	1,139	1,141	1,163	1,146	1,152	1,149	1,151	1,151	1,072	1,072	1,110



# RIDERSHIP AND FARES

Period: 4/1/2022 to 4/30/2022

Route	Cash Fares			Day Passes Sold		Passes Accepted				Free				Special Revenues					Statistics			Total Pax
	Basic Cash	Disc Cash	Deviations	Day Passes	Disc Day	Day Passes	31-Day Passes	10 Ride Passes	Single-Ride	< 5 & PCAs	Greyhound	Promo	On Call ID	Aztec	YPIC	Colleges	Cocopa	Vista	WC	Bikes	Guides	
Orange 2	516	210	0	85	33	300	77	6	0	14	6	0	18	9	24	644	17	15	11	39	0	1,974
Brown 3	76	76	79	21	25	125	55	0	0	9	0	0	6	8	5	126	0	8	5	4	0	540
Green 4	328	261	0	64	95	522	349	19	0	36	0	0	39	29	40	103	28	544	2	28	0	2,457
Green 4A	139	137	0	59	51	242	68	5	0	6	0	0	6	19	11	78	18	274	0	12	0	1,113
Blue 5	222	151	0	75	52	344	113	0	0	26	0	0	56	0	0	5	10	0	12	109	0	1,054
Purple 6	298	152	0	39	47	152	33	13	0	29	0	0	28	9	3	47	679	2	28	33	0	1,531
Gold 8	23	20	16	34	14	20	24	0	0	6	0	0	12	1	0	67	1	8	6	4	0	230
Silver 9	45	32	0	6	1	8	85	1	0	0	0	0	4	0	2	717	3	17	1	0	0	921
Turquoise 10	125	0	0	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	1	4	0	134
Yellow 95	7,282	4,520	0	528	255	1,453	1,078	94	0	329	2	0	158	76	98	909	151	258	50	280	1	17,191
<b>Grand Total:</b>	<b>9,053</b>	<b>5,559</b>	<b>95</b>	<b>911</b>	<b>574</b>	<b>3,166</b>	<b>1,882</b>	<b>138</b>	<b>0</b>	<b>463</b>	<b>8</b>	<b>0</b>	<b>327</b>	<b>151</b>	<b>183</b>	<b>2,696</b>	<b>907</b>	<b>1,126</b>	<b>116</b>	<b>513</b>	<b>1</b>	<b>27,144</b>

## REVENUE:

Total Revenue: \$29,237.65  
 Unclassified Revenue: \$940.37  
 As a % of Total: 3.22%





## TOTAL MILES AND HOURS BY ROUTE April 2022

Route	Revenue Hours	Non-Rev Hours	Total Hours	Revenue Miles	Non-Rev Miles	Total Miles
Orange Route 2	360.2	42.0	402.2	6,784	312	7,096
Brown Route 3	166.3	5.8	172.0	3,752	196	3,948
Green Route 4	291.6	15.0	306.7	4,866	224	5,090
Green Route 4A	224.8	16.0	240.8	3,703	184	3,887
Blue Route 5	261.3	7.8	269.1	6,274	257	6,531
Purple Route 6	493.5	36.6	530.1	10,701	733	11,434
Gold Route 8	63.4	18.7	82.0	2,007	612	2,619
Silver Route 9	92.0	95.0	187.1	3,073	2,290	5,363
Turquoise Route 10	72.7	12.3	85.0	3,207	177	3,384
Yellow Route 95	1,073.8	83.8	1,157.7	22,879	2,503	25,382

Totals for April 2022			
<b>Total Hours</b>	<b>3,432.70</b>	<b>Total Miles</b>	<b>74,734</b>
<b>Revenue Hours</b>	<b>3,099.73</b>	<b>Revenue Miles</b>	<b>67,246</b>
<b>Non-Revenue Hours</b>	<b>332.97</b>	<b>Non-Revenue Miles</b>	<b>7,488</b>



## OPERATING SUMMARY - On-Call Fiscal Year 2022

	Quarter				Quarter				Quarter				Quarter		YTD
	Jul-21	Aug-21	Sep-21	Qtr	Oct-21	Nov-21	Dec-21	Qtr	Jan-22	Feb-22	Mar-22	Qtr	Apr-22	Qtr	
Weekday Ridership	523	532	590	1,644	623	554	627	1,804	596	576	741	1,913	767	767	6,128
Saturday Ridership	23	0	0	23	0	0	0	0	0	0	0	0	0	0	23
<b>Total Ridership</b>	<b>546</b>	<b>532</b>	<b>590</b>	<b>1,667</b>	<b>623</b>	<b>554</b>	<b>627</b>	<b>1,804</b>	<b>596</b>	<b>576</b>	<b>741</b>	<b>1,913</b>	<b>767</b>	<b>767</b>	<b>6,151</b>
Weekday Revenue Hours	243.6	227.5	237.7	708.8	284.5	240.0	254.8	779.4	257.5	247.9	321.3	826.7	346.1	346.1	2,660.9
Saturday Revenue Hours	12.1	8.2	7.8	28.1	9.3	6.6	9.5	25.4	8.7	8.7	7.1	24.4	5.9	5.9	83.8
<b>Total Revenue Hours</b>	<b>255.7</b>	<b>235.6</b>	<b>245.5</b>	<b>736.8</b>	<b>293.8</b>	<b>246.6</b>	<b>264.3</b>	<b>804.8</b>	<b>266.2</b>	<b>256.5</b>	<b>328.4</b>	<b>851.1</b>	<b>352.0</b>	<b>352.0</b>	<b>2,744.7</b>
Weekday Total Hours	354.3	339.3	327.7	1,021.3	396.2	330.0	356.8	1,083.1	356.2	338.4	435.3	1,129.8	448.9	448.9	3,683.1
Saturday Total Hours	17.7	10.8	12.4	40.8	15.9	10.0	12.2	38.2	12.2	11.4	10.1	33.8	8.9	8.9	121.7
<b>Total Hours</b>	<b>372.0</b>	<b>350.2</b>	<b>340.0</b>	<b>1,062.2</b>	<b>412.2</b>	<b>340.1</b>	<b>369.1</b>	<b>1,121.3</b>	<b>368.4</b>	<b>349.8</b>	<b>445.4</b>	<b>1,163.6</b>	<b>457.8</b>	<b>457.8</b>	<b>3,804.8</b>
Weekday Revenue Miles	4,222	4,065	4,143	12,430	4,948	4,402	4,644	13,994	4,755	4,467	5,850	15,072	5,840	5,840	47,336
Saturday Revenue Miles	167	91	80	338	106	93	148	347	180	97	82	359	65	65	1,109
<b>Total Revenue Miles</b>	<b>4,389</b>	<b>4,156</b>	<b>4,223</b>	<b>12,768</b>	<b>5,054</b>	<b>4,495</b>	<b>4,792</b>	<b>14,341</b>	<b>4,935</b>	<b>4,564</b>	<b>5,932</b>	<b>15,431</b>	<b>5,905</b>	<b>5,905</b>	<b>48,445</b>
Weekday Total Miles	6,856	6,713	6,316	19,885	7,757	6,774	7,210	21,741	7,480	6,749	8,632	22,861	8,391	8,391	72,878
Saturday Total Miles	323	176	152	651	208	236	250	694	302	192	144	638	135	135	2,118
<b>Total Miles</b>	<b>7,179</b>	<b>6,889</b>	<b>6,468</b>	<b>20,536</b>	<b>7,965</b>	<b>7,010</b>	<b>7,460</b>	<b>22,435</b>	<b>7,782</b>	<b>6,941</b>	<b>8,776</b>	<b>23,499</b>	<b>8,526</b>	<b>8,526</b>	<b>74,996</b>
# Operating Weekdays	22	22	21	65	21	20	23	64	20	19	23	62	21	21	212
# Operating Saturdays	5	3	4	12	4	4	3	11	3	3	4	10	4	4	37
<b># Total Operating Days</b>	<b>27</b>	<b>25</b>	<b>25</b>	<b>77</b>	<b>25</b>	<b>24</b>	<b>26</b>	<b>75</b>	<b>23</b>	<b>22</b>	<b>27</b>	<b>72</b>	<b>25</b>	<b>25</b>	<b>249</b>
Avg Weekday Ridership	23.8	24.2	28.1	25.3	29.7	27.7	27.3	28.2	29.8	30.3	32.2	30.9	36.5	36.5	28.9
Avg Saturday Ridership	4.6	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
<b>Avg Daily Ridership</b>	<b>20.2</b>	<b>21.3</b>	<b>23.6</b>	<b>21.7</b>	<b>24.9</b>	<b>23.1</b>	<b>24.1</b>	<b>24.1</b>	<b>25.9</b>	<b>26.2</b>	<b>27.4</b>	<b>26.6</b>	<b>30.7</b>	<b>30.7</b>	<b>24.7</b>
Wkday Ridership/Rev Hr	2.1	2.3	2.5	2.3	2.2	2.3	2.5	2.3	2.3	2.3	2.3	2.3	2.2	2.2	2.3
Sat Ridership/Rev Hr	1.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Trips per Rev Hour	2.1	2.3	2.4	2.3	2.1	2.2	2.4	2.2	2.2	2.2	2.3	2.2	2.2	2.2	2
Avg Weekday Rev Hours	11.1	10.3	11.3	10.9	13.5	12.0	11.1	12.2	12.9	13.0	14.0	13.3	16.5	16.5	12.6
Avg Saturday Rev Hours	2.4	2.7	1.9	2.3	2.3	1.6	3.2	2.3	2.9	2.9	1.8	2.4	1.5	1.5	2.3
Avg Weekday Rev Miles	192	185	197	191	236	220	202	219	238	235	254	243	278	278	223
Avg Saturday Rev Miles	33	30	20	28	27	23	49	32	60	32	21	36	16	16	30
Rev Miles per Rev Hr	17.2	17.6	17.2	17.3	17.2	18.2	18.1	17.8	18.5	17.8	18.1	18.1	16.8	16.8	17.7



## PMIs COMPLETED

Period: 4/1/2022 - 4/30/2022

Bus #	Interval	Mileage at Previous PMI	Mileage at PMI	Miles Since Last PMI	On-Time	PMI
123	4000 miles	327,738	331,502	3,764	On Time	A-8
142	6000 miles	172,819	178,446	5,627	On Time	A-2
150	5000 miles	136,930	141,818	4,888	On Time	A-1
151	5000 miles	130,250	134,961	4,711	On Time	A-7
200	6000 miles	282,111	287,941	5,830	On Time	A-3
201	6000 miles	282,277	287,781	5,504	On Time	A-1
202	6000 miles	175,077	180,772	5,695	On Time	C
203	6000 miles	207,420	213,041	5,621	On Time	A-5
204	6000 miles	184,684	190,341	5,657	On Time	A-4
205	6000 miles	168,305	173,773	5,468	On Time	A-2
206	6000 miles	154,091	159,538	5,447	On Time	A-1
207	6000 miles	0	656	0	Early	A-1
250	6000 miles	0	644	0	Early	A-1
251	6000 miles	1,298	7,053	5,755	On Time	A-2
300	4000 miles	147,471	151,169	3,698	On Time	A-9
301	4000 miles	142,239	146,155	3,916	On Time	A-9
301	4000 miles	146,155	149,799	3,644	On Time	C
302	4000 miles	98,127	101,969	3,842	On Time	A-3
303	4000 miles	40,292	44,081	3,789	On Time	C
350	4000 miles	90,779	94,969	4,190	On Time	A-1
350	4000 miles	94,969	98,692	3,723	On Time	A-2
351	4000 miles	88,521	92,411	3,890	On Time	B-1
351	4000 miles	92,411	96,397	3,986	On Time	A-5
1102	4000 miles	73,224	76,971	3,747	On Time	A-7

Bus #	Interval	Mileage at Previous PMI	Mileage at PMI	Miles Since Last PMI	On-Time	PMI
-------	----------	-------------------------	----------------	----------------------	---------	-----

PMIs Completed: 24

On Time:	22	91.7%
Early:	2	8.3%
Late:	0	0.0%

Note: "On Time" is based on mileage not days.



# RIDERSHIP AND FARES

Period: 4/1/2021 to 4/30/2021

Route	Cash Fares			Day Passes Sold		Passes Accepted				Free				Special Revenues					Statistics			Total Pax
	Basic Cash	Disc Cash	Deviations	Day Passes	Disc Day	Day Passes	31-Day Passes	10 Ride Passes	Single-Ride	< 5 & PCAs	Greyhound	Promo	On Call ID	Aztec	YPIC	Colleges	Cocopa	Vista	WC	Bikes	Guides	
Orange 2	0	0	0	0	0	0	0	0	0	2,026	0	3	0	0	1	0	0	0	14	74	0	2,030
Brown 3	0	0	0	0	0	0	0	0	0	662	0	0	0	0	0	0	1	0	17	19	0	663
Green 4	1	0	0	0	0	0	0	0	0	2,167	0	0	0	2	3	1	1	0	5	79	0	2,175
Green 4A	0	0	0	0	0	0	0	0	0	1,239	0	4	0	0	3	0	0	0	16	39	0	1,246
Blue 5	0	0	0	0	0	0	0	0	0	1,611	0	0	1	0	1	1	1	0	29	110	0	1,615
Purple 6	1	0	0	0	0	0	0	0	0	1,687	0	0	0	0	0	0	0	0	55	94	0	1,688
Gold 8	0	0	0	0	0	0	0	0	0	159	0	0	0	0	0	0	0	0	4	4	0	159
Silver 9	0	0	0	0	0	0	0	0	0	142	0	0	0	0	0	0	0	0	1	3	0	142
Turquoise 10	0	0	0	0	0	0	0	0	0	227	0	0	0	0	0	1	0	0	4	6	0	228
Yellow 95	0	0	0	0	0	0	0	0	0	14,974	1	20	1	0	3	0	0	0	93	439	0	14,999
<b>Grand Total:</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,894</b>	<b>1</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>238</b>	<b>867</b>	<b>0</b>	<b>24,945</b>

## REVENUE:

Total Revenue: \$0.00  
 Unclassified Revenue: \$0.00  
 As a % of Total: 0.00%



# RIDERSHIP AND FARES

Period: 4/1/2022 to 4/30/2022

Route	Cash Fares			Day Passes Sold		Passes Accepted				Free				Special Revenues					Statistics			Total Pax
	Basic Cash	Disc Cash	Deviations	Day Passes	Disc Day	Day Passes	31-Day Passes	10 Ride Passes	Single-Ride	< 5 & PCAs	Greyhound	Promo	On Call ID	Aztec	YPIC	Colleges	Cocopa	Vista	WC	Bikes	Guides	
Orange 2	516	210	0	85	33	300	77	6	0	14	6	0	18	9	24	644	17	15	11	39	0	1,974
Brown 3	76	76	79	21	25	125	55	0	0	9	0	0	6	8	5	126	0	8	5	4	0	540
Green 4	328	261	0	64	95	522	349	19	0	36	0	0	39	29	40	103	28	544	2	28	0	2,457
Green 4A	139	137	0	59	51	242	68	5	0	6	0	0	6	19	11	78	18	274	0	12	0	1,113
Blue 5	222	151	0	75	52	344	113	0	0	26	0	0	56	0	0	5	10	0	12	109	0	1,054
Purple 6	298	152	0	39	47	152	33	13	0	29	0	0	28	9	3	47	679	2	28	33	0	1,531
Gold 8	23	20	16	34	14	20	24	0	0	6	0	0	12	1	0	67	1	8	6	4	0	230
Silver 9	45	32	0	6	1	8	85	1	0	0	0	0	4	0	2	717	3	17	1	0	0	921
Turquoise 10	125	0	0	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0	1	4	0	134
Yellow 95	7,282	4,520	0	528	255	1,453	1,078	94	0	329	2	0	158	76	98	909	151	258	50	280	1	17,191
<b>Grand Total:</b>	<b>9,053</b>	<b>5,559</b>	<b>95</b>	<b>911</b>	<b>574</b>	<b>3,166</b>	<b>1,882</b>	<b>138</b>	<b>0</b>	<b>463</b>	<b>8</b>	<b>0</b>	<b>327</b>	<b>151</b>	<b>183</b>	<b>2,696</b>	<b>907</b>	<b>1,126</b>	<b>116</b>	<b>513</b>	<b>1</b>	<b>27,144</b>

## REVENUE:

Total Revenue: \$29,237.65  
 Unclassified Revenue: \$940.37  
 As a % of Total: 3.22%