

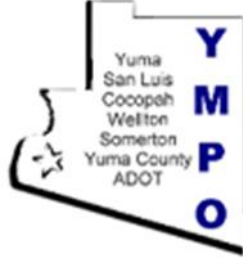


# YCIPTA/YMPO Short Range Transit Plan

May 2021

Submitted to Yuma County Intergovernmental Public Transportation Authority and Yuma Metropolitan Planning Organization

By IBI Group



## YCIPTA/YMPO SHORT RANGE TRANSIT PLAN (SRTP) FY 2021-2025

### *FINAL REPORT*

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MAY 2021



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The preparation of this SRTP has been funded in part by a grant from the United States Department of Transportation (USDOT), through Section 5304 of the Federal Transit Act. The contents of this SRTP reflect the views of the Yuma County Intergovernmental Public Transportation Authority (YCIPTA), and are not necessarily those of USDOT, the Federal Transit Administration (FTA), or the Yuma Metropolitan Planning Organization (YMPO). YCIPTA is solely responsible for the accuracy of information presented in this SRTP.

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**Appendix A: Community Survey Instrument**

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## EXECUTIVE SUMMARY

The Short Range Transit Plan (SRTP) is an action plan developed to guide the implementation of transit service improvements over the next 5+ years. A SRTP of the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) transit routes is important to improve the efficiency of service, address future land use development and transportation investments, and enhance connectivity to regional bus services. Overall, the analysis has culminated in recommendations for transit route revisions that would address future population growth and transit demand, transit-dependent needs, connectivity, and anticipated financial revenue and transit investment opportunities.

The service plan maximizes the performance of existing services while responding to additional community mobility needs. The focus of the recommendations is to concentrate service on strong routes to provide a foundation for increasing ridership and generating more fare revenue, while also preserving in areas with lower ridership potential.

Most importantly, the plan responds to key issues identified by YCIPTA customers and others to create a system that will be more attractive to new riders in the years to come. The study process has included a great deal of outreach and facilitation with the public and key regional stakeholders. The service plan reflects input received from a variety of activities, including virtual public and stakeholder workshops and a community survey.

The SRTP final report is presented in nine chapters.

**CHAPTER 2 – MARKET ANALYSIS:** provides an overview of the Yuma region study area including key community and demographic characteristics.

**CHAPTER 3 – SURVEY RESEARCH:** provides a summary of community survey results.

**CHAPTER 4 – GOALS and PERFORMANCE STANDARDS:** presents YCIPTA mission statements and goals. Further, provides a primer on transit performance measurement and fixed route and paratransit performance metrics.

**CHAPTER 5 – OVERVIEW of TRANSIT SYSTEM:** provides a comprehensive evaluation of existing fixed-route and demand response services including operational and financial performance and opportunities for enhancements.

**CHAPTER 6 – PEER REVIEW and MoD INNOVATIVE PRACTICES:** This chapter presents an overview of peer properties highlighting YCIPTA's operational and financial performance relative to a select number of peer agencies. Also provided is a brief discussion of Mobility on Demand (MoD) Innovative Practices.

**CHAPTER 7 – RECOMMENDED SERVICE PLAN:** presents a recommended system concept, service design guidelines, performance metrics, recommended network, timetables, and system resource requirements including budget – five-year operating financial plan and capital improvement program.

**CHAPTER 8 – FINANCIAL PLAN:** presents an overview of funding sources derived from fare revenues generated by the various service modes as well as local, state and federal grant subsidy programs.

CHAPTER 9 – TECHNOLOGY: provides a commentary on select technologies under the following broad categories: Trip planning and passenger communications; Multi-modal trip planning; Electronic ticketing and fare collection systems; and Operations and fleet management.

**Evaluation of Existing Fixed-Route Transit Services:** Chapter 5 provides a comprehensive evaluation of existing YCIPTA fixed-route transit services including operational performance and opportunities for enhancements.

Historical operating statistics and key performance indicators of the fixed route system for the past five years are presented in Exhibit ES.1.

**Exhibit ES.1. Fixed Route System Performance, FY 2016 – FY 2020**

Annual Operating Statistics									
FY	Total Operating Cost	Fare Revenue	Net Operating Cost	Annual Boardings	Passenger Miles	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Service Area Population
2016	\$3,557,074	\$531,536	\$3,025,538	425,575	4,725,801	37,593	842,228	16	195,751
2017	\$3,729,271	\$418,124	\$3,311,147	421,396	4,711,129	37,906	842,094	16	195,751
2018	\$3,091,017	\$416,688	\$2,674,329	437,956	4,512,988	37,408	835,223	14	195,751
2019	\$4,547,418	\$415,121	\$4,132,297	458,831	4,407,592	36,133	778,830	14	195,751
2020	\$4,462,015	\$325,093	\$4,136,922	377,419	3,811,932	36,500	800,561	14	195,751

Key Performance Indicators									
FY	Total Cost per Boarding	Average Fare	Farebox Recovery	Net Cost per Boarding	Net Cost per Revenue Hour	Boardings per Revenue Hour	Annual Boardings per Capita	Annual Boardings per Peak Vehicle	Average Trip Length
2016	\$8.36	\$1.25	14.9%	\$7.11	\$80.48	11.3	2.2	26,598	5.6
2017	\$8.85	\$0.99	11.2%	\$7.86	\$87.35	11.1	2.2	26,337	5.6
2018	\$7.06	\$0.95	13.5%	\$6.11	\$71.49	11.7	2.2	31,283	5.4
2019	\$9.91	\$0.90	9.1%	\$9.01	\$114.36	12.7	2.3	32,774	5.7
2020	\$11.82	\$0.86	7.3%	\$10.96	\$113.34	10.3	1.9	26,959	4.8

Operating Statistics by Service Day							
FY	Ridership		Revenue Hours		Peak Vehicles		
	Average Weekday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday	
2016	1,554	527	134	57	16	9	
2017	1,530	522	140	53	16	8	
2018	1,621	520	134	52	14	9	
2019	1,680	652	134	54	14	9	
2020	1,525	550	134	54	14	9	

Performance Indicators by Service Day						
FY	Ridership Productivity		Vehicle Productivity		Operating Days	
	Average Weekday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday
2016	11.6	9.2	97	59	256	51
2017	10.9	9.8	96	65	251	53
2018	12.1	10.0	116	58	253	52
2019	12.5	12.1	120	72	251	52
2020	11.4	10.2	109	61	252	52

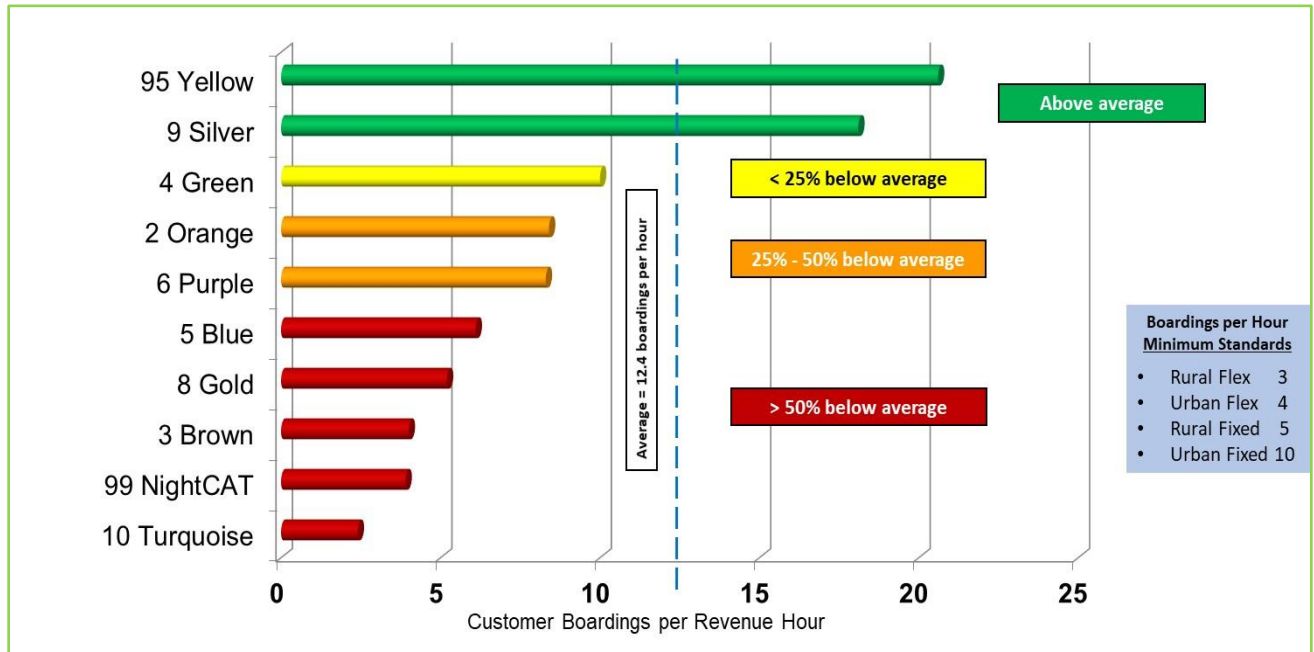
Source: National Transit Database Annual Agency Profiles, FY 16-19; NTD Report (rev. 5), FY 20

Recent ridership trends are reflected in complementary key performance indicators – total annual boardings and total annual passenger miles traveled. Total boardings (pre-pandemic) trended positive over the past five years while total passenger miles traveled trended negative. YCAT experienced modest ridership growth between July 2015 and February 2020. Total boardings increased cumulatively 7.8% between FY 2016 and FY 2019, averaging 1.95% annually over four fiscal years. FY 2020 ridership increased 2.4% through the initial eight months of FY 2020 (February)

However, the COVID-19 emergency triggered a sharp decline with year-over-year monthly decreases of 35% in March and 70-75% in April, May and June 2020. Consequently, FY 2020 ridership of 377,419 total boardings reflects a 17.7% decline from the prior year FY 2019. In contrast, total passenger miles traveled declined by cumulatively 6.7% from FY 2016 to FY 2019, averaging 1.7% annually over four fiscal years. Due to the COVID-19 emergency, total passenger miles traveled declined by 13.5% in FY 2020.

FY 2019 service productivity by route is displayed in Exhibit ES.2. Productivity is skewed with just two of 10 routes operating above the system average of 12.4 passengers per revenue hour. Moreover, five routes are substantially less productive than the system average.

**Exhibit ES.2. Service Productivity by Route, FY 2019**





**OnCall:** Historical operating statistics and key performance indicators of the OnCall system for the past five years are presented in Exhibit ES.3.

**Exhibit ES.3. OnCall System Performance, FY 2016 – FY 2020**

Annual Operating Statistics									
FY	Total Operating Cost	Fare Revenue	Net Operating Cost	Annual Boardings	Passenger Miles	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Service Area Population
2016	\$200,155	\$7,949	\$192,206	7,505	52,856	4,198	65,856	3	195,751
2017	\$205,910	\$9,338	\$196,572	8,696	72,780	4,181	76,145	3	195,751
2018	\$233,870	\$6,778	\$227,092	7,933	71,720	4,260	68,964	3	195,751
2019	\$239,203	\$2,754	\$236,449	11,722	105,498	5,117	96,824	4	195,751
2020	\$230,957	\$1,094	\$229,863	10,438	93,942	4,244	82,744	4	195,751

Key Performance Indicators									
FY	Total Cost per Boarding	Average Fare	Farebox Recovery	Net Cost per Boarding	Net Cost per Revenue Hour	Boardings per Revenue Hour	Annual Boardings per 100 Residents	Annual Boardings per Peak Vehicle	Average Trip Length
2016	\$26.67	\$1.06	4.0%	\$25.61	\$45.79	1.8	3.8	2,502	0.8
2017	\$23.68	\$1.07	4.5%	\$22.60	\$47.02	2.1	4.4	2,899	1.0
2018	\$29.48	\$0.85	2.9%	\$28.63	\$53.31	1.9	4.1	2,644	1.0
2019	\$20.41	\$0.23	1.2%	\$20.17	\$46.21	2.3	6.0	2,931	1.1
2020	\$22.13	\$0.10	0.5%	\$22.02	\$54.16	2.5	5.3	2,610	1.1

Operating Statistics by Service Day						
FY	Average Daily Ridership		Daily Revenue Hours		Daily Peak Vehicles	
	Average Weekday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday
2016	28	6	15	5	3	1
2017	33	5	15	6	3	1
2018	30	8	16	4	3	1
2019	44	12	19	6	4	1
2020	39	10	16	4	4	1

Performance Indicators by Service Day						
FY	Ridership Productivity		Vehicle Productivity		Operating Days	
	Average Weekday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday
2016	1.9	1.2	9.3	6.0	256	51
2017	2.2	0.8	11.0	5.0	251	53
2018	1.9	2.0	10.0	8.0	253	52
2019	2.3	2.0	11.0	12.0	251	52
2020	2.4	2.5	9.8	10.0	253	52

Source: National Transit Database Annual Agency Profiles, FY 16-19; NTD Report (rev. 5), FY 20

Recent ridership trends are reflected in complementary key performance indicators – total annual boardings and total annual passenger miles traveled. Both total boardings and passenger miles traveled trended positive since FY 2016. Total boardings increased 56% between FY 2016 four years through FY 2019, averaging 14% annually.

FY 2020 ridership increased 4.6% through the initial eight months of FY 2020 (February 2020); however, the COVID-19 emergency triggered a sharp decline with year-over-year monthly decreases of 21% in March, 61% in April 2020, 56% in May, and 43% in June 2020. Total FY 2020 ridership of 10,438 boardings reflect an 11% decline from the prior year FY 2019. Similarly, total passenger miles traveled increased proportionately from FY 2016 to FY 2019 but declined in FY 2020.

**Vanpool Program:** Vanpool program summary operating statistics and key performance indicators for the past five years are compiled in Exhibit ES.4. Total FY 2020 ridership was 68,423 commuters. The data reflects a stable program in terms of ridership and level of service.

SHORT RANGE TRANSIT PLAN

Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

Currently, Yuma Proving Ground (YPG) employees are the largest market served by the YCAT vanpools program. All YPG vanpools currently travel to/from the Yuma Proving Ground operated by the U.S. Army. The Yuma Proving Ground appears to be an ideal market for vanpools with its relative isolation, fixed work schedules, lack of midday travel demand, and the dispersed origins of vanpool commuters.

**Exhibit ES.4. Vanpool Program Performance, FY 2016 – FY 2020**

Annual Operating Statistics									
FY	Total Operating Cost	Fare Revenue	Net Operating Cost	Annual Boardings	Passenger Miles	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Service Area Population
2016	\$346,651	\$230,680	\$115,971	65,434	2,019,565	8,090	360,817	34	195,751
2017	\$482,080	\$336,499	\$145,581	66,813	2,420,684	9,113	413,436	38	195,751
2018	\$374,182	\$369,539	\$4,643	67,622	2,203,991	10,274	463,782	34	195,751
2019	\$207,730	\$335,101	-\$127,371	67,922	1,971,108	9,833	388,856	33	195,751
2020	\$251,682	\$398,013	-\$146,331	68,423	1,911,685	10,698	394,412	35	195,751

Key Performance Indicators									
FY	Total Cost per Boarding	Average Fare	Farebox Recovery	Net Cost per Boarding	Net Cost per Revenue Hour	Boardings per Revenue Hour	Annual Boardings per 100 Residents	Annual Boardings per Peak Vehicle	Average Trip Length
2016	\$5.30	\$3.53	66.5%	\$1.77	\$14.34	8.1	33.4	1,925	5.6
2017	\$7.22	\$5.04	69.8%	\$2.18	\$15.98	7.3	34.1	1,758	5.9
2018	\$5.53	\$5.46	98.8%	\$0.07	\$0.45	6.6	34.5	1,989	4.8
2019	\$3.06	\$4.93	161.3%	-\$1.88	-\$12.95	6.9	34.7	2,058	5.1
2020	\$3.68	\$5.82	158.1%	-\$2.14	-\$13.68	6.4	35.0	1,955	4.8

Operating Statistics by Service Day									
FY	Average Daily Ridership			Daily Revenue Hours			Daily Peak Vehicles		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
2016	251	0	0	31	0	0	34	0	0
2017	284	3	0	40	2	0	38	2	0
2018	257	12	15	39	3	2	34	4	1
2019	258	16	12	37	3	2	33	3	1
2020	258	9	8	40	2	2	35	2	1

Performance Indicators by Service Day									
FY	Ridership Productivity			Vehicle Productivity			Operating Days		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
2016	8.1	0.0	0.0	7	0	0	261	2	0
2017	7.1	1.5	0.0	7	2	0	261	21	0
2018	6.6	4.0	7.5	8	3	15	260	40	20
2019	7.0	5.3	6.0	8	5	12	260	42	20
2020	6.5	4.5	4.0	7	5	8	262	49	40

Source : National Transit Database Annual Agency Profiles, FY 16-19; NTD Report (rev. 5), FY 20

**Recommended Service Plan:** Chapter 7 presents a phased five-year transition plan to redesign existing transit services to better respond to the mobility expectations and preferences of Yuma region residents, employees and visitors.

The Project Steering Committee considered a range of service alternatives for possible inclusion in the preferred five-year service plan described in this chapter. Initially, broad concepts were presented in narrative and tabular formats to build consensus regarding the direction, magnitude and pace of potential service improvements. Among the options considered were relatively minor

adjustments targeting individual routes and schedules, as well as sector-based and systemwide restructuring consistent with changes implemented in 2014-2015 based on the prior SRTP.

- Targeted improvements address specific concerns typically affecting a single route or limited coverage area; for example: Overcrowding; chronic lateness; schedule gap; low frequency. The primary objective of targeted improvements is to keep the present system operating smoothly and maintaining defined standards for safety, reliability, and convenience.
- System redesign applies adopted service standards and industry best practices to improve multiple routes and many more YCAT customers. Preferred outcomes include: Faster transit travel times; expanded coverage; more direct routes patterned on the regional arterial street network; high frequency service on selected lines; and wider deployment of flexible microtransit and personal mobility on demand (PMoD) services to provide “first-last mile connections” to the fixed route system and increase mobility in unserved areas. The main objective of system redesign is to attract higher ridership and improve productivity by enhancing transit service quality.

The unique conditions caused by the Covid-19 pandemic are an important consideration and have a strong influence on the current short-range planning cycle. The pandemic triggered a dramatic ridership decline in the fourth quarter of FY 2020 and continuing into FY 2021; as well as new operational demands impacting YCAT personnel and budget. As of this writing, it is anticipated that pandemic conditions will continue through the end of FY 2021 and into FY 2022. Accordingly, the five-year preferred service plan recognizes these constraints by offering a relatively modest array of targeted service improvements during the initial two years FY 2022-2023, followed by several sector-based service redesign concepts for further consideration post-pandemic.

### **Targeted Service Improvements - FY 2022-2023**

These improvements focus on fine-tuning the existing system while YCAT customers, employees and other stakeholders remain under pressure during the pandemic. The changes proposed do not require intensive pre-implementation resources and do not present adverse effects on YCAT customers. Incremental service improvement strategies include:

- Modify / expand FLEX service coverage to reach more potential customers
- Restore late afternoon schedule reliability on selected routes
- Prevent chronic overcrowding and customer pass-ups at schools or other locations
- Simplify customer information and system functionality

### **Near Term Improvements – FY 2023 – 2024**

As described in Chapter 7, the following near-term improvements are targeted for implementation in FY 2023-2024: Blue 5 Improved Headway to Andrade Port of Entry; and a FLEX Microtransit Feeder Demonstration.

### Short-Range Improvements - FY 2025 – 2026

Short-range improvements include:

- **Personal Mobility on Demand (PMoD) Demonstration:** A pilot project to determine the viability of on-demand shared ride taxi service on the Quechan Reservation would introduce a new direct travel option within the YCAT service area if either the trip origin or destination is on the Reservation.
- **Expand Turquoise 10 Service Span.**
- **Central Yuma Route Restructuring:** To complete the grid network of routes in the YCAT core service area to provide a solid foundation for future service span and frequency upgrades.
- **US 95 South Corridor Service Integration:** This multi-year proposal would integrate three YCAT routes into a common schedule based on a “trunk and branch” service design in the service area south of WYTH.
- **East County Redesign:** To consolidate three east-side routes (Orange 2, Brown 3, Gold 8) into a common line providing all-day local in the 32nd Street corridor and peak period limited stop service on the I-8 Freeway.

Exhibit ES.5 presents cost estimates of proposed service improvements and total revenue vehicle hours (RVH) by route and day of week, respectively.

**Exhibit ES.5. Additional Cost of Proposed Service Improvements**

Route	Description	Cost	Cost Assumptions
<u>Targeted Improvements</u>			
Orange 2	FLEX Zone Modification	\$0	No additional RVH required
Green 4A	Convert Catalina Loop from fixed route to FLEX deviation	\$0	No additional RVH required
Yellow 95	School Day Capacity Increase	\$29,563	2 hours x 180 days x \$82.12 per hour; assumes vehicle availability
Blue 5 / Turquoise 10	Schedule Coordination	\$0	No additional RVH required
<u>Quechan Reservation Service Improvements</u>			
Blue 5 Improved Headway	to Andrade Port of Entry	\$0	No additional RVH required
Blue 5 FLEX Microtransit Feeder	Subsidize max 25 one-way trips up to \$5.00	\$38,375	25 trips x 307 operating days x \$5.00 avg subsidy per trip
Quechan PMoD	On demand shared ride taxi service direct on Reservation	\$153,500	50 trips x 307 operating days x \$10.00 avg subsidy per trip
Turquoise 10	Add Tuesday and Thursday service	\$49,272	6 RVH x 100 days x \$82.12 per hour
<u>Central Yuma Route Restructuring</u>			
4th Avenue Transit Corridor			
Reroute Purple 6	Between Avenue A to 4th Avenue	\$0	No additional RVH required
Add bus to Yellow 95 - Weekdays	DYTC to WYTH	\$249,316	12 hours x 253 weekdays x \$82.12 per RVH
Add bus to Yellow 95 Saturdays	DYTC to WYTH	\$34,162	8 hours x 52 Saturdays x \$82.12 per RVH
Complete Grid Network			
Reroute Orange 2	1 bus on hourly headway	\$0	No additional RVH required
Restructure Green 4/4A	2 buses on hourly headway	\$0	No additional RVH required
New Red 7	1 bus on hourly headway (Adds 1 bus)	\$283,478	12 RVH x 253 weekdays + 8 RVH x 52 Saturdays @ \$82.12 per RVH
<u>US 95 South Corridor Service Integration</u>			
Integrated Schedule	Reschedule Purple 6 and Yellow 95	\$0	No additional RVH required
Improve Cocopah branch headways	Adds 1 bus south of WYTH	\$262,677	11 RVH x 253 weekdays + 8 RVH x 52 Saturdays @ \$82.12 per RVH
Cocopah FLEX Deviation Capacity	Convert fixed route to deviation	\$0	No additional RVH required
Discontinue Silver 9	Replaced by Yellow 95 - Orange 2 connection at WYTH	-\$90,332	5.5 RVH x 200 days (M-Th) x \$82.12
<u>East County Redesign</u>			
Orange 2 Local	Foothills Branch Library to WYTH via Campus	\$0	Includes Brown 3 vehicle and RVH
Gold 2X Express	Redesign Gold 8	\$41,603	Adds 2 RVH x 253 weekdays x \$82.12 per RVH
FLEX Microtransit Feeder	Subsidize max 25 one-way trips up to \$5.00	\$76,750	50 trips x 307 operating days x \$5.00 avg subsidy per trip
<b>Subtotal, Additional Operating Cost</b>		<b>\$1,128,364</b>	
<u>Capital Improvements</u>			
	WYTH transit center development	\$100,000	WYTH (\$100,000) & 10 bus stop locations x \$25,000
	DYTC Transit Center	TBD	
	4th Ave Corridor Bus Stops	\$250,000	10 locations x \$25,000 per location
<b>Subtotal, Additional Capital Cost</b>		<b>\$350,000</b>	
<b>Total Operating and Capital Cost</b>		<b>\$1,478,364</b>	



**Financial Plan:** Chapter 8 provides a financial plan projected through FY 2025-26 supporting implementation of the recommended service plan, which is a phased five-year transition to redesign existing transit services. The system redesign encompasses initial targeted service improvements during the first two years of the SRTP (FY 2022-FY 2023) designed to increase capacity on already highly productive routes such as the Yellow 95, followed by several sector-based service redesign concepts for further consideration during the later years.

This financial plan represents the adjustment of projected annual operating and capital costs into alignment with identified financial resources. Consequently, it is through the development of the SRTP's financial plan that transit agencies determine which service improvements can be realistically achieved and when those service improvements should be implemented. Revenue assumed is further categorized by federal, state, and local funding sources to further assess necessary project commitments, match percentages, and capital reserves.

Exhibit ES.6 presents YCIPTA's proposed capital project plan. Presented are a listing and description of capital projects and reference to funding source, presented by fiscal year. As presented, projects include vehicle replacement; NextBus app implementation; development of the West Yuma Transit Hub (WYTH); development of Downtown Yuma Transit Center at the historic Hotel del Sol; and bus stop improvements.

Exhibit ES.7 presents YCIPTA's operations financial plan to FY 2026 including revenues and expenditures. The financial plan for transit operations and the capital program is prepared to ensure that there is sufficient funding for the proposed service, development, maintenance, and replacement of capital assets.

The development of this SRTP coincided with the COVID-19 pandemic, which prompted stay at home orders. The recent COVID-19 pandemic has had profound impacts on public transit systems around the country with ridership declining from 60 to 90%. YCAT also has seen a decrease in ridership and fare revenue due to service reductions and stay at home orders. Social distancing mitigation measures have included the suspension of fare collection and rear door entry.

**Exhibit ES.6: Capital Project Plan – FY 2020–21 through FY 2025–26**

Project Name	Project Description	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total	Federal	Local
Vehicle Replacement	Replace Vehicles #126, #129 & #130 (Chevy C5500); #137, #138, & #149 (1997 New Flyer); #142 & #144 (Freightliner - Trolley)	\$3,950,000	\$0	\$0	\$0	\$0	\$0	\$3,950,000	\$3,160,000	\$790,000
Vehicle Replacement	Replace Vehicles #150, #151, #152 & #153 (2016 ARBOC)	\$0	\$0	\$1,320,000	\$0	\$0	\$0	\$1,320,000	\$1,056,000	\$264,000
Vehicle Replacement	Replace Vehicle #302 (2020 Ford E350 Starcraft)	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$56,000	\$14,000
Vehicle Replacement	Replace Vehicle #303 (2020 Ford E350 Starcraft)	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$56,000	\$14,000
Vehicle Replacement	Replace Vehicles #350 & #351 (2020 Ford E350 Starcraft)	\$0	\$0	\$0	\$0	\$0	\$180,000	\$180,000	\$144,000	\$36,000
<b>Total Vehicle Replacement</b>		<b>\$3,950,000</b>	<b>\$0</b>	<b>\$1,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>	<b>\$5,590,000</b>	<b>\$4,472,000</b>	<b>\$1,118,000</b>
Support Vehicle Replacement	Replace Vehicles #146, #147, & #148 - 2015 Dodge Vans & 2014 Braun	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$120,000	\$30,000
Support Vehicle Replacement	Replace Vehicles #133, #134 & #135 - 2013 Ford Focus	\$0	\$54,000	\$0	\$0	\$0	\$0	\$54,000	\$43,200	\$10,800
Support Vehicle Replacement	Replace Shop Service Truck #1100 - 2019 Ford F250	\$0	\$0	\$0	\$0	\$0	\$45,000	\$45,000	\$36,000	\$9,000
Support Vehicle Replacement	Replace Pick Up Trucks #1101 & #1102 - 2019 Ford F250	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$48,000	\$12,000
<b>Total Support Vehicle Replacement</b>		<b>\$0</b>	<b>\$204,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,000</b>	<b>\$309,000</b>	<b>\$127,200</b>	<b>\$31,800</b>

SHORT RANGE TRANSIT PLAN

Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

Project Name	Project Description	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total	Federal	Local
Multi-Modal Transportation Center	Hotel Del Sol	\$1,183,965	\$1,183,965	\$0	\$0	\$0	\$0	\$2,367,930	\$1,894,344	\$473,586
Bus Stop Improvements	Bus Shelters	\$243,471	\$0	\$0	\$0	\$0	\$0	\$243,471	\$194,777	\$48,694
West Yuma Transit Hub Improvements	Preferred Service Plan Improvement	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$80,000	\$20,000
Bus Stop Improvements	Preferred Service Plan Improvement: 10 bus shelters/bus stop amenities @ 25K	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$200,000	\$50,000
<b>Total Infrastructure Investments</b>		<b>\$1,427,436</b>	<b>\$1,183,965</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$2,961,401</b>	<b>\$2,369,121</b>	<b>\$592,280</b>

**Exhibit ES.7: Operations Financial Plan – FY 2019–20 through FY 2025–26**

<b>Revenues</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
YCAT Fixed Route Fares	\$325,094	\$0	\$334,847	\$344,892	\$355,239	\$365,896	\$376,873
YCAT On Call Fares	\$1,094	\$0	\$1,127	\$1,161	\$1,195	\$1,231	\$1,268
Advertising Revenue	\$189	\$0	\$0	\$0	\$8,000	\$8,000	\$8,000
Greyhound Ticket Commissions	\$7,940	\$26,400	\$27,192	\$28,008	\$28,848	\$29,713	\$30,605
Interest	\$3,231	\$1,200	\$1,236	\$1,273	\$1,311	\$1,351	\$1,391
Miscellaneous Revenues	\$2,408	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Member Agency Dues	\$516,739	\$516,739	\$516,739	\$516,739	\$516,739	\$516,739	\$516,739
Local Public Entity Contributions	\$557,628	\$715,995	\$702,757	\$702,757	\$702,757	\$702,757	\$702,757
FTA Section 5310 (ADOT Pass-Thru)	\$25,000	\$21,798	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
FTA Section 5311 (ADOT Pass-Thru)	\$1,157,552	\$1,880,736	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
FTA Section 5307 (Including Federal Stimulus)	\$6,046,633	\$11,363,548	\$3,200,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000
Surface Transportation Block Grant (STBG) Capital	\$150,519	\$149,980	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
<b>Total Revenues</b>	<b>\$8,794,027</b>	<b>\$14,678,396</b>	<b>\$6,460,898</b>	<b>\$5,971,830</b>	<b>\$5,991,090</b>	<b>\$6,002,688</b>	<b>\$6,014,633</b>
<b>Expenditures</b>							
YCIPTA Salaries & Wages	\$340,592	\$380,780	\$392,965	\$405,540	\$418,517	\$431,910	\$445,731
Fringe Benefits	\$110,657	\$144,135	\$148,747	\$153,507	\$158,419	\$163,489	\$168,721
ADA Paratransit	\$117,081	\$145,836	\$136,600	\$140,698	\$144,919	\$149,267	\$153,745
Accounting & Audit	\$0	\$38,000	\$39,216	\$40,471	\$41,766	\$43,102	\$44,482
Vanpool Subsidy	\$125,294	\$126,000	\$130,032	\$134,193	\$138,487	\$142,919	\$147,492
Advertising	\$53,797	\$80,000	\$82,560	\$85,202	\$87,928	\$90,742	\$93,646
Legal Services	\$19,309	\$36,000	\$37,152	\$38,341	\$39,568	\$40,834	\$42,141
Cash Handling/Payroll Processing	\$12,037	\$24,000	\$24,768	\$25,561	\$26,379	\$27,223	\$28,094
IT Support/Web Development	\$47,727	\$36,000	\$37,152	\$38,341	\$39,568	\$40,834	\$42,141
Temporary Help	\$2,441	\$3,000	\$3,096	\$3,195	\$3,297	\$3,403	\$3,512
Purchased Transportation (Contractor)	\$3,075,390	\$3,307,396	\$3,363,735	\$3,471,375	\$3,582,459	\$3,697,097	\$3,815,404

SHORT RANGE TRANSIT PLAN

Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

<b>Expenditures</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
Contract Costs (Solutions for Transit)	\$35,985	\$100,000	\$103,200	\$106,502	\$109,910	\$113,428	\$117,057
Equipment Maintenance	\$3,035	\$20,000	\$20,640	\$21,300	\$21,982	\$22,686	\$23,411
Office Equipment Repair	\$845	\$3,000	\$3,096	\$3,195	\$3,297	\$3,403	\$3,512
Vehicle Maintenance	\$65,195	\$231,747	\$239,163	\$246,816	\$254,714	\$262,865	\$271,277
Building Maintenance	\$19,859	\$12,000	\$12,384	\$12,780	\$13,189	\$13,611	\$14,047
Communications/Radio Service	\$121,937	\$130,000	\$134,160	\$138,453	\$142,884	\$147,456	\$152,174
Grounds Keeping/Pest Control	\$718	\$1,500	\$1,548	\$1,598	\$1,649	\$1,701	\$1,756
Software Updates/Maintenance	\$33,260	\$55,000	\$56,760	\$58,576	\$60,451	\$62,385	\$64,382
Bus Cleaning Services	\$0	\$72,000	\$74,304	\$76,682	\$79,136	\$81,668	\$84,281
Security Services	\$669	\$1,000	\$1,032	\$1,065	\$1,099	\$1,134	\$1,171
Fuel, Oil & Lubricants	\$338,790	\$460,000	\$474,720	\$489,911	\$505,588	\$521,767	\$538,464
Office Supplies	\$9,775	\$20,000	\$20,640	\$21,300	\$21,982	\$22,686	\$23,411
Postage	\$1,219	\$1,500	\$1,548	\$1,598	\$1,649	\$1,701	\$1,756
Printing	\$19,256	\$30,000	\$30,960	\$31,951	\$32,973	\$34,028	\$35,117
Miscellaneous Materials & Supplies	\$13,770	\$130,000	\$133,900	\$137,917	\$142,055	\$146,316	\$150,706
Utilities	\$18,704	\$26,500	\$27,348	\$28,223	\$29,126	\$30,058	\$31,020
Casualty & Liability Insurance	\$9,670	\$12,000	\$12,384	\$12,780	\$13,189	\$13,611	\$14,047
Miscellaneous Expenses	\$115,312	\$160,097	\$165,220	\$170,507	\$175,963	\$181,594	\$187,405
Leases & Rentals	\$50,400	\$50,400	\$52,013	\$53,677	\$55,395	\$57,168	\$58,997
<b>Total Operations</b>	<b>\$4,762,724</b>	<b>\$5,837,891</b>	<b>\$5,961,043</b>	<b>\$6,151,255</b>	<b>\$6,347,538</b>	<b>\$6,550,086</b>	<b>\$6,759,097</b>
Multi-Modal Transit Center (Hotel Del Sol)	\$132,463	\$1,183,965	\$1,183,965	\$0	\$0	\$0	\$0
West Yuma Transit Hub Improvements	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0
Bus Stop Improvements	\$0	\$243,471	\$0	\$250,000	\$0	\$0	\$0
Support Vehicle Replacement	\$0	\$0	\$204,000	\$0	\$0	\$0	\$105,000
Vehicle Replacement	\$1,500,000	\$3,950,000	\$0	\$1,320,000	\$0	\$0	\$320,000
<b>Total Capital</b>	<b>\$1,632,463</b>	<b>\$5,377,436</b>	<b>\$1,387,965</b>	<b>\$1,570,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$425,000</b>
<b>Total Expenditures</b>	<b>\$6,395,187</b>	<b>\$11,215,327</b>	<b>\$7,349,008</b>	<b>\$7,721,255</b>	<b>\$6,347,538</b>	<b>\$6,650,086</b>	<b>\$7,184,097</b>
<b>Balance: Revenues minus Expenditures</b>	<b>\$2,398,840</b>	<b>\$3,463,069</b>	<b>-\$888,110</b>	<b>-\$1,749,426</b>	<b>-\$356,449</b>	<b>-\$647,398</b>	<b>-\$1,169,464</b>



## 1.0 INTRODUCTION

### 1.1 Context

Federal transportation statutes require that the Yuma Metropolitan Planning Organization (YMPO), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, YMPO requires that each transit operator in its region prepare, adopt, and submit to YMPO a Short Range Transit Plan (SRTP).



The Short Range Transit Plan (SRTP) is an action plan developed to guide the implementation of transit service improvements over the next 5+ years. A SRTP of the Yuma County Intergovernmental Public Transit Authority (YCIPTA) transit routes is important to improve the efficiency of service in the communities of the Yuma region and address future land use development and transportation investments. Overall, the analysis has culminated in recommendations for transit route revisions that would address future population growth and transit demand, transit-dependent needs, connectivity, and anticipated financial revenue and transit investment opportunities.



Key elements of the SRTP study approach included:

- Problem identification – an evaluation of the performance of existing YCAT transit services;
- Identification of the unmet mobility needs in the Yuma region;
- Identification of key local and regional origins and destinations;
- Identification of the critical markets in the study area;
- Address the type and level of transit service justified for the study area as well as future service requirements; and
- Consideration of all community input and addressed as appropriate.

The SRTP study process has included outreach/consultation with key stakeholders and a community survey.

SRTP outcomes provide the foundation (recommended service restructuring) for an Action Plan (Plan) to guide the implementation of transit service improvements over the next 5+ year period. The Plan will enhance the efficiency and effectiveness of YCAT's existing transit services while responding to the changing demands for

*The SRTP is an opportunity for a fresh look at YCAT services in context of delivery innovations made possible by advancing communications and vehicle location technologies.*

transit throughout the service area. As the population grows and demographics shift, it is important to reshape transit service to respond to new and changing transit demands. It is also important for transit service improvements to be implemented in a fiscally responsible (and financially sustainable) manner. The Plan maximizes the performance of existing services while responding to additional community mobility needs. The focus of the recommendations is to enhance service on strong routes to increase system ridership and generate more fare revenue, in addition to maintaining appropriate transit service in lower potential ridership areas. More importantly, the recommendations respond to key issues identified by passengers and the community to create a system that is more attractive to riders.

***Consumer preferences and expectations for personal mobility are changing. Transit customers want:***

- *Schedule information in real time.*
- *Direct point-to-point travel.*
- *Convenient “first mile-last mile” options integrated into transit trips.*
- *Ability to hail a ride and make same-day reservations.*

This current short-range transit plan emphasizes the fine balance between continuity built on YCAT’s successful programs on one hand and charting a forward direction that responds head-on to key challenges on the other.

The past decade has ushered in dramatic innovations in local transit service design and service delivery methods. Following decades of disinvestment in public transportation, renewed interest is resonating across America with public and private sector participation in creating new and better options for transit travel and personal mobility. This SRTP is a pivot point toward the future for public transit services in the Yuma region.



***Community Demographic Profile*** – An analysis of the county’s demographic profile was prepared to identify trends that may impact future demand and the potential market for transit services. Understanding demographic characteristics is critical in determining the level of transit dependency for a population and is beneficial in developing successful transit services that are tailored to the specialized mobility needs of the population.

The 2019 population of Yuma County was estimated to be 229,957 people. The largest age cohort is people is between the ages of 20 and 44 years old. The Hispanic or Latino population is reported to comprise 64.60% of the County’s population. Median household income (in 2019 dollars), is \$45,243. Persons in poverty is reported to comprise 20.40% of the population.

This is reflected in commute types, close to seventy-eight percent of people drive to work alone, and this number is rising per year.

The region is changing in other ways as well. Younger people think differently about personal mobility than did their parents and grandparents. Beyond education and marketing, the transit system must adapt to deliver services that better suit the needs and expectations of residents. A brief perspective on YCIPTA’s current system design is illustrative. The route network emphasizes spatial coverage over schedule frequency, reflecting the classic “walk time vs. wait

*time*” trade-off that confronts transit customers and planners alike. Schedule frequencies are low by today’s metrics. For many customers, this service design means longer onboard travel times, longer wait times at bus stops, and a route structure that often requires a transfer. In fact, fixed route network design is one reason why YCIPTA ridership may be lagging.

***Positive Analytical Framework*** – Charting the best course for the future requires a thorough understanding of the transit system at an appropriate level of detail. The SRTP work plan incorporated a solid planning framework based on a refreshed set of goals, objectives, and other performance metrics consistent with Federal Transit Administration, Caltrans, and YMPO emphases on enhanced performance evaluation methods and tools. The approach focused on quality rather than quantity, recognizing that new sources of local funding for transit are limited.

***Innovative Service Planning*** –Advancing technologies and new business models are expanding institutional and service delivery choices for local transit providers. This is an exciting time in terms of personal mobility options. Increasingly, the modes are converging into flexible “hybrid” services made even more convenient with the latest communications technologies for ride-hailing and reservations. New service options include “microtransit” or ride-hail services such as those provided by transportation network companies (TNCs), and traditional taxi companies; as well as publicly operated flexible services operated by YCAT’s peers, and community-based services.

Looking ahead, while autonomous vehicles may not yet have a direct role to play in YCAT service delivery, California transit systems are leading the nation in rolling out driverless service demonstrations in the coming decade. It is important to keep an eye on the long-term future as we plan for the short term.

***Paratransit Program Optimization*** – OnCall paratransit is available to Americans with Disabilities Act (ADA) certified persons with disabilities and older adults who cannot independently access and use an accessible fixed route transit bus. The review discussed herein suggests several opportunities for improving the customer experience.



Continuing to manage the cost of ADA compliance is an important financial challenge for YCIPTA. This requires active attention both to eligibility certification and the availability of convenient services that experience lower costs per trip than existing OnCall paratransit service. Elimination of barriers to fixed route access, travel training and a smart fare policy need to be part of the mix as well.

## 1.2 Study Process

The SRTP study began in March 2020, with a comprehensive data collection effort including historical operating and financial data, ancillary reports and a robust survey research effort. The findings from the data collection and survey research efforts provided the key inputs for an analysis of market and performance trends. This analysis was the basis of the *Existing Service Evaluation* (July 2020) report which identified key findings and

***The new SRTP should focus on making YCAT a better transit system, rather than just bigger or more expensive.***

strategies to improve the YCAT transit network. These findings and strategies were used to develop the service recommendations in the draft *Service Plan Working Paper* (December 2020).

### 1.3 Plan Organization

The SRTP is presented in nine chapters, which are described below. Captured are the salient elements of *Exhibit A – Scope of Work* from the Yuma Metropolitan Planning Organization’s September 4, 2019 Request for Proposals (RFP).

**CHAPTER 2 – MARKET ANALYSIS:** provides an overview of the Yuma region study area including key community and demographic characteristics.

**CHAPTER 3 – SURVEY RESEARCH:** provides a summary of community survey results.

**CHAPTER 4 – GOALS and PERFORMANCE STANDARDS:** presents YCIPTA mission statements and goals. Further, provides a primer on transit performance measurement and industry recognized fixed route and paratransit performance metrics.

**CHAPTER 5 – OVERVIEW of TRANSIT SYSTEM:** provides a comprehensive evaluation of existing fixed-route and demand response services including operational and financial performance and opportunities for enhancements.

**CHAPTER 6 – PEER REVIEW and MoD INNOVATIVE PRACTICES:** This chapter presents an overview of peer properties highlighting YCIPTA’s operational and financial performance relative to a select number of peer agencies. Also provided is a brief discussion of Mobility on Demand (MoD) Innovative Practices.

**CHAPTER 7 – RECOMMENDED SERVICE PLAN:** presents a recommended system concept, service design guidelines, performance metrics, recommended network, timetables, and system resource requirements including budget – five-year operating financial plan and capital improvement program.

**CHAPTER 8 – FINANCIAL PLAN:** presents an overview of funding sources derived from fare revenues generated by the various service modes as well as local, state and federal grant subsidy programs.

**CHAPTER 9 – TECHNOLOGY:** provides a commentary on select technologies under the following broad categories: Trip planning and passenger communications; Multi-modal trip planning; Electronic ticketing and fare collection systems; and Operations and fleet management.

#### APPENDICES:

- A. Community Survey Instrument
- B. Consultation/Engagement – Meeting Notes and Presentation Material
- C. Compiled Boardings and Alightings by Route and Direction

## 2.0 MARKET ANALYSIS

Yuma County is a county in the southwestern corner of the state of Arizona. The county borders three states: Sonora, Mexico, to the south, and two other states to the west, across the Colorado River: California of the United States and the Mexican state of Baja California.

The Arizona Commerce Authority's Office of Economic Opportunity (OEO) estimated the 2019 population of the County as 229,957.

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) provides Yuma County Area Transit (YCAT) fixed route, vanpool and YCAT OnCall demand responsive bus service throughout southwestern Yuma County including the cities of Yuma, San Luis, Somerton, Town of Wellton, Cocopah Indian Reservation and unincorporated communities of Yuma County, including Gadsden, Fortuna Foothills and Ligurta. YCAT also provides service into Winterhaven and El Centro, CA and on the Quechan/Fort Yuma Indian Reservation.

An analysis of the county's demographic profile was prepared to identify trends that may impact future demand and the potential market for transit services. Understanding demographic characteristics is critical in determining the level of transit dependency for a population and is beneficial in developing successful transit services that are tailored to the specialized mobility needs of the population.

This chapter presents specific demographic, socioeconomic, and transportation-related characteristics taken from the Arizona Commerce Authority's Office of Economic Opportunity, and the U.S. Census's American Community Survey (ACS) 5-year estimate data. These sources produce raw data and condensed reports that contain a variety of demographic, economic, education, housing, and transportation information. Pertinent factors are discussed herein.

### 2.1 Demographic Profile

An analysis of demographic, socioeconomic, and transportation-related data was intended to provide an initial understanding of the region's population characteristics, as well as any factors that may influence their propensity for transit use. Key metrics reviewed from the relevant data sources include population growth, age, race/ethnicity, number of households, household size, median household income, vehicles per household, and transportation mode choice.

#### 2.1.1 Population

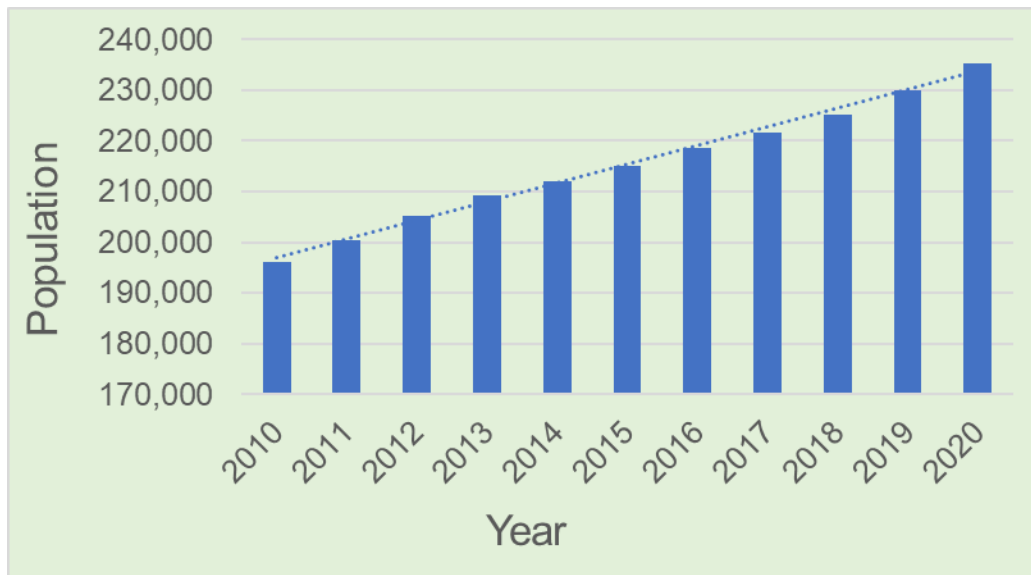
The Arizona Commerce Authority's Office of Economic Opportunity estimated the 2020 population of the County as 235,321. Exhibit 2.1 presents the 2020 estimates by community. Exhibit 2.2 presents population growth over the past 10 years.



**Exhibit 2.1. Population of Yuma County Cities and Unincorporated Areas**

City / Community / Place	2020 Estimates
City of Yuma	108,010
City of Somerton	18,039
City of San Luis	39,705
Town of Wellton	3,354
Unincorporated Balance of County	66,213
<b>Total Yuma County</b>	<b>235,321</b>

**Exhibit 2.2 Population Growth: Yuma County 2010-2020**



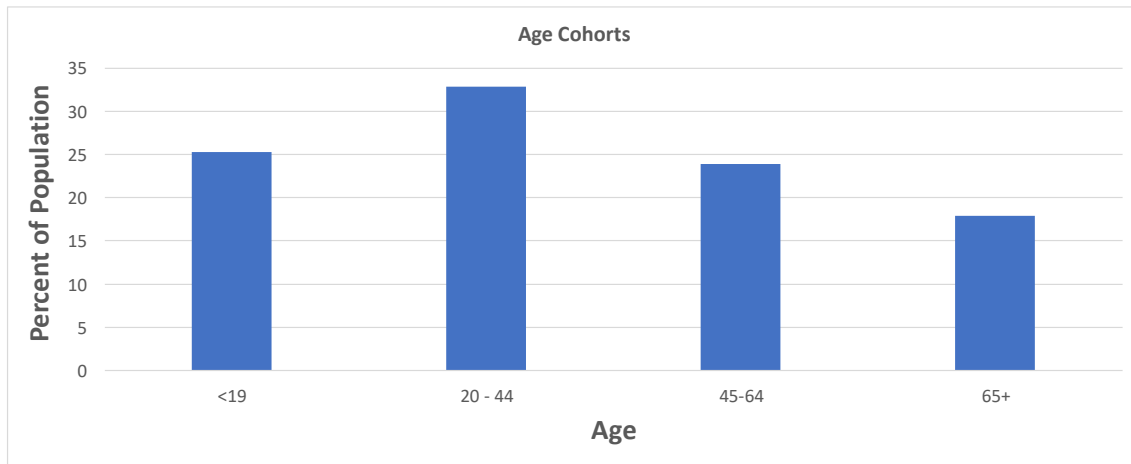
Source: Arizona Commerce Authority, Office of Economic Opportunity  
<https://www.azcommerce.com/oeo/>

**2.1.2 Age**

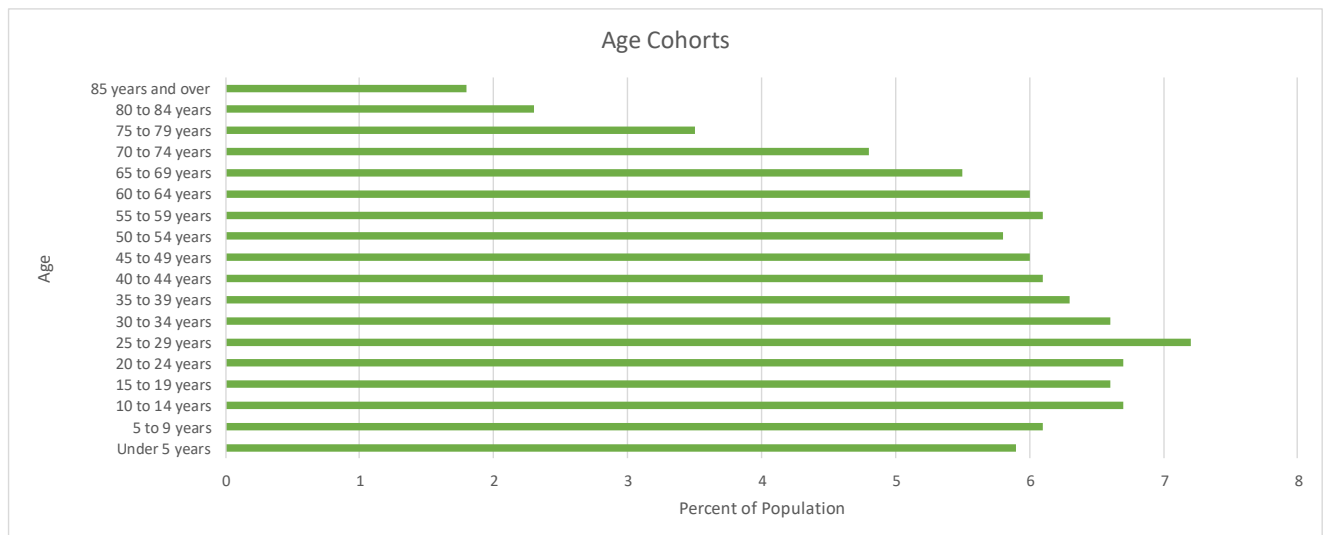
Age is an important factor in determining transit dependency, which refers to the population of people for whom mobility may be limited, either by access to private automobiles or the ability to drive independently. Typically, transit dependent age groups include the elderly (those who are 65 years of age or older) and youth (those who are under the age of 18). Understanding age within an area also helps to determine the appropriate mobility solution to serve the population.

The age bracket with the highest percentage of the population are those 20 to 44 years of age. Those 65 years of age and older make up close to eighteen percent of the Yuma County population. Figure 2.3 presents population cohorts: under 19, 20 to 44, 45 to 65 and over 65 years of age. Figure 2.4 presents age cohorts in 5-year increments. The county’s median age is 34.

### Exhibit 2.3. Population Cohorts



### Exhibit 2.4. Population Cohorts in 5-Year Increments



### 2.1.3 Salient Socio-Economic Characteristics

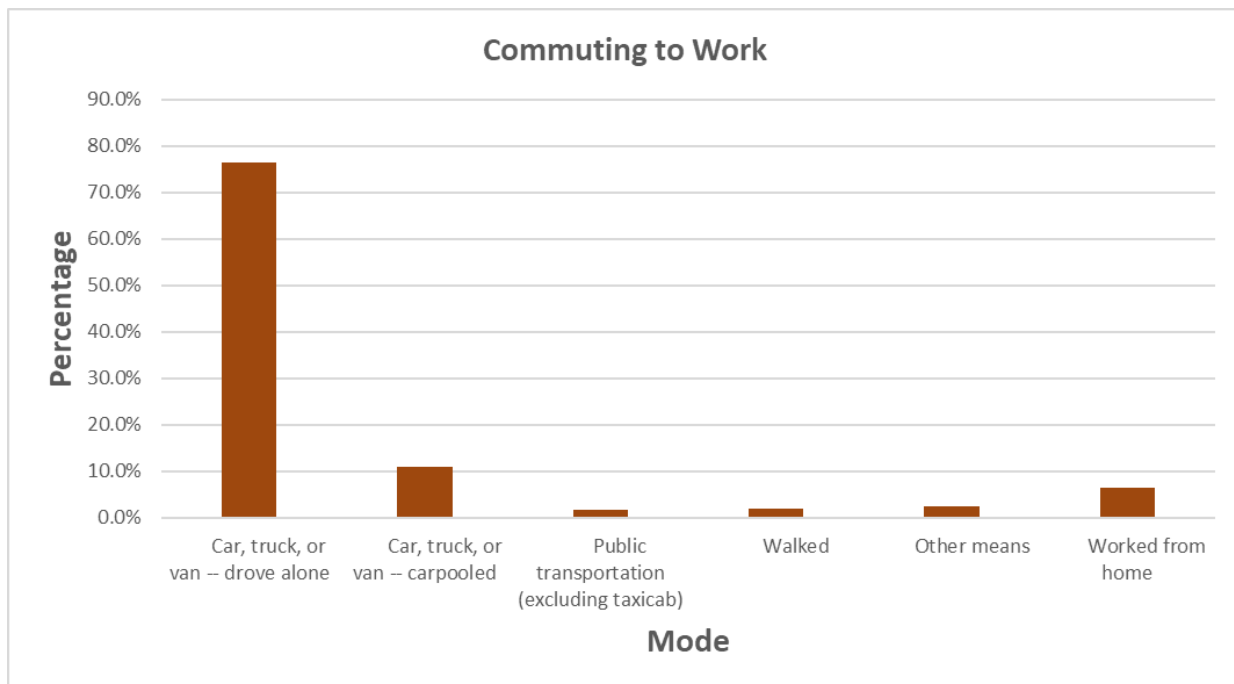
The following presents summary salient socio-economic characteristics.

Race and Hispanic Origin	
White alone, not Hispanic or Latino	30.10%
Black or African American alone, percent	2.60%
American Indian	2.30%

Asian alone, percent	1.50%
Native Hawaiian and Other Pacific Islander alone, percent(a)	0.30%
Two or More Races, percent	2.10%
Hispanic or Latino, percent	64.60%
<b>Population Characteristics</b>	
Veterans, 2015-2019	15,382
Foreign born persons, percent, 2015-2019	26.30%
<b>Housing</b>	
Housing units, July 1, 2019, (V2019)	94,641
Owner-occupied housing unit rate, 2015-2019	67.10%
<b>Families &amp; Living Arrangements</b>	
Households, 2015-2019	73,098
Persons per household, 2015-2019	2.79
<b>Computer and Internet Use</b>	
Households with a computer, percent, 2015-2019	85.80%
Households with a broadband Internet subscription, percent, 2015-2019	78.30%
<b>Education</b>	
High school graduate or higher, percent of persons age 25 years+, 2015-2019	73.30%
Bachelor's degree or higher, percent of persons age 25 years+, 2015-2019	15.00%
<b>Health</b>	
With a disability, under age 65 years, percent, 2015-2019	7.10%
Persons without health insurance, under age 65 years, percent	13.70%
<b>Economy</b>	
In civilian labor force, total, percent of population age 16 years+, 2015-2019	52.10%
In civilian labor force, female, percent of population age 16 years+, 2015-2019	46.50%
<b>Transportation</b>	
Mean travel time to work (minutes), workers age 16 years+, 2015-2019	20.5

Income & Poverty	
Median household income (in 2019 dollars), 2015-2019	\$45,243
Per capita income in past 12 months (in 2019 dollars), 2015-2019	\$21,758
Persons in poverty, percent	20.40%

**Commuting to work:** As illustrated below, over seventy-eight percent of commuters drive alone. Less than two percent of commuters use public transit.



Source: 2019: ACS 5-Year Estimates Data Profiles

## Top employers in Yuma County

Employer	Activity	Employees
Marine Air Corps Station Yuma	Government	1,108 civilian, 4,460 military, 1,118 contracted
Yuma Union High School District	Education	3,100
Yuma Proving Ground	Government	786 civilian, 258 military, 1338 contracted
Yuma Regional Medical Center	Health Care	2,300 FT
Yuma County	Government	1,437
Yuma Elementary School District	Education	1,200 FT/PT, 200 contracted
City of Yuma	Government	930 FT, 344 PT
TRAX International	Government	1,125
Arizona Western College	Education	437 FT, 550 PT
Advanced Call Center	Call Center	900

Source: Yuma County Chamber of Commerce (November 2018)

## 2.2 Summary

The 2019 population of Yuma County was estimated to be 229,957 people. The largest age cohort is people is between the ages of 20 and 44 years old. The Hispanic or Latino population is reported to comprise 64.60% of the County's population. Median household income (in 2019 dollars), is \$45,243. Persons in poverty is reported to comprise 20.40% of the population.

This is reflected in commute types, close to seventy-eight percent of people drive to work alone, and this number is rising per year.

Yuma County has a reasonably good percentage of its population who could be considered potentially dependent on transit: 27% are 18 years or younger and 16% are 65 years or older. Within the 65 years or older age group, 35% have a disability that may compromise their ability to drive a vehicle. In the City of Yuma, 28% are 18 years or younger and 12.7% are 65 years or older. Within the 65 years or older age group, 40% have a disability that may compromise their ability to drive a vehicle. In the Cities of San Luis and Somerton, more than one-third of the population is 18 years or younger, whereas the 65 years or older population is very low, less than 7% of the total population. Conversely, in the Fortuna Foothills area, 41% of its population is 65 years or older.

Given this demographic information, there is a potential to improve transit or mobility services based on journey to work ridership information. An improvement in transit services in the YCIPTA service area has the potential to make those who currently drive alone consider using transit or an alternate mobility service as an alternative mode of transportation.

### 3.0 SURVEY RESEARCH

The SRTP study process has included outreach and facilitation with the public and key stakeholders. The recommended service plan (presented in Chapter 7), reflects input received from a variety of activities, including a community survey.

A copy of the community survey instrument is provided in Appendix A.

#### 3.1 Community Survey

As a part of the initial planning process, a community survey was conducted to better understand the transit needs of the community. The survey provided information on travel behavior, quality of service, and user demographics. The survey also provided an opportunity for the community to express their concerns and make suggestions to improve transit services.

The results of this survey are used to identify trends in transit ridership that may be used to inform and improve service. Understanding community desires is critical in determining the best methods to retain riders and expand service for as many potential riders in the Yuma service area. This survey focuses on how users currently use transit, and what can be done to improve service.

A survey was conducted on the online survey platform [SurveyMonkey.com](https://www.surveymonkey.com). The survey was available from late May to mid-October 2020. The survey was created in both the English and Spanish languages. There were 44 survey responses in total. 3 of which were in Spanish. There was a total of 11 questions on the survey. Seven questions were related to transit service in the Yuma service area. The other four were personal questions to better identify the respondents. At the end of the survey, respondents had the opportunity to enter their name, email, and phone number for a chance to win a gift certificate from local shops and/or restaurants. The 'enter-for-your-chance-to-win' opportunity was included to increase survey responses. Respondents were also able to include open-ended comments at the end of the survey. No question needed to be answered to submit the survey.

A copy of the Community Survey instrument is provided in Appendix A.

The introductory heading for the survey read:

#### **YCAT Transit Survey**

#### **We Need Your Input!**

#### Enter for Your Chance to Win a Valuable Gift Certificate!

Yuma County Area Transit (YCAT) is conducting a *Short-Range Transit Plan* to define the future of transit in our community. This survey is one way for residents who may or may not use the bus to provide input about the system. We want to know your thoughts on transit services and areas for improvement that may be important to you and our community.

For additional information on YCAT services please visit <https://www.ycipta.org> or call 928-783-2235. Title VI and Limited English Proficiency Information is available at <https://www.ycipta.org/title-vi.html>.

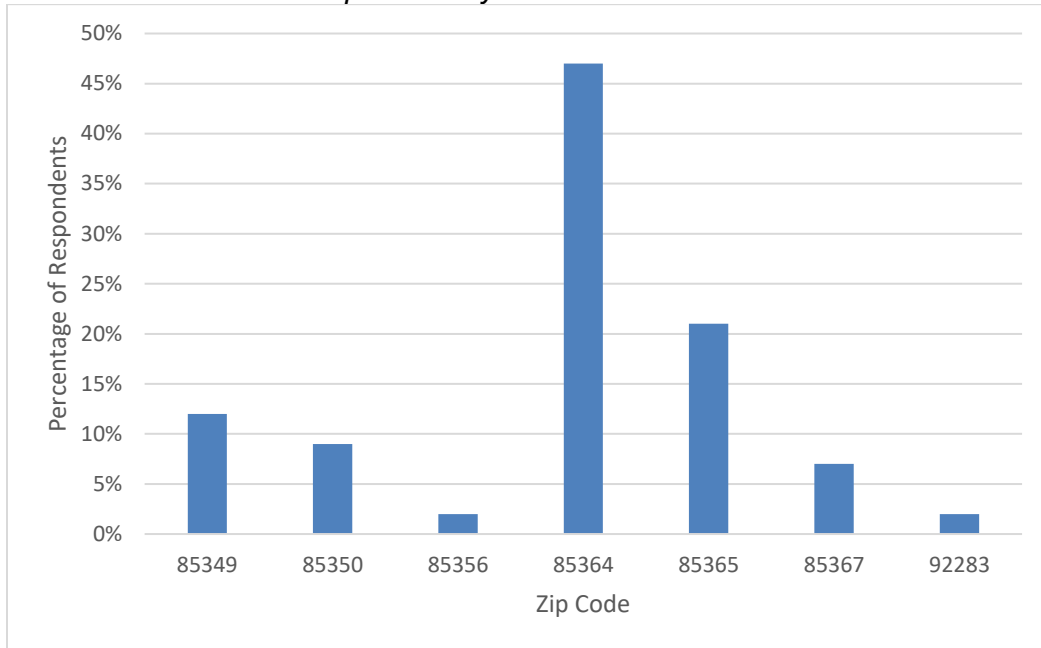
We understand that in this COVID-19 environment of sheltering at home and social distancing that your use of transit and/or travel patterns may not be representative of your 'normal' travel. In responding to this survey, please think about how you traveled and/or your use of YCAT transit services back in January or February of this year.

What you have to say is important in helping to make improvements and plan for the future. Thank you for your participation.

### 3.1.1 Community Survey Results

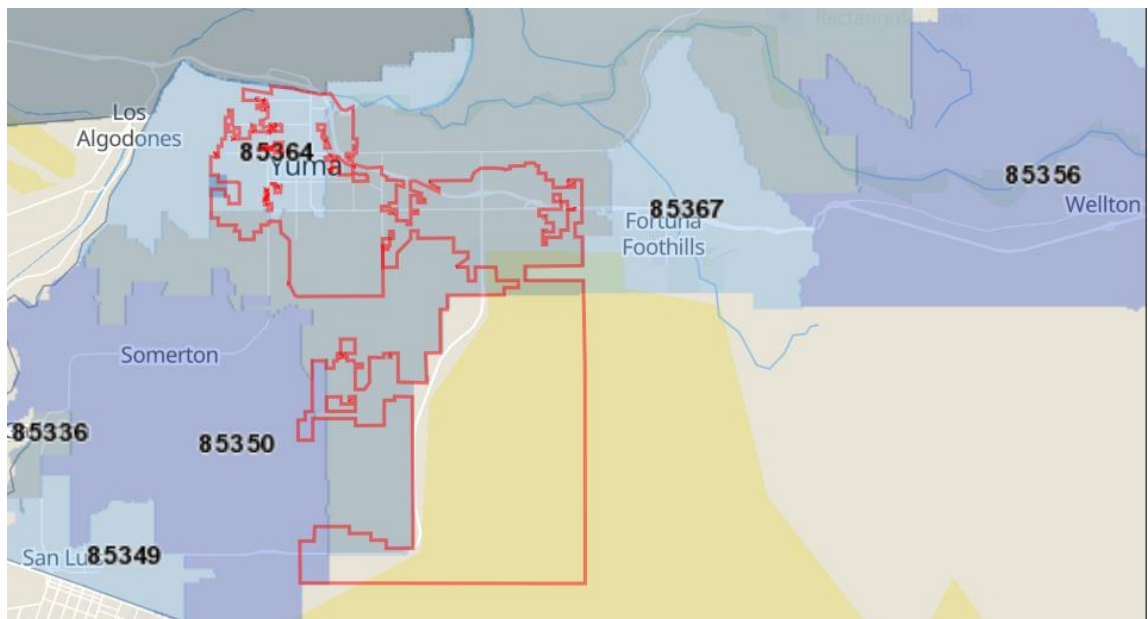
The results of the survey are found below. The question is presented followed by a discussion of survey results and a table displaying recorded responses.

*Question 1: What is the Zip Code of your residence?*



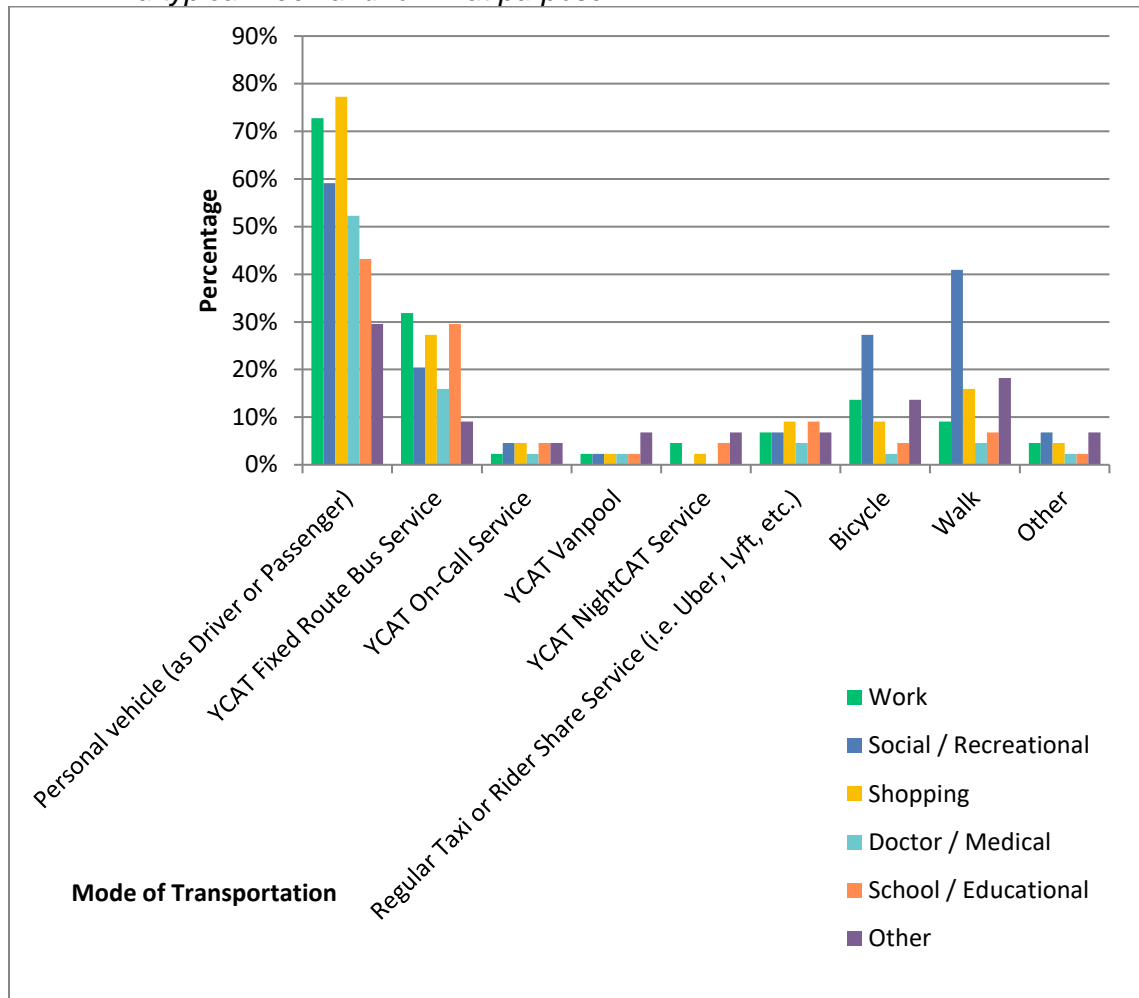
This question was left as a short answer question (not multiple choice). For Question 1, 43 respondents answered this question and 1 respondent 'skipped' the question. Most respondents (47%) come from Zip Code 85364 and 21% from Zip Code 85365.

For reference purposes, the following presents a map of Zip Codes in the Yuma region.





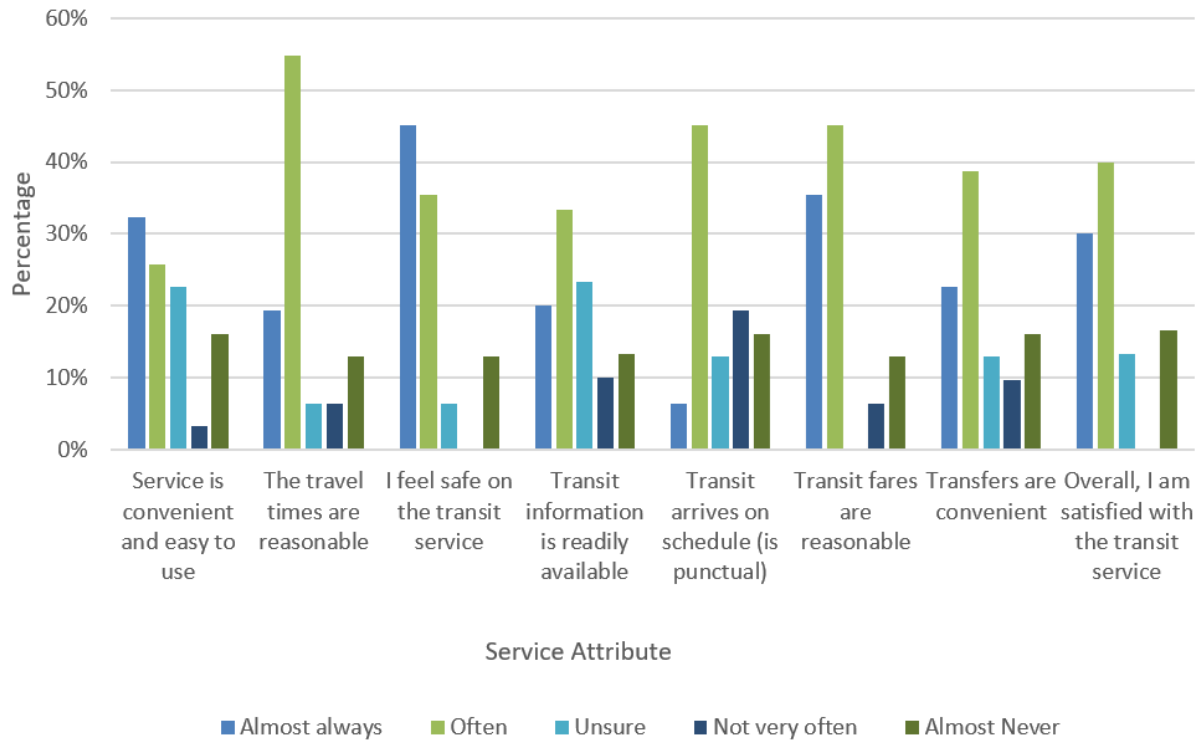
*Question 2: What type of transportation do you or other members of your household use in a typical week and for what purpose?*



This question was presented as a matrix. The columns of the matrix represented trip purpose, such as work or shopping. The rows represented transportation type, such as personal vehicle, transit, or ride share. Respondents could check multiple boxes in the matrix. All 44 participants answered this question. As shown in the Figure, most respondents use a personal vehicle for all trip purposes. YCAT transit service was primarily used for work, shopping and school purposes. Walking and bicycles appear to be well used for social/recreational purposes.

Question 3a: If you now use YCAT bus service or have used it in the past but no longer do so, we want to know what you think of the transit service.

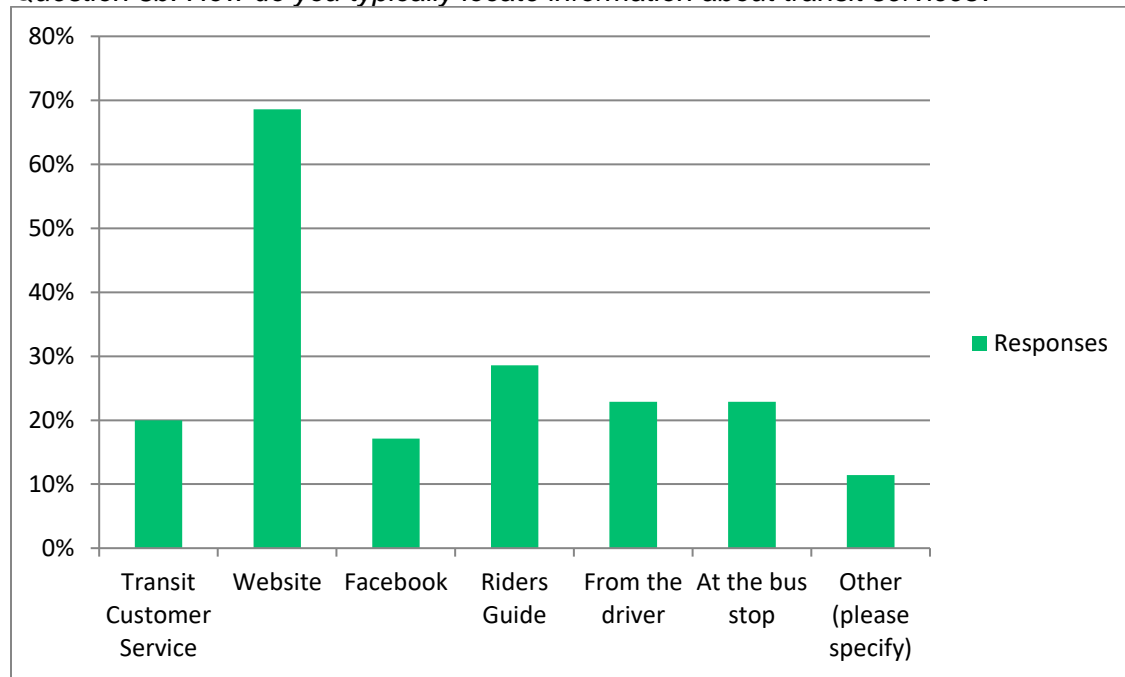
Respondents who have never used YCAT transit bus service were requested to go to Question 4.



This question is presented as a single answer matrix for each row. Because respondents can only choose one response for each row, data was collected as percentages. 31 respondents answered this question (13 respondents skipped the question). The columns represented personal preference. The rows represented statements regarding transit service.

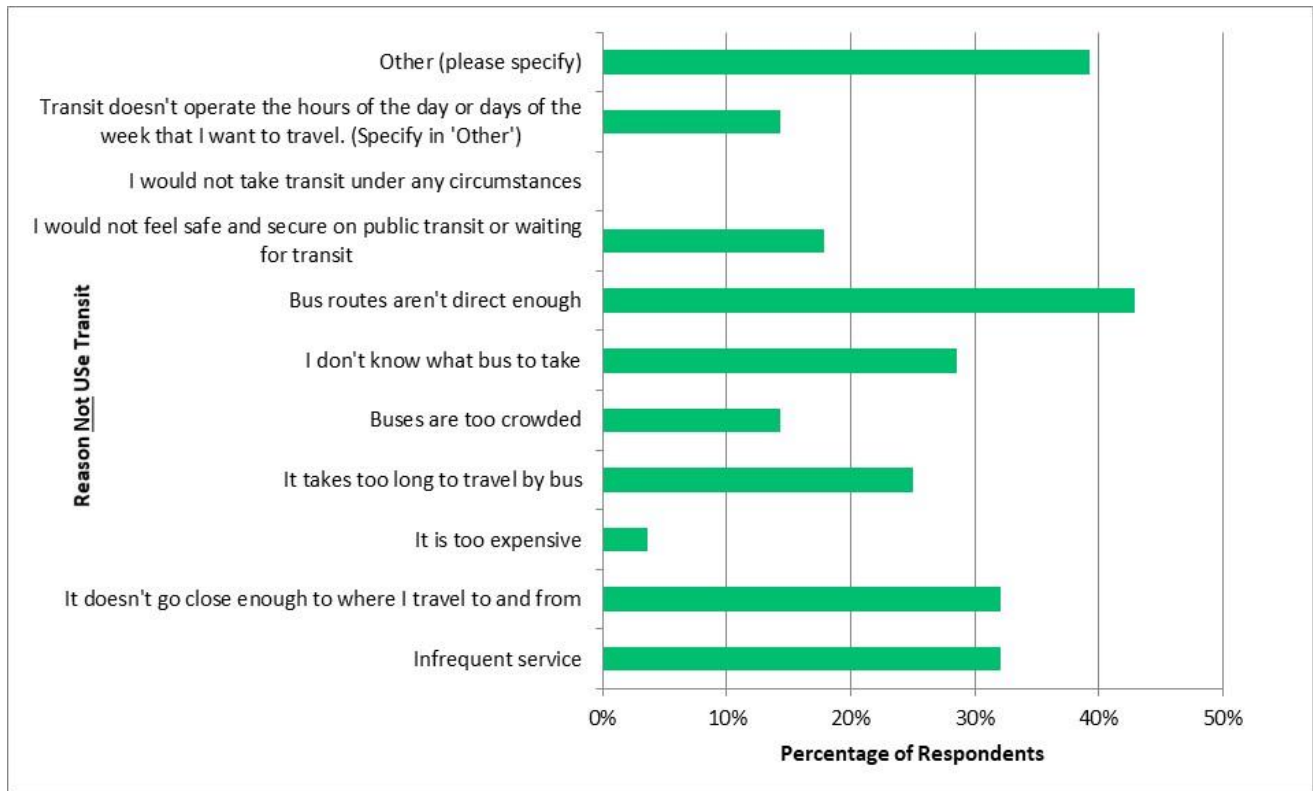
For all the service attributes presented, a favorable ‘Almost always’ or ‘Often’ rating was provided.

*Question 3b: How do you typically locate information about transit services?*



This question was presented as multiple answer multiple choice. 35 respondents answered this question (9 skipped it). Most respondents (69%) receive their information on transit service online/Website. Twenty-nine percent of respondents receive their information from the rider's guide. Fewer respondents receive information from transit customer service, at the bus stop, or from the driver. Only six respondents said they use Facebook to receive transit information. For those who chose 'other', responses included google maps and 'asked people'.

*Question 4: If you do NOT use any public transit service, why not?*



This question was multiple answer multiple choice (requested to check all that apply). Twenty eight of the 44 respondents answered this question.

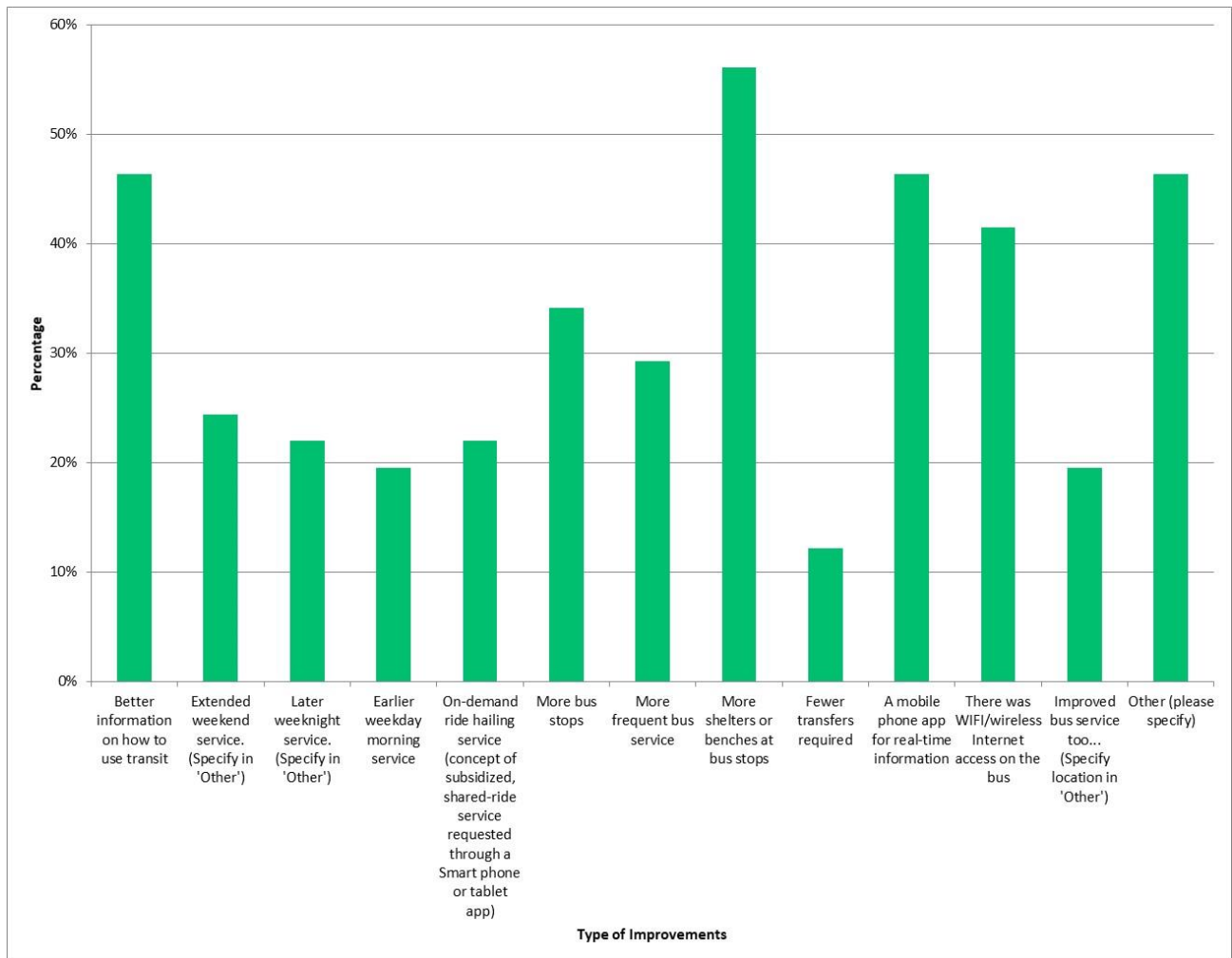
Primary reasons for not using transit included:

- Bus routes aren't direct enough (43%)
- Not go close enough to where travel to and from (32%)
- Infrequent service (32%)
- Don't know what bus to take (29%)
- It takes too long to travel by bus (25%)

Thirty-nine percent indicated 'Other'. The responses for 'Other' are found in the chart below.

Number	Response ('Other')
1	I would want a transit bus stop in Avenue 4 E and County 14 Street
2	too difficult to travel with small children
3	service ends too early and limited hours on weekend
4	I prefer driving my own car
5	Have own car
6	I live in the second Ocotillo Development off of 6E and walking to the bus stop on 32nd Street is too far and not safe as there are no sidewalks past the first Ocotillo development. My family would use the bus on a regular basis, but it is not a good option for us.
7	The bus doesn't go where I need to go when I think of using it for client house calls. Transfers should be included gratis to complete your journey. They can expire in a few hours and be invalid for the bus route you transferred from. That worked in every city I've used mass transit in. Bus passes should work for unlimited travel, and prices should be discounted for paying up front. It is just a voucher book now, full price for everything and no encouragement to just hop on the bus and check out where it goes.
8	Due to the shelter-in-place orders.
9	No puedo regresar en Ycat a el colegio los Domingos por la tarde (I can't go back to school on YCAT on Sunday afternoons.)

*Question 5: The types of YCAT transit service improvements that I would like to see.*



This question was posed as a multiple answer multiple choice (Check all that apply).

Forty-one (of 44) respondents answered this question.

The most selected potential improvements included:

- More shelters or benches at bus stops (56%)
- Better information on how to use transit (46%)
- A mobile app for real-time information (46%)
- Other (46%)

Many participants provided information on how to improve transit service or the destination that should receive improved service in the “Other” selection. The responses are found in the chart below. The responses are unedited.

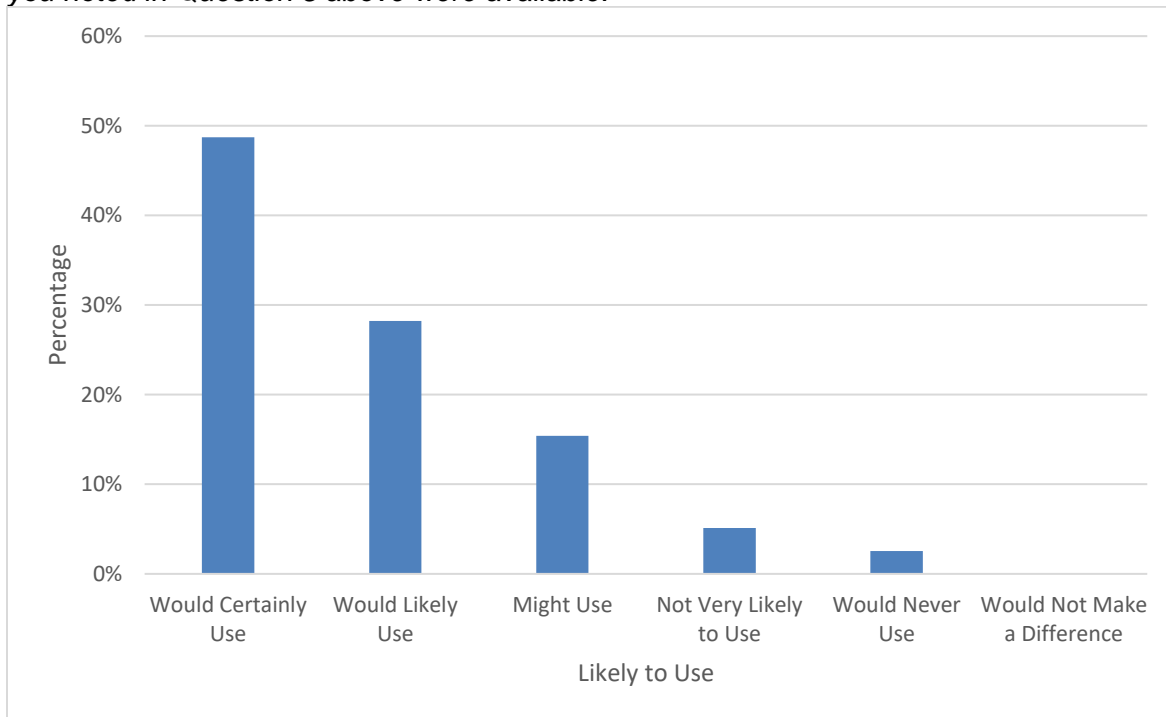
SHORT RANGE TRANSIT PLAN

Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

Number	Response
1	Making sure the ramps are working properly.
2	The YCAT is good the way YCAT is today
3	run until 9pm or 10pm for those of us who work
4	Service in the Foothills is limited on Saturdays and limited bus stops beyond Foothills Blvd.
5	Extend Saturday Evening service to at least an hour more would be more convenient, bench with shade at bus stops, and real time app because NextBus not doing it
6	Flex route on #4 (civic center) just to the parking lot is OK.
7	Do not support using tax funds to support transit services.
8	I am taking this survey to request you create better pick up areas for your riders. It is too hot in Yuma to let people stand out in the heat, and unfair to the local businesses where your pickup areas are located because the riders are forced to find shade against the business properties. It doesn't look good for our city, and unfair for the people in need of your services!
9	Should be open on Sundays. Also, you guys should update the route info in your web page.
10	Accurate information on website- no changes to COVID schedule posted
11	AWC service needs to return to its old hours. With the new schedule of classes, the first NightCat should just be a regular orange/yellow to San Luis and the second one should be on request.
12	Return physical Rider's Guide (in print): not all riders have access to websites.
13	better conditions busses
14	4 or 5 bus stops on Avenue 6E in safe areas. I am not sure about the weekend bus plan, but I know residents would use the bus if there was an option.
15	updated bus schedule on the website to reflect the Pandemic schedule
16	cover the foothills

Number	Response
17	Improved bus service to MCAS, Yuma Proving Grounds (from AWC via N. Frontage Rd. and Fortuna Rd.; may be designated as route 11 and run during peak-times). Also, plexiglass shields to protect drivers from contaminants and assaults.
18	servicio mas temprano y mas tarde para los estudiantes que quieren ver a su familia (service earlier and later for students who want to see their family)

*Question 6: Please indicate how likely it is that you would use YCAT transit if the improvements you noted in Question 5 above were available.*



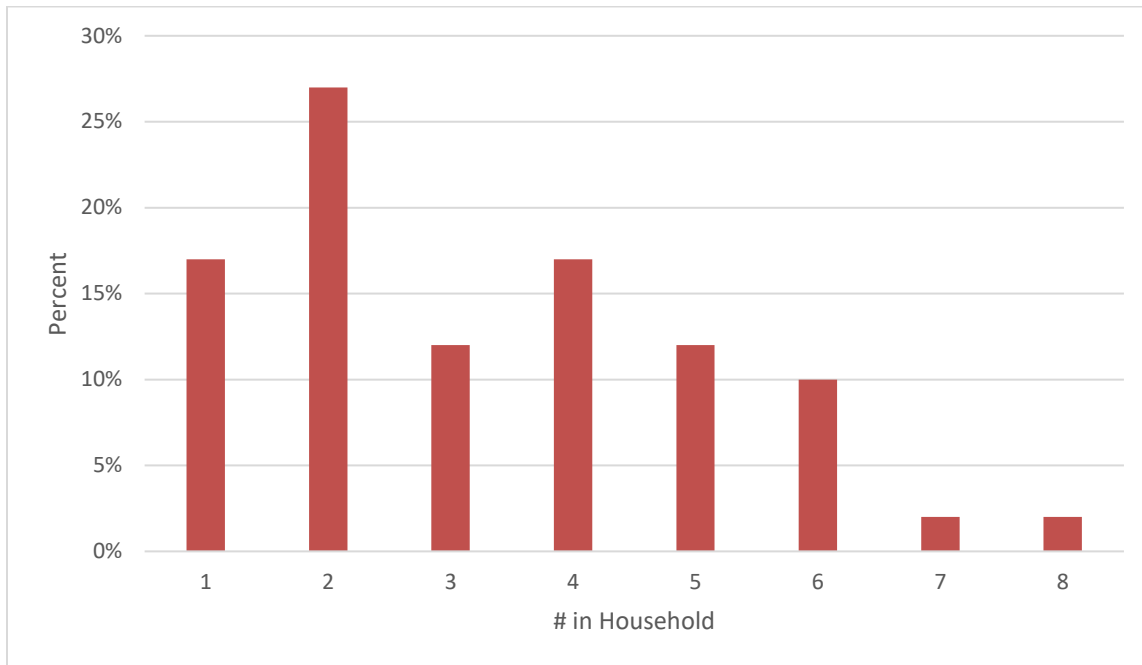
This question was posed as single answer. Thirty-nine (of 44) respondents answered this question.

A majority of respondents said they would certainly use YCAT transit if the responses they tallied in Question 5 were implemented, (49% Would Certainly Use and 28% Would Likely Use).

The following questions were presented as optional personal questions, not directly related to transit service. These questions provide for key demographic and socio-economic characteristics of respondents.

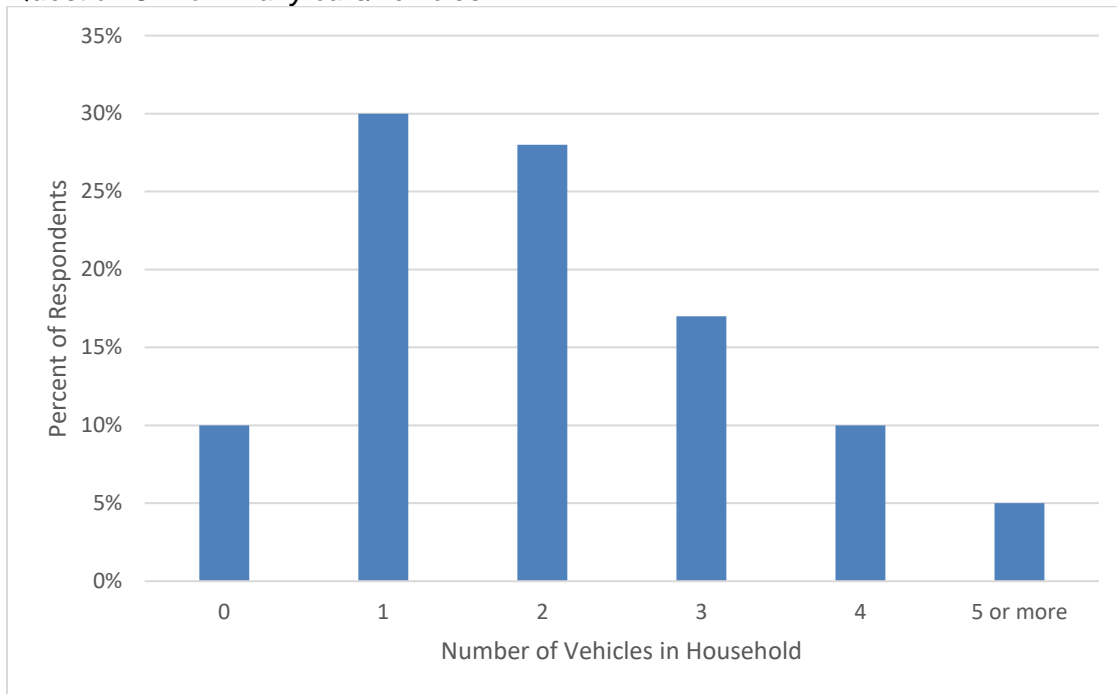


*Question 7: How many people live in your household?*



This question was an open response. Forty-one (of 44) respondents answered this question. Twenty-seven percent of respondents live in a two-person household. Seventeen percent live alone or in a four-person household

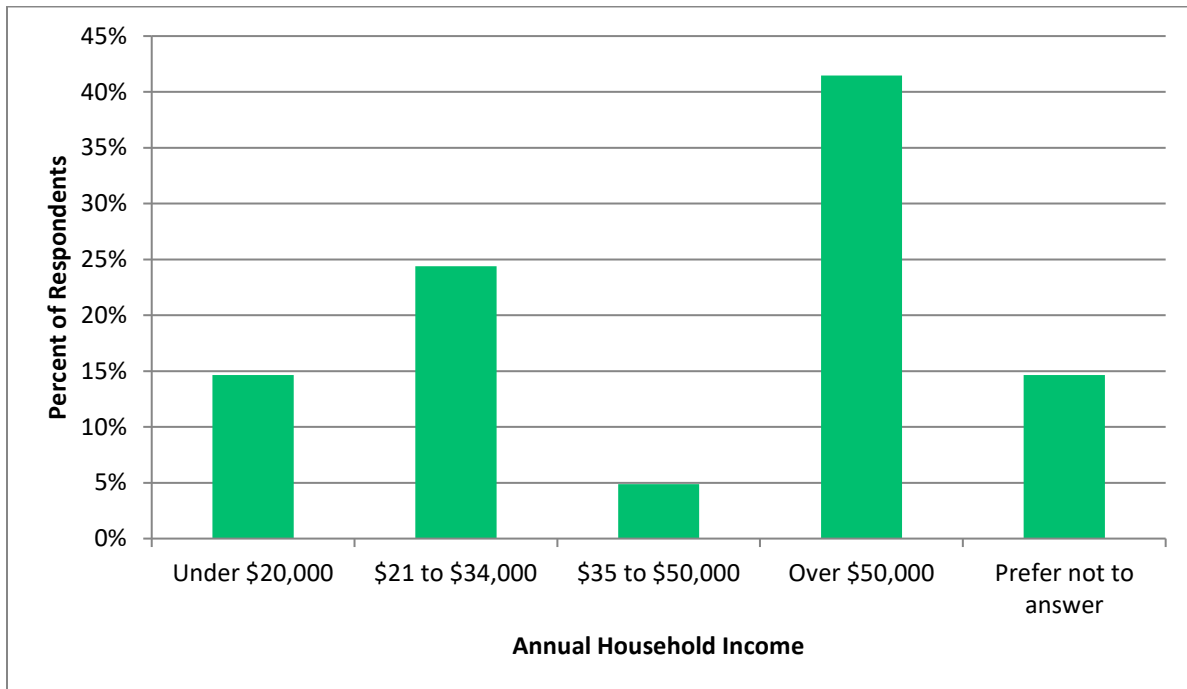
*Question 8: How many cars/vehicles?*



This question was an open response. Forty (of 44) respondents answered this question.

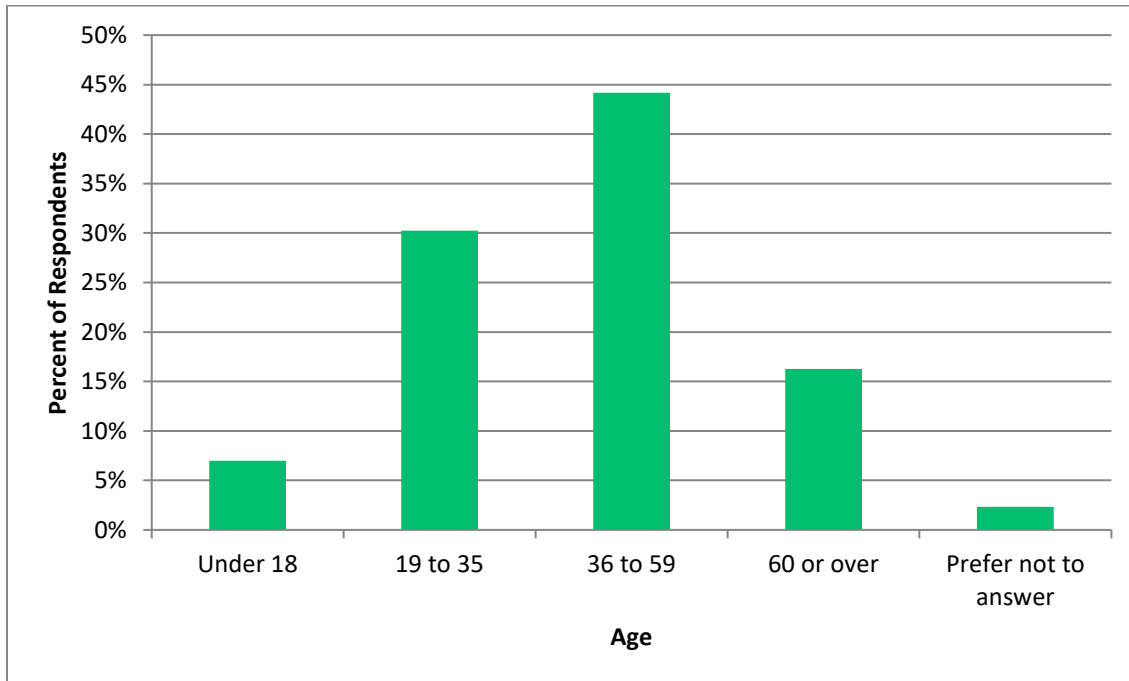
Thirty percent of respondents have one vehicle in their household, 27% have two vehicles. Ten percent of respondents do not have a vehicle in their household.

*Question 9: Which of the following categories best matches your annual household income?*



This question was single answer. Forty-one (of 44) respondents answered this question. Forty-one percent of respondents have a household income of \$50,000 or more.

*Question 10: Which of the following age categories matches your age?*



Forty-three (of 44) respondents elected to answer this question. Forty-four percent of respondents were between 36 and 59 years of age. A lesser percentage of respondents were in the 19 to 35 years of age cohort (30%). Those 60 years of age or older represented 16% of the respondents.

*Additional Comments*

The following are comments written by respondents at the end of the survey. Ten of the 44 respondents left a comment. The comments shown are unedited.

Comment Number	Comment
1	I enjoy using the YCAT from morning hours.
2	I live two miles from the nearest YCAT stop, so if there was ever a stop close to County 14th/Ave C, I would take YCAT almost everywhere.
3	We need to stop transit until the virus is over.

Comment Number	Comment
4	<p>For a long time, I did not know where your pickup locations were, and I didn't understand why people along 4th Ave seemed to be loitering along the business properties. I finally realized they were miserably waiting for the public transportation.</p> <p>I am taking this survey to request you create better pick up areas for your riders and create a more pleasing experience for them as well as better esthetic to our city. It is too hot in Yuma to let people stand out in the heat, and unfair to the local businesses where your pickup areas are located because the riders are forced to find shade against the business properties. It doesn't look good for our city, and unfair for the people in need of your services! Thank you!</p>
5	<p>the bus drivers are very hospitable, humanly friendly and would go the extra mile for residents</p>
6	<p>Please keep your website up to date with the most recent bus information. Please start the AWC routes early enough for students to get to classes and employees to get to work.</p>
7	<p>I am thinking about using the bus service for my work commute as I do not like to drive.</p>
8	<p>I would love to take the bus from home Ocotillo Dev. to Downtown, event if I have to transfer to a different bus. The situation in our area should be improved so students without a car could take the bus to classes at AWC.</p>
9	<p>bus schedule is inaccurate as of the past 4 months since the Pandemic started. It would be nice if it was updated so that the times were more accurate so that people weren't waiting out in the heat waiting for the bus for over an hour</p>
10	<p>No additional comments at this time. Thank you!</p>

### 3.1.2 Summary

An important element in developing the Short Range Transit Plan, residents in the Yuma region were asked to participate in a community survey to determine the local needs for improved transit services. The results from this survey informed on an initial assessment of local transit needs, perceptions of qualitative aspects of transit service delivery and complement outcomes from public and stakeholder meetings.

The following section describes the key observations from the survey results.

Survey participants were generally satisfied with the quality of YCAT transit services. Most respondents felt the fares were reasonable and generally felt safe on the buses. Despite overall satisfaction with the quality of service, respondents did identify several areas for improvement. The following are some of the key observations from survey results:

- While respondent's primary mode of transportation was the private automobile, those who use YCAT transit service use it primarily for work, shopping and school purposes.
- Most respondents (69%) receive their information on transit service online/Website. Twenty-nine percent of respondents receive their information from the rider's guide. Fewer respondents receive information from transit customer service, at the bus stop, or from the driver.
- Primary reasons for not using transit included:
  - Bus routes aren't direct enough (43%)
  - Not go close enough to where travel to and from (32%)
  - Infrequent service (32%)
  - Don't know what bus to take (29%)
  - It takes too long to travel by bus (25%)
- The most selected potential improvements included:
  - More shelters or benches at bus stops (56%)
  - Better information on how to use transit (46%)
  - A mobile app for real-time information (46%)
  - Other (46%)
- A majority of respondents said they would certainly use YCAT transit if the responses they tallied regarding potential improvements were implemented, (49% Would Certainly Use and 28% Would Likely Use).
- In terms of key demographic and socio-economic characteristics of respondents:
  - Twenty-seven percent of respondents live in a two-person household. Seventeen percent live alone or in a four-person household
  - Thirty percent of respondents have one vehicle in their household, 27% have two vehicles. Ten percent of respondents do not have a vehicle in their household.
  - Forty-one percent of respondents have a household income of \$50,000 or more.
  - Forty-four percent of respondents were between 36 and 59 years of age. A lesser percentage of respondents were in the 19 to 35 years of age cohort (30%). Those 60 years of age or older represented 16% of the respondents.

## Conclusions

In general, survey respondents use transit because a car was not available, hence reliant on transit. Transit is used primarily for commuting/access to work, social/ recreational needs, and for access to medical appointments. While most YCAT users are satisfied with the transit service, a few users note that buses may not arrive at their scheduled times (on-time performance).

Reasons for not using transit included YCAT service doesn't operate at the times of the day or day of the week that they would like and/or that transit not travel close enough to their origin/ destination.

Survey participants were generally satisfied with the quality of transit services. Most respondents felt the fares were reasonable and generally felt safe on the buses. Despite overall satisfaction with the quality of service, respondents did identify a number of areas for improvement including:

- Extended weekend service;
- Later weeknight service;
- More frequent bus service;
- More bus stop shelters;
- WIFI on the bus; and
- A real-time mobile app.

## 4.0 GOALS, OBJECTIVES AND PERFORMANCE EVALUATION

This chapter provides a framework for the continuing development of the public transportation system in the Yuma region. It consists of organizational goals and policies, managerial objectives and service design guidelines to help size and shape the transit system commensurate with local needs and aspirations through 2025 and beyond. It also addresses the need for performance metrics including key indicators, standards and targets to measure the progress of system development over time. The process builds on the performance measures that YCIPTA management currently utilizes in reporting performance to the YCIPTA Board. The purpose of having established goals, policies and performance standards is to enable YCIPTA management and the Board to determine progress in achieving the overall mission of the agency.

### YCIPTA Mission Statement:

“Mobility solutions that make essential connections possible.”

### YCIPTA Vision Statement:

“To be recognized as the leader in mobility solutions that empower and connect the community.”

## 4.1 Organizational Goals and Objectives

Realistic goals and objectives are necessary policy making and management tools for YCIPTA. Goals provide a high-level framework supporting the mission and purpose of the agency, as well as general direction to YCIPTA staff for moving the system forward consistent with community preferences and expectations. It is understood that some goals are long-term and may not be completely fulfilled for many years.

### 4.1.1 System Goals

- Offer Effective Programs and Services - Provide service designs and levels of service that positively respond to demonstrated market needs for pre-scheduled and mobility-on-demand travel in the Yuma Region.
- Focus on Mobility Management – Engage in public-private partnerships expand mobility options for residents in areas that cannot sustain conventional fixed route and demand response services.
- Operate Efficiently and Productively - Provide public transportation services that are financially sustainable within existing local, state, and federal funding programs in a cost-efficient manner.
- Deliver High Quality Service - Ensure that all services fulfill customer expectations for high quality service including safety, reliability, convenience and comfort.



### 4.1.2 Objectives and Policies

Managerial objectives and operating policies supply the structure for translating goals into actions and for defining a process to monitor and evaluate system performance consistent with locally defined expectations. Objectives are intermediate targets that represent significant accomplishments toward more generalized goals. Defined objectives should be attainable generally within the time span of perhaps two to five years, and subsequently extended, revised or replaced as warranted by conditions. Agency policies reflect the intent of the YCIPTA Board in the practices utilized by all employees to deliver quality transit service in all respects. Key policies are described in the following sections.

- **Safety First** - Actively implement and practice safety, training and loss prevention methods to minimize vehicle accidents and injuries to YCAT customers, employees and the public. Accidents and onboard incidents risking customer injuries should be minimized using a combination of employee training, customer education, timely vehicle maintenance, employee recognition program, and investigation of accidents and incidents, among others.
  
- **Reliability** - Ensure that YCAT vehicles operate as scheduled with consistently high on-time performance in all service modes. Key performance indicators include:
  - **Missed Trips** - A one-way trip not completed or arriving at the terminal point behind schedule by more than one-half of the headway for fixed route service, or outside of the scheduled pick-up window for paratransit and on-demand services. Total monthly missed trips should not exceed one percent (1%) of all scheduled trips.
  - **Late Trips** - A one-way trip that passes consecutive time points more than five minutes behind the published time for fixed route service, or more than 20 minutes behind scheduled pick-up window for paratransit and on-demand services. Total monthly late trips should not exceed five percent (5%) of all scheduled trips.
  - **Early Trips** - A one-way trip that passes consecutive time points ahead of the published time for fixed route service or arrives more than 20 minutes ahead of scheduled pick-up window for paratransit and on-demand services. Total monthly early trips should be less than one percent (1%) of all scheduled trips.
  - **Transfer Coordination** – OnCall and on-demand services should be designed to minimize transfer wait times to/from accessible fixed route service at designated transfer points.
  - **Road Call Frequency** - The average number of vehicle miles operated between road calls is a key measure of vehicle reliability. While no standard is proposed, reasonable efforts should be made to minimize road calls. A road call is any in-service vehicle malfunction requiring a maintenance response in the field and resulting in a schedule delay of 20 minutes or more.

- Vehicle Condition and Availability - All buses operating in revenue service must be dependable to minimize missed trips and service disruptions. Key performance indicators include:
  - Fleet Age - The average age of the revenue vehicle fleet should not exceed one-half of the useful life of the vehicles by category per Federal Transit Administration definition (Circular 9030.1A).
  - Spare Vehicle Ratio – YCAT should maintain spare vehicles equal to 20% of the maximum peak number required to provide for daily service. The spare ratio applies individually to vehicle types per FTA definition.
  - Fleet Management Plan – Key activities including preventive maintenance inspections, running repairs, component rebuilds and rehabilitation, which are important components of asset management, shall be documented in a maintenance plan and updated annually.
  
- Comfort and Convenience - To be attractive to current and future customers, YCAT service should be perceived to be a comfortable travel option relative to other travel options. Key performance measures range from vehicle cleanliness to seating availability, onboard heating and air conditioning operability, condition of bus stops and waiting areas, access to real-time schedule and vehicle location information, simplified fare payment, and other amenities.
  - Seating Availability - Generally all customers should have access to a seat while riding YCAT buses. During peak hours when standees may occur, passenger loads should not exceed 125% of seated capacity on consecutive trips in the same direction.
  - Onboard Conditions - All revenue vehicles should be equipped with operable heating and air conditioning units as seasonal weather conditions warrant.
  - Bus Stop Amenities – Improvements ranging from sheltered waiting area and benches to real-time bus arrival information, to bike lockers and parking should be concentrated at major bus stops and at existing transit hubs.

## 4.2 Service Design Criteria

Design criteria include a combination of static indicators and active measures of transit system functionality that reflect system concept, level of service preferences, customer expectations and peer performance thresholds. Design criteria define the form and function of the transit system based on three primary service characteristics:

- Service coverage refers to the effective reach of the transit network. The transit operating environment in several areas in the Yuma region can be challenging for fixed route service, which depends on development density and complete streets to attract large numbers of walk-up customers at bus stops. On the other hand, the concentration of commercial and institutional destinations along the US 95 corridor offers a solid foundation for enhanced fixed route transit service. Complementary OnCall paratransit service coverage is  $\frac{3}{4}$  of a

mile of the fixed route system. The transit system should provide convenient access to as many residents, businesses and other destinations as possible within fiscal limitations.

- Residential Access - One measure of system coverage is the percentage of total service area residents with access to service. Access standards are defined by service mode measured in terms of walking distance to the nearest bus stop for fixed route service; and response time for on-demand personal mobility on demand (PMOD) service.
- Access to Non-residential Destinations – Recognition of major business and institutional trip generators for employment and commercial activities including:
  - *Medical Facilities* - Yuma Regional Medical Center, Yuma Rehabilitation Hospital, Yuma Regional Corporate Center, medical offices and out-patient facilities.
  - *Schools* - University of Arizona, Arizona Western College, Northern Arizona University-Yuma, and several middle and high schools.
  - *Shopping Centers* - Walmart, Target, Yuma Palms Shopping Center, Las Palmillas Shopping Center, Southgate Mall.
  - *Public Facilities* - government offices, human service agencies, libraries and senior centers are frequent destinations for transit riders, particularly youth and senior citizens.
- Service frequency refers to the interval of time or “headway” between consecutive buses passing a given point along a route. Transit users universally prefer high-frequency service, which by industry definition means 15 minutes or better headways. As long-range design objective targets 15-minute weekday service frequency is an appropriate long-range design target for YCAT’s higher capacity routes. The recommended five-year objective is to improve headways to 30 minutes on weekdays and Saturdays on the US 95 corridor. Because complementary OnCall paratransit and on-demand Flex services do not operate on a fixed schedule, service frequency is best defined by the percentage of passenger demand that cannot be accommodated on the system.
- Service span refers to the days and hours during which transit service is provided on a route. Beginning and ending times for complementary paratransit service should be comparable to the fixed route service.

### 4.3 Performance Monitoring and Evaluation Framework

Performance metrics provide the mechanisms needed to monitor and evaluate whether adopted objectives are being achieved. When possible, performance measures should include quantifiable indicators based on frequently reported operating statistics, such as total ridership, service hours and miles operated, capital and operating costs incurred, fare revenues collected, schedule reliability, system safety, or similar parameters. There are four main features of the performance monitoring framework:

1. **The performance monitoring system should build upon the foundation of performance measures required by state and federal laws and regulations.** The following provides the

performance measures that are required by either Title VI or the Transportation Development Act. Please note that some of the performance measures below are not recommended for being part of the core set of performance standards. Several of the performance standards are required but may not be as important to track on a regular basis by YCIPTA management and reviewed by the YCIPTA Board. The following performance standards are typically reported:

- Farebox recovery ratio
- Operating cost per passenger
- Operating cost per vehicle service hour
- Passengers per vehicle service hour
- Passengers per vehicle service mile
- Vehicle service hours per employee

Required by Title VI Program:

- Vehicle load (every three years: annual report)
- Vehicle headways (every three years: annual report)
- On-time performance
- Service availability standard (every three years: annual report)
- Vehicle assignment policy (every three years: annual report)

2. **Establish a minimum and target performance standard.** A target performance standard is what YCIPTA would strive to achieve over a five-year period. A minimum standard is the floor of what would be considered acceptable performance.
3. **Distinguish Performance among different service types.** Different performance measures for systemwide, fixed route and OnCall. Performance be tracked by service mode and systemwide to reflect the different service objectives.
4. **Not meeting minimum performance standards should trigger a review of performance and evaluate potential mitigating measures.** It is important to establish a feedback loop when performance is not met or when evaluating pilot projects recommended in this SRTP.

#### 4.4 Performance Metrics

Transit industry performance measurement best practices are reflected in *TCRP Report 88: A Guidebook for Developing a Transit Performance-Measurement System*, and the *Report on California Transit Performance Measures* prepared for Caltrans by the Mineta Institute. TCRP Report 88 identifies over 400 transit performance measures divided into seven categories:

1. Service Availability measures the quantity of transit access based on when (*i.e.*, span), where (*i.e.*, coverage and stop location), and how often (*i.e.*, frequency) transit services are available. These are primarily design criteria that do not fluctuate except when consciously reset by budgetary or policy changes. Therefore, they do not need to be monitored, measured and reported on a routine basis.

2. Service Delivery measures the quality of customers' day-to-day transit travel experience in terms of service reliability, comfort and convenience. Key service quality indicators include network coverage, service span and frequency, available capacity (loading condition), and utilization (ridership and productivity). This group includes both measures of dynamic conditions that require continual monitoring and frequent reporting on a monthly or quarterly basis, as well as relatively static design criteria.
3. Safety/Security measures the likelihood that an accident will occur involving customers, or that a customer or employee will become a crime victim while using transit. Examples of performance measures in this category include accident rates per 100,000-mile, injury accidents per passenger miles, and quantity of safety devices and personnel. These are dynamic measures of preferred outcomes that warrant continual monitoring and quarterly reporting.
4. Community Impact measures quality-of-life impacts on service area communities in terms of access to employment, economic growth and productivity, personal mobility and finances, pollution reduction, and equitable distribution of transit service. These are primarily preferred outcomes that are attainable over a multi-year timeframe. As such, they require regular monitoring and periodic reporting.
5. Maintenance measures the safety, reliability and condition of revenue vehicles in terms of average fleet age and mileage, road calls per 100,000 miles, conformance to scheduled maintenance inspections, among others. These are dynamic measures of preferred outcomes that warrant continual monitoring and quarterly reporting.
6. Financial Performance measures how efficiently resources are deployed to meet travel demand within budgetary constraints. Key performance measures include net cost per revenue hour and per customer boarding applied to individual routes, and farebox recovery generally applied to the system.
7. Agency Administration measures organizational efficiency in terms of employee productivity (e.g., vehicle miles per employee), employee relations, and the percentage of the total operating budget consumed by general and administrative (G&A) expenses. These are dynamic measures of preferred outcomes that warrant ongoing monitoring and annual reporting.

#### **4.4.1 Fixed Route Performance Indicators**

Key performance indicators for YCAT fixed route services are summarized in Exhibit 4.1. These metrics provide the basis for service evaluation and most directly influence proposed changes to the level of service operated on individual routes at various times of the service day. Transit monitors key performance indicators on an ongoing basis through monthly reports.

**Exhibit 4.1: YCAT Fixed Route Key Performance Indicators**

<b>Key Performance Indicator</b>	<b>Measure</b>	<b>Standard</b>
Cost Efficiency	Cost per revenue hour	Base year + CPI
Service Effectiveness	Passengers per revenue hour	15 per hour
		New service (< 2 yrs.) – 10 per hour

Preferred outcome metrics are summarized in Exhibit 4.2. These are active indicators of dynamic performance of system functions such as transportation operations, maintenance, and administration. A new measure – annual transit rides per capita – replaces Percentage annual increase in total boardings as an indicator of ridership growth,

**Exhibit 4.2. YCAT Fixed Route Preferred Outcomes**

<b>Preferred Outcome</b>	<b>Measure</b>	<b>Target</b>
Ridership Growth	Annual Rides per Capita	
Reliability	Schedule adherence (percent on-time)	95% >
	Missed trips	< 1%
	Miles between road calls	14,000
Safety	Preventable accidents per 100K miles	< 1.5
	Passenger injuries per 100K miles	< 1.0
Customer Service	Bi-annual survey results	Rating of 3.0 or better
	Complaints per 100K customer boardings	< 100

The SRTP also identified various management and marketing initiatives as part of the performance measurement system. These actions are inherent to transit system management and do not necessarily demand dynamic quantitative measurement. Examples cited in the SRTP include:

- Employ technology cost effectively
- Annual marketing program
- Public information program
- Community association memberships and attendance
- Participation in community events
- Participation in industry conferences

#### 4.4.2 OnCall Performance Metrics

Key performance indicators for OnCall (paratransit) services are summarized in Exhibit 4.3.

**Exhibit 4.3: OnCall Key Performance Indicators**

Key Performance Indicator	Measure	Standard
Cost Efficiency	Cost per revenue hour	Base year + CPI
	Cost per revenue mile	
Service Effectiveness	Passengers per revenue hour	2.5 >
	Net cost per passenger	Base year + CPI
Cost Effectiveness	Farebox recovery (% of total operating cost)	10%

OnCall service design guidelines are summarized in Exhibit 4.4. These are static measures used to shape service design and optimize the distribution of system resources as well as ensure legislative compliance. The targets indicate desired FY 2025 attainment thresholds.

**Exhibit 4.4: OnCall Service Design Criteria**

Design Criteria	Measure	Target
Service Coverage	Percent residents served within $\frac{3}{4}$ -mile of a fixed route bus route	100%
Service Span	Operating days of service	Same as fixed route system
Average Wait Time		
Transit Travel Time	Time relative to comparable travel via personal vehicle	< 1.5x personal vehicle travel time

Preferred outcome metrics are summarized in Exhibit 4.5. These are active indicators of dynamic performance of system functions such as transportation operations, maintenance, and administration.



**Exhibit 4.5: OnCall Service Preferred Outcomes**

<b>Preferred Outcome</b>	<b>Measure</b>	<b>Target</b>
Ridership Growth	Percentage annual increase in total boardings	Population growth
Reliability	Schedule adherence (percent on-time)	90% >
	Missed trips	< 2%
	Miles between road calls	10,000
Safety	Preventable accidents per 100K miles	< 1.5
	Passenger injuries per 100K miles	< 1.0
Customer Service	Percentage of calls handled w/i 5 seconds	
	Complaints per 100K customer boardings	< 100

## 5.0 EXISTING TRANSIT SYSTEM

### 5.1 History

General public transit service in Yuma began in February 2000 as Greater Yuma Area Dial-A-Ride sponsored by Yuma Metropolitan Planning Organization (YMPO) and operated by the Saguaro Foundation. Transit service implementation followed the recommendations of the first regional transit plan developed in 1998.



Fixed route service began in November 2000 with YMPO initially subsidizing the privately operated *Valley Transit* route between San Luis and Yuma. A second route to Yuma, AWC and Fortuna Foothills was added in October 2001. YMPO subsequently assumed public ownership in 2002 and contracted with the Saguaro Foundation to operate the system under the Yuma County Area Transit (YCAT) brand, which was adopted in July 2002.



New routes were added in 2003 and 2004 until State of Arizona Local Transportation Fund (LTF) revenues were substantially reduced, resulting in a 50% reduction in YCAT level of service. YMPO member jurisdictions decided to increase local transit funding in 2005 to allow for the restoration of service with some

changes. A second funding shock occurred in June 2010 when the City of Yuma temporarily discontinued its transit funding. This resulted in the elimination of two Yuma city routes and a rollback of service span to Monday through Saturday from 6:00 am to 6:00 pm in October 2010.

Around the same time area local governments took formal steps to create the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) to administer, plan, operate and maintain public transit services throughout Yuma County. The Town of Wellton and City of Somerton passed resolutions in September 2010 to petition Yuma County to form the IPTA. The Cities of San Luis and Yuma adopted similar resolutions in October 2010. Northern Arizona University petitioned the County to join the IPTA in December 2010. These led to the formation of IPTA in December 2010 with six members including Yuma County. Arizona Western College petitioned YCIPTA to join the agency in August 2011. The Cocopah Indian Tribe followed suit in October 2011, and the Quechan Indian Tribe became the ninth ICPTA member in April 2012.

YMPO formally transferred ownership and operation of YCAT to YCIPTA in July 2012. The fixed route network was restructured later that year consistent with recommendations of the 2011 Yuma Regional Transit Study. Following completion of a new Short-Range Transit Plan in 2013, the system was further restructured in August 2014 to eliminate one-way loops and reduce onboard transit travel times with more direct routing. The Imperial County Transportation Commission & Quechan Indian Tribe provided funding for Turquoise 10 service to El Centro three days per week in 2016. Major milestones in the 22-year evolution of YCAT are highlighted in Exhibit 5.1.

**Exhibit 5.1. Yuma Transit System Development Milestones, 1998 – 2020**

<b>Date</b>	<b>Development Milestone</b>
1998	YMPO facilitates first area public transit plan.
Feb 2000	Yuma Area Dial-a-Ride service operated by Saguaro Foundation with YMPO funding.
Nov 2000	YMPO subsidizes privately-operated Valley Transit Route 15 bus line between San Luis and Yuma.
Nov 2001	New Valley Transit Route 13 serving Fortuna Foothills begins operation.
Oct 2002	YMPO assumes public ownership of fixed route and Dial-a-Ride services; contracts with Saguaro Foundation to operate the system under the YCAT brand.
Oct 2003	Cocopah Indian Tribe contracted with YMPO to provide shuttle between the Cocopah Casino and the East and West Cocopah Reservations.
2004	Elimination of State of Arizona LTF funding requires a 50% reduction of YCT service.
2005	YMPO member jurisdictions contribute additional funding to replace lost LTF; service restored with some changes.
Jan 2006	Service to Wellton initiated.
2006	Cocopah Indian Tribe received FTA Tribal Transit Program funding to start the Purple route connecting the North Cocopah Reservation with the West Cocopah Reservation.
2007	Dial-a-Ride eligibility limited to older adults (60+) and persons with disability.
2009	YCAT operated Monday- Saturday from 6:00 a.m. to 10:00 p.m. on seven routes and Greater Yuma Area Dial-A-Ride.
Spring 2010	Yuma City Council voted to temporarily discontinue funding for YCAT. YMPO Executive Board votes to discontinue YCAT operations on June 30, 2010.
Oct 2010	Shutdown averted with service reduced to five routes plus complementary paratransit operating Monday–Saturday from 6:00 a.m. to 6:00 p.m. First Transit replaces Saguaro as contract service provider.
Jan 2012	Responsibility for YCAT transferred from YMPO to YCIPTA. System restructured per 2011 Yuma Regional Transit Study recommendations. Yuma routes restored, new service to Fort Yuma Quechan Reservation; Saturday service added to East Cocopah Reservation.
July 2012	YCAT OnCall limited to ADA-eligible customers only.
Sep 2013	YCAT Vanpool Program created.
Oct 2013	Purple 6A created to link North, East & West Cocopah Reservation lands with a single route; Violet 7 discontinued.
Aug 2014	System restructured per 2014 SRTP recommendations to reduce route duplication and improve service productivity. Red 1 discontinued; Orange 2 & Yellow 95 interlined; multiple routing and schedule adjustments.
Jan 2016	10 Turquoise reduced to two days per week (Mon-Wed) from three days per week (Saturday discontinued).
July 2018	10 Turquoise restored to three days per week. (Mon-Wed-Fri).

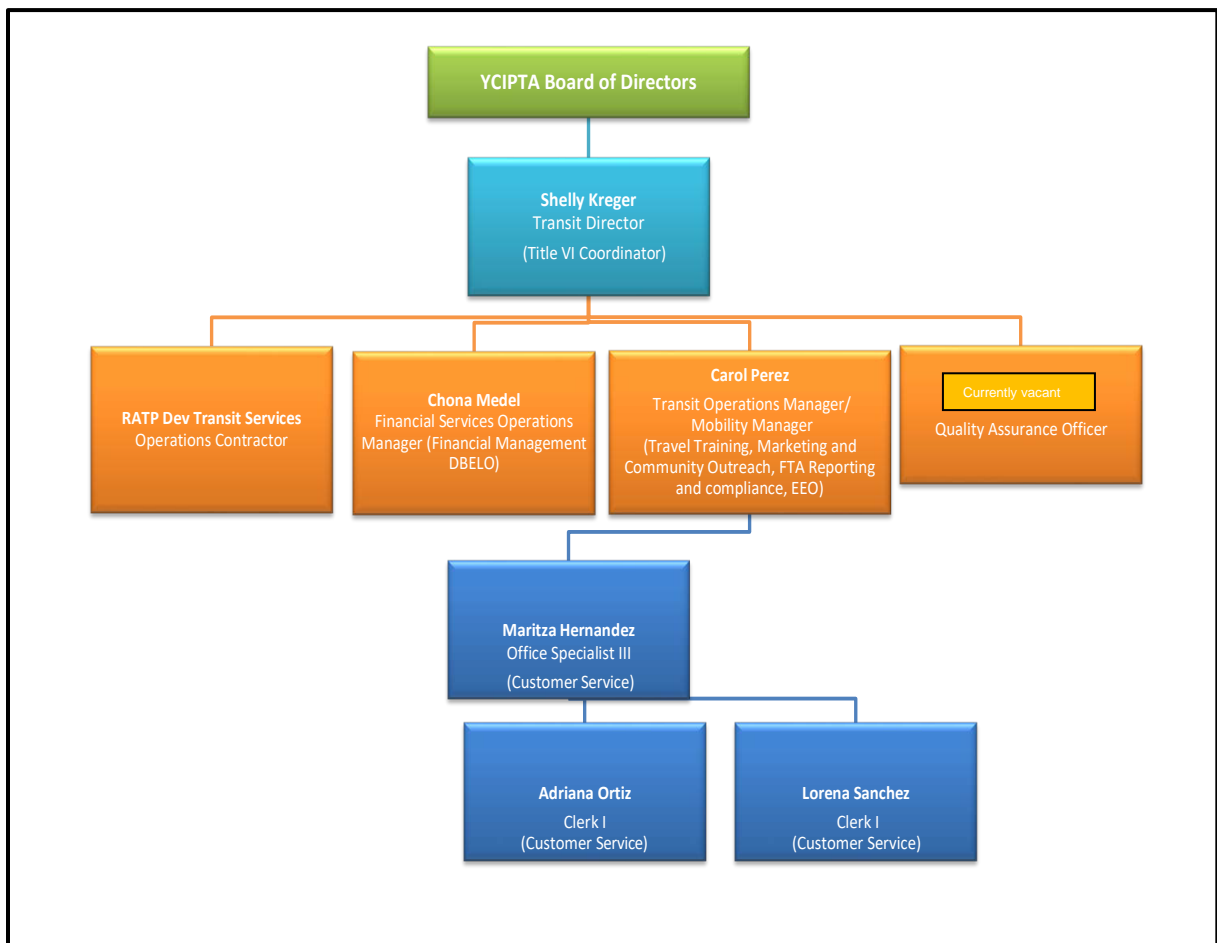
## 5.2 Organization

YCAT is wholly owned and managed by YCIPTA, which was created per Arizona Revised Statutes Title 28 on December 13, 2010 by the Yuma County Board of Supervisors to administer, plan, operate and maintain public transit services throughout Yuma County. YCIPTA members include Yuma County, the Arizona cities of Yuma, San Luis and Somerton, the Town of Wellton, the Cocopah and Quechan Indian Tribes, Arizona Western College, and Northern Arizona University.

The nine-member YCIPTA Board of Directors sets overall policy and managerial direction for YCAT. One Board member is selected by each member jurisdiction. YCAT management staff includes a Transit Director, Finance Manager, Operations Manager, and Quality Assurance Manager. Support staff includes an Administrative Specialist and two Customer Information Clerks. YCIPTA has agreements with Yuma County to provide administrative support for human resources, financial services, and treasury. A current organizational chart is shown in Exhibit 5.2.

Current contract service providers include RATP Development Services LLC for fixed route and complementary paratransit operations, and Commute with Enterprise for YCAT Vanpool.

**Exhibit 5.2. YCAT Table of Organization, JUNE 2020**



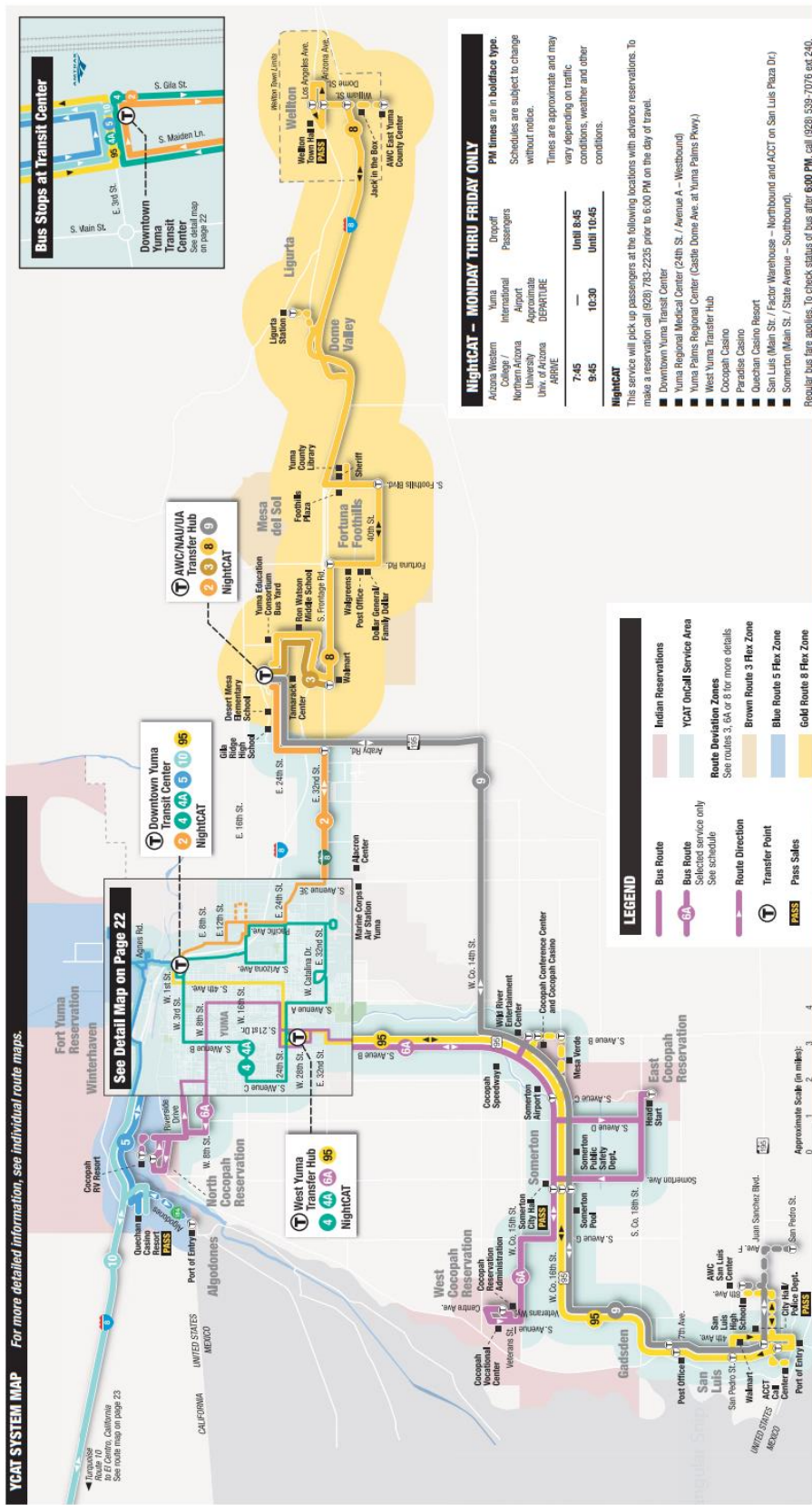
### 5.3 Service Area

YCAT fixed route and OnCall paratransit services cover a 78-square mile service area containing nearly 200,000 residents of the Arizona cities of Yuma, San Luis, and Somerton, Town of Wellton, Cocopah Indian Reservation, and unincorporated communities of Gadsden, Fortuna Foothills and Ligurta; as well as the Fort Yuma-Quechan Indian Reservation and Winterhaven community in Imperial County, California. Shown in Exhibit 5.3, the network consists of 10 routes extending 344 directional miles and connecting at three transit hubs:

- The Downtown Yuma Transit Center (DYTC) site is located at East 3<sup>rd</sup> and Gila Streets near the portal entrance to the Amtrak station in the northeast corner of the Downtown Historic district. It is served by five YCAT routes - Orange 2, Green 4/4A, Blue 5, Turquoise 10, and Yellow 95, as well as Greyhound intercity service. These routes provide circulation within central Yuma (4/4A, 6, 95) and connect west to El Centro (10) via the Fort Yuma Quechan Reservation (5,10); east to the AWC/NAU/UA campus and Fortuna Foothills (2); and south to Somerton, Gadsen and San Luis (95).
- The AWU/NAU/UA transfer hub is located north of E 24<sup>th</sup> Street on the AWC campus. It is served by five YCAT routes: Orange 2; Brown 3; Gold 8; Silver 9, and NightCAT. These routes connect to Downtown Yuma (2); east to Fortuna Hills (3,8) and Wellton (8); and south to Somerton, Gadsen and San Luis (9). NightCAT services focus primarily on evening students returning from the AWC/NAU/UA campus area on Monday through Friday evenings.
- The West Yuma transfer hub (WYTH) is located on the north side of West 26<sup>th</sup> Street at 23<sup>rd</sup> Avenue, adjacent to the Walmart store. The stop is served by three YCAT routes (Green 4/4A, Purple 6A, Yellow 95), NightCat, and Greyhound. YCAT routes provide circulation within central Yuma (4/4A) and connect to points south including the Cocopah Indian Reservation (6A), Somerton, Gadsen and San Luis (95).

Other transfer points include the Cocopah Casino, downtown San Luis, and El Centro.

**Exhibit 5.3. YCAT Service Area / Route Network, FY 2020**



## 5.4 Capital Assets

### Facilities

YCIPTA administration and YCAT operations are housed in a leased facility located at 2715 East 14th Street in the Gila Acres industrial area of Yuma. The 2.7-acre site includes a metal building containing garage and administrative office space and unpaved bus parking area enclosed by chain link fencing.

The City is moving ahead with plans to design and construct a multi-modal transportation center inside the historic Hotel Del Sol in Downtown Yuma. When complete, the facility will house YCAT and YCIPTA offices as well as Greyhound bus ticketing, and Amtrak terminal. The exterior will include a pedestrian plaza with bus and rideshare areas, and pedestrian crossings to the Amtrak station and Armed Services Park. Additional building uses will be located on the second and third floors, will be determined through the project development process. With a passthrough agreement with the city, YCIPTA received nearly \$1.9 million received from two FTA grants to pay for project design work currently in progress.

### Revenue Vehicles

The active revenue vehicle fleet consists of 28 revenue vehicles including 10 standard heavy duty transit buses, 9 medium duty buses, 9 light duty buses. Additionally, Commute owns 35 vans and SUVs utilized in the YCAT Vanpool Program. A fleet roster current as of April 2021 is provided as Exhibit 5.4.

### Non-Revenue Vehicles

YCAT has eleven support vehicles including a shop service truck, two pickup trucks, two SUVs, three minivans, and three sedans.

The revenue and non-revenue vehicle replacement schedule, by fiscal year is presented in Chapter 8, (Exhibit 8.1: Capital Project Plan – FY 2020–21 through FY 2025–26).



SHORT RANGE TRANSIT PLAN

Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

**Exhibit 5.4. Active Revenue Vehicle Fleet, April 2021**

YCAT Fleet No.	Year / Make	Model	Seated Capacity	Standee Capacity	Fuel Type	Length	In service	Age	Mileage 08/31/2020	Eligible for Replacement
<b>Standard Size Heavy Duty Buses - 12 year / 500,000 mile life cycle</b>										
137	1997 New Flyer	D40F	39	23	D	40	Jan-97	24	803,579	Yes
138	1997 New Flyer	D40F	39	23	D	40	Jan-97	24	154,069	Yes
149	1997 New Flyer	D40LF	39	23	D	40	Jan-97	24	739,512	Yes
200	2016 Gillig	Low Floor	39	34	D	40	May-16	4	252,375	2028
201	2016 Gillig	Low Floor	39	34	D	40	May-16	4	226,066	2028
202	2019 Gillig	Low Floor	39	34	D	40	Feb-19	2	91,230	2031
203	2019 Gillig	Low Floor	39	34	D	40	Mar-19	1	102,493	2031
204	2019 Gillig	Low Floor	39	34	D	40	Mar-19	1	89,075	2031
205	2019 Gillig	Low Floor	39	34	D	40	Mar-19	1	86,364	2031
206	2019 Gillig	Low Floor	39	34	D	40	Mar-19	1	79,436	2031
								Average age	8.6	
<b>Medium Size Medium Duty Buses - 7 year / 200,000 mile life cycle</b>										
142	Freightliner	Specialty Trolley	30	0	D		Sep-06	14	479,126	Yes
144	Freightliner	Specialty Trolley	30	0	D		Sep-06	14	75,797	Yes
126	2010 Chevy C5500	ENC Passport	32	18	D		Feb-10	11	513,894	Yes
129	2010 Chevy C5500	ENC Passport	32	18	D		Mar-10	10	505,251	Yes
130	2010 Chevy C5500	ENC Passport	32	18	D		Mar-10	10	493,954	Yes
150	2016 ARBOC	Freightliner	34	10	D	34	Aug-17	3	93,038	2023
151	2016 ARBOC	Freightliner	34	10	D	34	Aug-17	3	119,010	2023
152	2016 ARBOC	Freightliner	34	10	D	34	Aug-17	3	120,376	2023
153	2016 ARBOC	Freightliner	34	10	D	34	Jun-18	2	94,046	2023
								Average age	5.1	
<b>Medium Size Light Duty Buses - 5 year / 150,000 mile life cycle</b>										
300	2019 Ford	E350 Starcraft	14/2	0	G	22	Jul-19	1	90,484	2024
301	2019 Ford	E350 Starcraft	14/2	0	G	22	Jul-19	1	75,794	2024
302	2020 Ford	E350 Starcraft	14/2	0	G	22	Jan-20	1	24,412	2025
303	2020 Ford	E350 Starcraft	9/2	0	G	22		0		2025
350	2020 Ford	E350 Starcraft	18/2	0	G	22		0		2025
351	2020 Ford	E350 Starcraft	18/2	0	G	18		0		2025
								Average age	2.2	
<b>Small Size Light Duty Buses and Vans - 4 year / 100,000 mile life cycle</b>										
117	2010 Ford E350	ENC Aerolite	8+2	0	G		Jan-10	11	375,065	Yes
122	2010 Ford E350	ENC Aerolite	6+2	0	G		Feb-10	11	270,367	Yes
123	2010 Ford E350	ENC Aerolite	6+2	0	G		Feb-10	11	301,207	Yes
								Average age	3.2	

**5.5 Fixed Route System**

YCAT fixed routes primarily adhere to defined alignments and published timetables with customer boardings and alightings occurring mostly at posted bus stops. Weekday service consists of 10 routes operating between 5:30 am and 10:45 pm, although service span varies by route and only NightCAT runs after 8:07 pm. Six routes operate on Saturday between 9:15 am 6:30 pm. Most routes operate on hourly headways. Key network design characteristics are compiled in Exhibit 5.5.



**Exhibit 5.5. Fixed Route Network Characteristics, FY 2020**

Route	Terminals		Service Coverage Key Trip Generators	Service Span		Service Frequency	
	Terminal 1	Terminal 2		Begin Weekday Saturday	End Weekday Saturday	Weekday minutes	Saturday minutes
2 Orange - Colleges/E Yuma	Downtown YTC	AWC/NAU/UA Hub	Arizona Western College, Northern Arizona University, University of Arizona, Yuma Palms Regional Center	5:27 AM 9:26 AM	8:15 PM 6:21 PM	60	60
3 Brown - Fortuna Foothill Shuttle	County Library	AWC/NAU/UA Hub	Walmart, County Library	7:57 AM 10:57 AM	6:24 PM 5:24 PM	60	60
4/4A Green - Central Yuma Circulator	Downtown YTC	W Yuma Hub	Social Security, Yuma Palms Regional Center, Yuma Int'l Airport, Big Curve SC, Southgate Mall, Yuma Regional Medical Center, Walmart	6:53 AM 9:53 AM	7:16 PM 4:16 PM	60 (2-way)	60 (1-way)
5 Blue - Quechan Shuttle	Downtown YTC	Quechan Casino Resort	Ft. Yuma Reservation, Quechan Community Center/Social Services, Winterhaven, Andrade Port of Entry	7:19 AM 10:19 AM	6:11 PM 4:11 PM	60	60
6 Purple - Avenue A / Cocopah Reservation	N Cocopah Reservation Admin Office at Veterans Drive	Cocopah Casino Resort	North, East & West Cocopah Reservation, Cocopah Casino Resort, Somerton	6:57 AM 9:57 AM	6:30 PM 3:55 PM	60	60
8 Gold - I-8/Welton	Wellton (Arizona Av & William St)	AWC/NAU/UA Hub	AWC E Yuma County Center, Ligurta Station, Walmart, County Library	6:55 AM	4:52 PM	1 AM / 2 PM trips	--
9 Silver - South County AWC Connector	San Luis (Avenue F & Olivo)	AWC/NAU/UA Hub	San Luis, Gadsen, Somerton	5:46 AM Monday thru Thursday only	6:16 PM	4 NB / 2 SB trips	--
10 Turquoise - I-8/Central Yuma	Downtown YTC	El Centro Bus Terminal	Paradise Casino, Gonzo's Super Save, Winterhaven Superior Court, Quechan Casino, Imperial Valley Mall, El Centro Medical Center	7:30 AM Mon, Wed, Fri only	4:17 PM	2 round trips	--
95 Yellow - Hwy 95 South	Downtown YTC	San Luis (2nd & B)	Yuma, Cocopah, Mesa Verde/Orange Grove, Somerton, Gadsen, San Luis	5:35 AM 9:09 AM	8:07 PM 6:43 PM	30 / 60	60
99 Night Cat	AWC/NAU/UA Hub	Flex	Winterhaven, Yuma, Somerton, San Luis, Cocopah and Quechan/Fort Yuma Reservations, Fortuna Foothills and unincorporated areas within a ¾-miles radius of a YCAT route.	7:45:00 PM ---	10:45:00 PM ---	2 trips	--

Four fixed routes also offer flexible service by customer request in select service areas:

- Brown 3 provides flexible pickup and drop-off service in the Fortuna Foothills and Mesa del Sol areas. The bus will travel anywhere within a defined zone and provide a transfer to Orange Route 2 at the AWC/NAU/UA transfer hub.
- Blue 5 provides service from the DYTC to Winterhaven, California via Ft. Yuma Indian Reservation. The bus can flex off route up to ¾ mile on either side of the established fixed route upon customer request either to the bus operator or by phone at least one hour in advance.
- Purple 6A will flex off route up to ¾ mile on either side of the established fixed route on Cocopah Reservation lands upon customer request either to the bus operator or by phone at least one hour in advance. Requests for flex service are limited to the first four per one-way trip.
- Gold 8 (serving Arizona Western College/Northern Arizona University/University of Arizona to Wellton via Fortuna Foothills) will flex off route up to 1.5 miles on either side of the fixed route upon customer request to the bus operator or by phone at least one hour in advance.

The route coverage analysis based on an evaluation of 2010 U.S. Census data completed for the YCAT Transportation Development Plan completed in 2011 and detailed in YCAT's FY 2018-

2019 Performance Report, about 77% of the population has a bus route within a half mile reach within the urbanized area.<sup>1</sup>

### 5.5.1 System Performance

This section provides an overview of YCAT system performance since the last significant system restructuring in 2014-15. Historical operating statistics and key performance indicators for the past five years are compiled in Exhibit 5.6.

**Exhibit 5.6. Fixed Route System Performance, FY 2016 – FY 2020**

Annual Operating Statistics									
FY	Total Operating Cost	Fare Revenue	Net Operating Cost	Annual Boardings	Passenger Miles	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Service Area Population
2016	\$3,557,074	\$531,536	\$3,025,538	425,575	4,725,801	37,593	842,228	16	195,751
2017	\$3,729,271	\$418,124	\$3,311,147	421,396	4,711,129	37,906	842,094	16	195,751
2018	\$3,091,017	\$416,688	\$2,674,329	437,956	4,512,988	37,408	835,223	14	195,751
2019	\$4,547,418	\$415,121	\$4,132,297	458,831	4,407,592	36,133	778,830	14	195,751
2020	\$4,462,015	\$325,093	\$4,136,922	377,419	3,811,932	36,500	800,561	14	195,751

Key Performance Indicators									
FY	Total Cost per Boarding	Average Fare	Farebox Recovery	Net Cost per Boarding	Net Cost per Revenue Hour	Boardings per Revenue Hour	Annual Boardings per Capita	Annual Boardings per Peak Vehicle	Average Trip Length
2016	\$8.36	\$1.25	14.9%	\$7.11	\$80.48	11.3	2.2	26,598	5.6
2017	\$8.85	\$0.99	11.2%	\$7.86	\$87.35	11.1	2.2	26,337	5.6
2018	\$7.06	\$0.95	13.5%	\$6.11	\$71.49	11.7	2.2	31,283	5.4
2019	\$9.91	\$0.90	9.1%	\$9.01	\$114.36	12.7	2.3	32,774	5.7
2020	\$11.82	\$0.86	7.3%	\$10.96	\$113.34	10.3	1.9	26,959	4.8

Operating Statistics by Service Day							
FY	Average Weekday	Ridership		Revenue Hours		Peak Vehicles	
		Average Saturday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday
2016	1,554	527		134	57	16	9
2017	1,530	522		140	53	16	8
2018	1,621	520		134	52	14	9
2019	1,680	652		134	54	14	9
2020	1,525	550		134	54	14	9

Performance Indicators by Service Day							
FY	Ridership Productivity		Vehicle Productivity		Operating Days		
	Average Weekday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday	
2016	11.6	9.2	97	59	256	51	
2017	10.9	9.8	96	65	251	53	
2018	12.1	10.0	116	58	253	52	
2019	12.5	12.1	120	72	251	52	
2020	11.4	10.2	109	61	252	52	

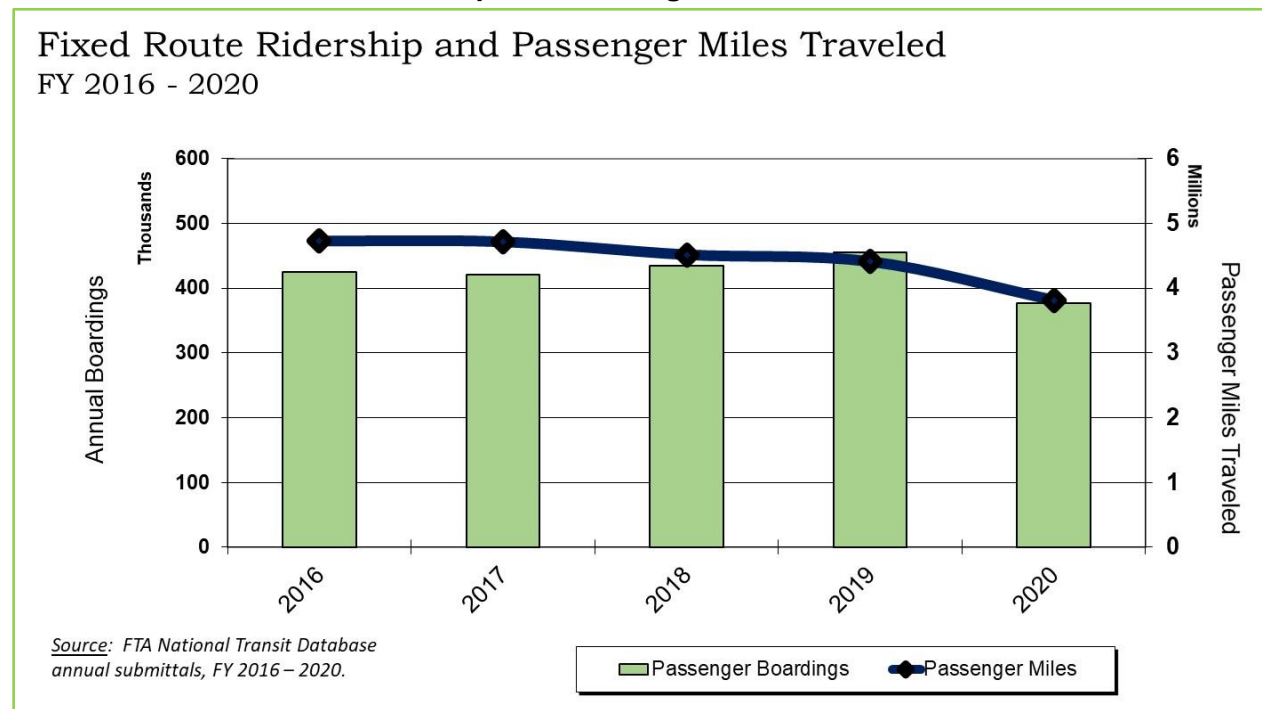
Source: National Transit Database Annual Agency Profiles, FY 16-19; NTD Report (rev. 5), FY 20

Recent ridership trends are reflected in complementary key performance indicators – total annual boardings and total annual passenger miles traveled. Shown in Exhibit 5.7, total boardings (pre-pandemic) trended positive over the past five years while total passenger miles traveled trended negative. YCAT experienced modest ridership growth between July 2015 and February 2020. Total boardings increased cumulatively 7.8% between FY 2016 and FY 2019, averaging 1.95% annually over four fiscal years. FY 2020 ridership increased 2.4% through the initial eight months of FY 2020 (February)

<sup>1</sup> YCAT FY 2018-2019 Performance Report, p. 17.

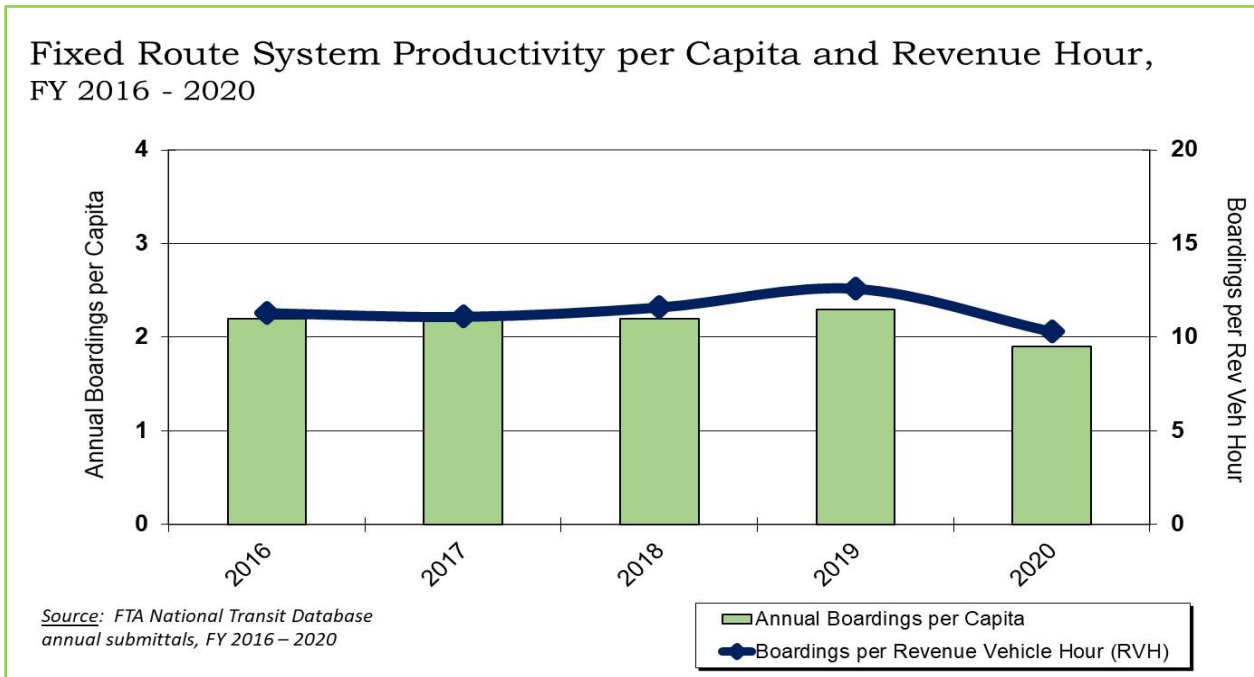
However, the COVID-19 emergency triggered a sharp decline with year-over-year monthly decreases of 35% in March and 70-75% in April, May and June 2020. Consequently, FY 2020 ridership of 377,419 total boardings reflects a 17.7% decline from the prior year FY 2019. In contrast, total passenger miles traveled declined by cumulatively 6.7% from FY 2016 to FY 2019, averaging 1.7% annually over four fiscal years. Due to the COVID-19 emergency, total passenger miles traveled declined by 13.5% in FY 2020.

**Exhibit 5.7. Fixed Route Ridership and Passenger Miles Traveled, FY 2016-2020**



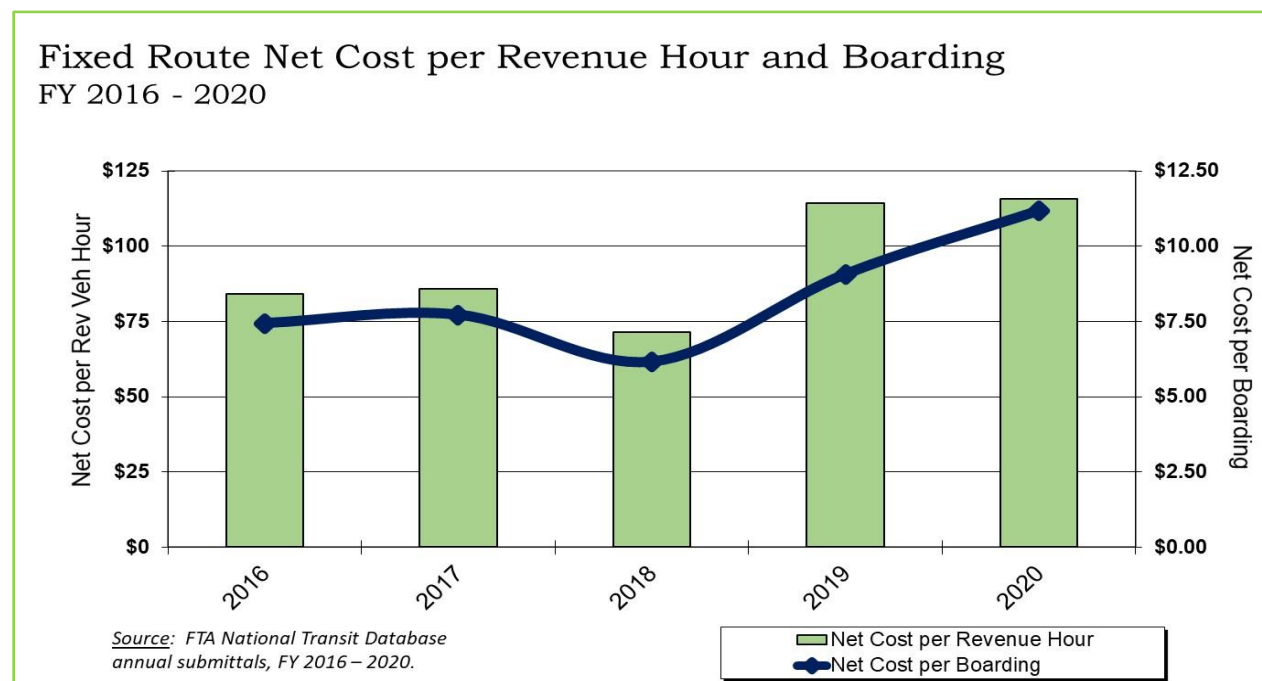
Service productivity trends are reflected in complementary performance indicators – Per capita transit ridership (*i.e.*, annual transit trips per service area resident) and ridership productivity (*i.e.*, average number of boardings per revenue service hour). Shown in Exhibit 5.8, both indicators trended slightly positive from FY 2016 through the initial eight months of FY 2020. Due to the COVID-19 emergency, average boardings per revenue hour and per capita declined by 17% in FY 2020.

**Exhibit 5.8. Fixed Route Productivity per Capita and Revenue Hour, FY 2016 - 2020**



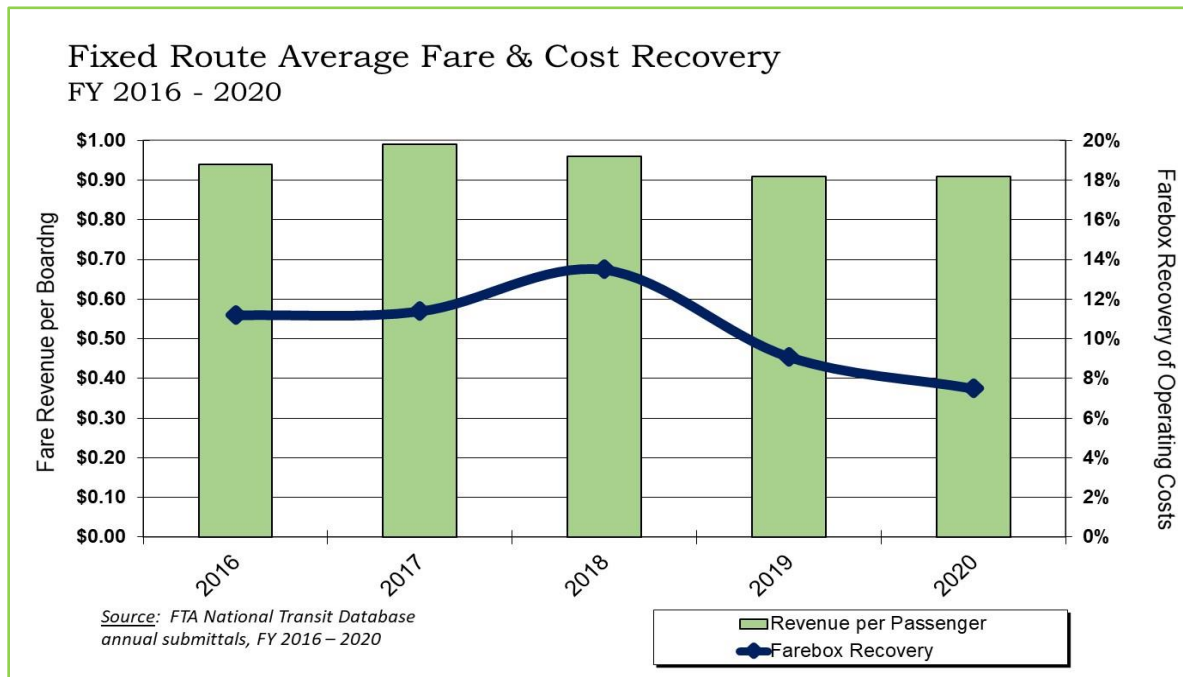
Operating cost trends are reflected in complementary performance indicators – Net cost per revenue vehicle hour and net cost per boarding. Shown in Exhibit 5.9, both indicators highlight the rising unit cost of service.

**Exhibit 5.9. Fixed Route Net Cost per Revenue Hour and Boarding, FY 2016 - 2020**



The sufficiency of operating revenues is reflected in complementary performance indicators – average fare paid and farebox recovery (*i.e.*, the percentage of total operating cost recovered by farebox revenues). Shown in Exhibit 5.10, the average fare has varied nominally above \$0.90 since FY 2016. Meanwhile, farebox recovery declined as total operating costs typically rise from year to year while fare revenues are limited to ridership growth in years following a fare increase. The current fare structure was adopted in 2014.

**Exhibit 5.10. Fixed Route Average Fare & Cost Recovery, FY 2016 - 2020**

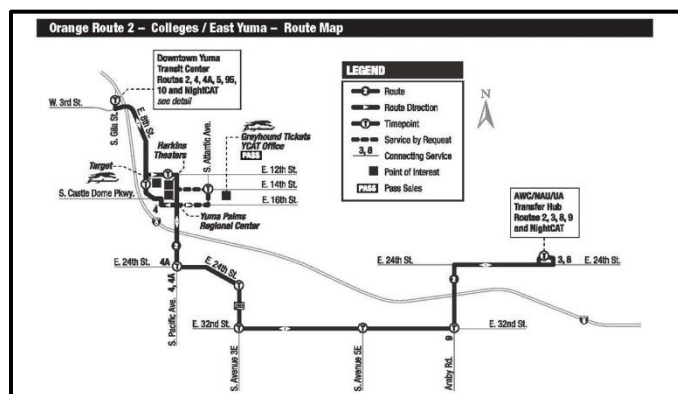


### 5.5.2 Route Descriptions

#### Orange 2 – Central Yuma – East Yuma – AWC/NAU/UA

Orange 2 covers an eight-mile alignment extending east from the DYTC to the AWC/NAU/UA transfer hub via primarily E 8<sup>th</sup> Street, E 12<sup>th</sup>/E 16<sup>th</sup> Streets, S Pacific Avenue, E 24<sup>th</sup> Street, Avenue 3E, E 32<sup>nd</sup> Street, Araby Road and E 24<sup>th</sup> Street. Buses operate hourly on weekdays and Saturdays. In addition to the route terminals, major destinations served by Orange 2 include Yuma Palms Shopping Center, Yuma Food Bank, Greyhound bus stop, and the YCAT office (by request for a route deviation).

The present alignment was initiated in August 2015 when Orange 2 was rerouted in both directions via East 32nd Avenue



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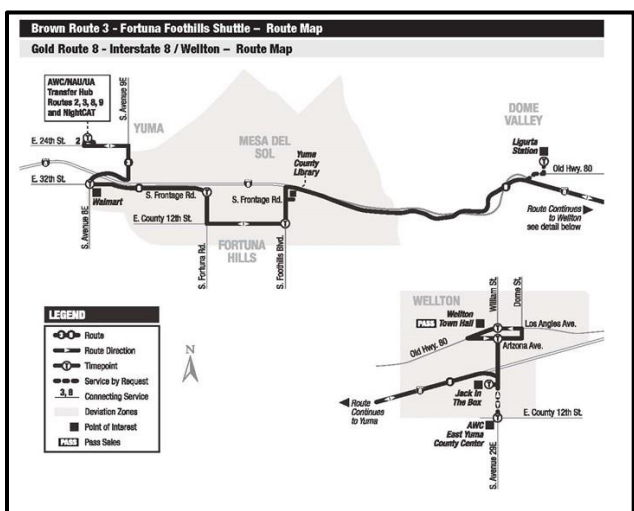
Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

and interlined with Yellow 95 through the DYTC (i.e., westbound Orange 2 buses continue as southbound Yellow 95 while eastbound Yellow 95 buses continue as eastbound Orange 2 buses). The weekday schedule includes 12 round trips plus four truncated evening trips running between Downtown and Yuma Palms only. The Saturday schedule consists of five round trips plus four evening truncated trips running between Downtown and Yuma Palms.

During FY 2019, Orange 2 generated 35,825 total boardings with an average of 8.4 boardings per revenue hour of service provided. The route had the fourth highest ridership among 10 routes and was 32% less productive than the system average.

**Brown 3 – Fortuna Foothills / Gold 8 – I-8/Wellton**

These routes appear on a common timetable because both cover a common alignment between the Yuma County Library Foothills Branch located on the I-8 South Frontage Road east of the Foothills Boulevard interchange and the AWC/NAU/UA campus (E 24<sup>th</sup> Street east of S Avenue 8E). Brown 3 covers a 10.6-mile alignment extending east from AWC/NAU/UA transfer hub to the Foothills Branch of the Yuma County Library in Fortuna Hills via E 24<sup>th</sup> Street, S Avenue 9E, I-8 S Frontage Road, S Fortuna Road, E County 12<sup>th</sup> Street, and S Foothills Boulevard. In addition to both terminals, major destinations along the route include Walmart, Castle Dome Middle School, Fry's Supermarket, Goodwill Store, US Post Office, and other businesses.



Gold 8 originally served the entire Yuma-AWC/NAU/UA-Fortuna Foothills-Wellton corridor. Brown 3 began in Spring 2012 to serve the Fortuna Foothills area generally located east of the AWC/NAU/UA campus and straddling I-8. It was modified in January 2013 to replace limited fixed route service previously provided by an Orange 2/2A service variation. In late 2013, Gold 8 was modified to serve only the AWC/NAU/UA-Fortuna Foothills-Wellton segment with connections to Yuma provided with a transfer to Orange 2 at the AWC/NAU/UA transfer hub.

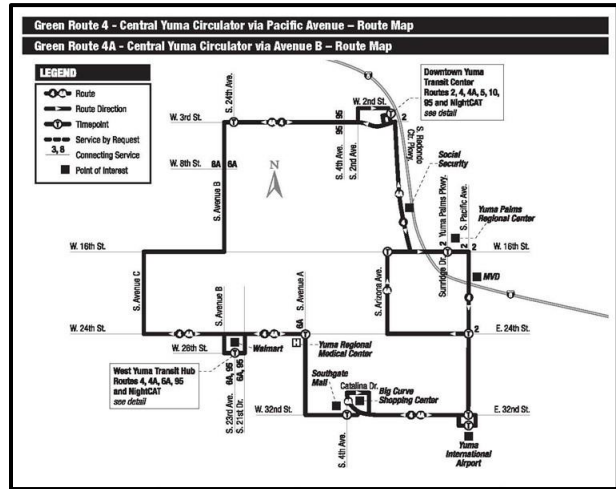
The combined weekday schedule consists of 10 round trips, of which two westbound trips and one eastbound trip are designated Gold 8, which overlays the entirety of Brown 3 and continues farther east to the Town of Wellton via I-8. Weekday schedules are integrated on a common timetable. The Saturday schedule consists of eight round trips operating as Brown 3.

During FY 2019, Brown 3 generated 8,277 total boardings with low average of 4.0 boardings per revenue hour of service provided. The route had the fourth lowest ridership among 10 routes and operated nearly 68% below the system productivity average. Gold 8 generated 3,838 total boardings with a productivity of 5.2 boardings per revenue hour. The route had the third lowest ridership among 10 routes and was 58% below average system productivity.



**Green 4/4A – Central Yuma Circulator**

Green 4/4A follows a nearly 17-mile loop alignment through central Yuma via DYTC and WYTH. Green 4 operates clockwise around the loop via primarily S Redondo Center Drive, E 16<sup>th</sup> Street, S Pacific Avenue, E 32<sup>nd</sup> Avenue, S Avenue A, W 24<sup>th</sup> Street, S Avenue C, W 16<sup>th</sup> Street, S Avenue B and W 3<sup>rd</sup> Street. Green 4A operates counterclockwise using mostly the same alignment except for use of S Arizona Avenue rather than S Pacific Avenue between E 24<sup>th</sup> Street and 16<sup>th</sup> Street. In addition to DYTC and West Yuma Transit Hub, major destinations along the route include Yuma Regional Medical Center, Yuma Palms Shopping Center, Motor Vehicle Department office, Yuma International Airport, Big Curve Shopping Center, Southgate Mall, Walmart, Kofa High School and Cibola High School.

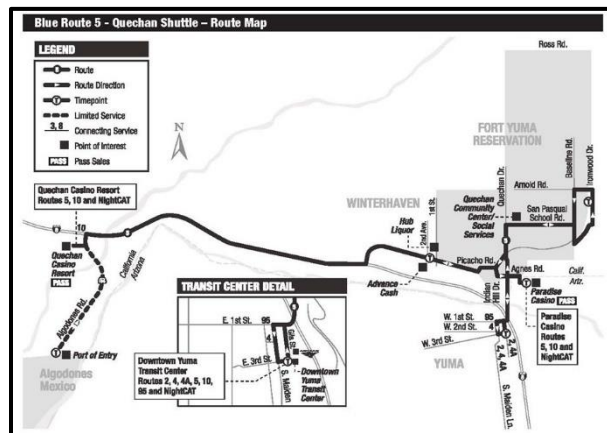


The current alignment was largely in place before the 2012 system restructuring with adjustments made in January 2013 to improve schedule adherence and discontinue coverage in an industrial area east of S Avenue 3E. The weekday schedule consists of 12 clockwise and 11 counterclockwise trips. The Saturday schedule consists of six clockwise trips.

During FY 2019, Green 4/4A generated 60,636 total boardings with an average productivity of 10 boardings per revenue hour of service provided. The route had the second highest ridership among 10 routes but was 19% less productive than the system average.

**Blue 5 – Yuma-Paradise Casino-Winterhaven-Quechan Reservation / Turquoise 10 – Yuma-Quechan Reservation-El Centro**

These routes could appear on a common timetable because both serve common destinations including the DYTC, Winterhaven Center, and Quechan Casino Resort. Blue 5 covers a 13-mile alignment extending north from the DYTC via the Fort Yuma Quechan Reservation and Winterhaven community to the Quechan Casino Resort on Algodones Road south of the I-8 interchange. Alternating trips extend another two miles to the Andrade Port of Entry. The “short trips” ending at the Casino offer flexible service on the Reservation by customer request at least one hour in advance for the bus to deviate up to 3/4-mile on either side of the route. In addition to the terminals, key destinations along the route include Fort Yuma Health Care Clinic, Quechan Community Services, Ironwood Community



## SHORT RANGE TRANSIT PLAN

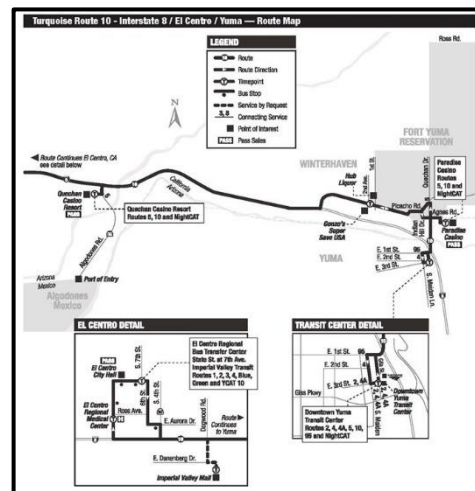
Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

Center, Paradise Casino, Pipa Market, San Pascual Valley Elementary School, Winterhaven downtown businesses and Post Office.

Service began in 2012 after the Quechan Tribe joined YCIPTA. The extension via SR 186 to the Port of Entry was added in 2013. The weekday schedule consists of 11 round trips, of which six serve the Port of Entry and five terminate at the Quechan Resort Casino and use the time saved to offer flex service on the Reservation. The Saturday schedule consists of six trips, of which three serve the Port of Entry and three offer flex service on the Reservation.

During FY 2019, Blue 5 generated 18,630 total boardings with an average productivity of 6.1 boardings per revenue hour of service provided. The route had the fifth highest ridership among 10 routes but was 51% less productive than the system average.

Turquoise 10 overlays Blue 5 between the DYTC and Quechan Casino Resort and continues west approximately 60 miles to El Centro. Service operates on Mondays, Wednesdays and Fridays only. The daily schedule consists of one round trip in the morning departing DYTC at 8:30 am and returning at 11:17 am, and one round trip in the afternoon departing DYTC at 2:30 pm and returning at 5:17 pm. The schedule is adjusted seasonally to account for Daylight Savings Time in California.



Service began in 2013 to provide a connection between eastern Imperial County, California and El Centro where essential services include County and State Courts, Department of Motor Vehicles, Public Health Department, and El Centro Regional Medical Center, among others. Service was reduced from three days per week (Monday, Wednesday, Saturday) to two days per week (Monday, Wednesday) in July 2016 due to low fare box recovery per Transportation Development Act (TDA) requirements. A third day of service was restored in July 2018 on Friday instead of Saturday.

During FY 2019, Turquoise 10 generated 2,084 total boardings with an average productivity of 2.4 boardings per revenue hour of service provided. The route had lowest ridership among 10 routes and was 81% less productive than the system average.

### Purple 6A – Cocopah Reservation via Central Yuma and Somerton

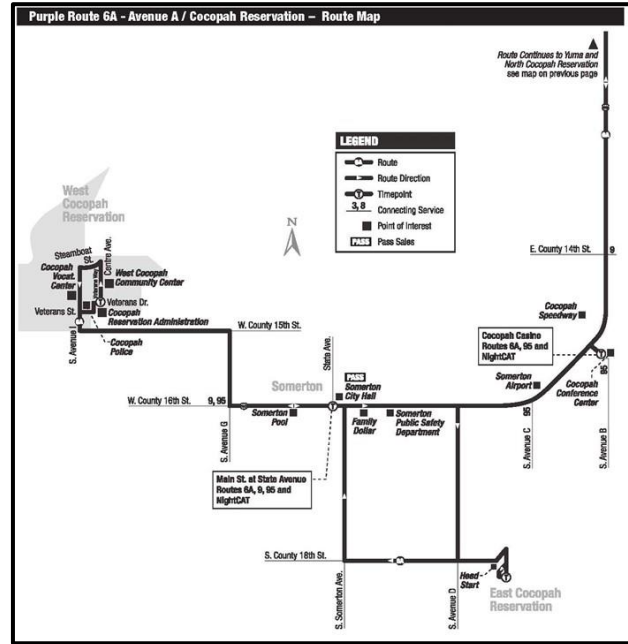
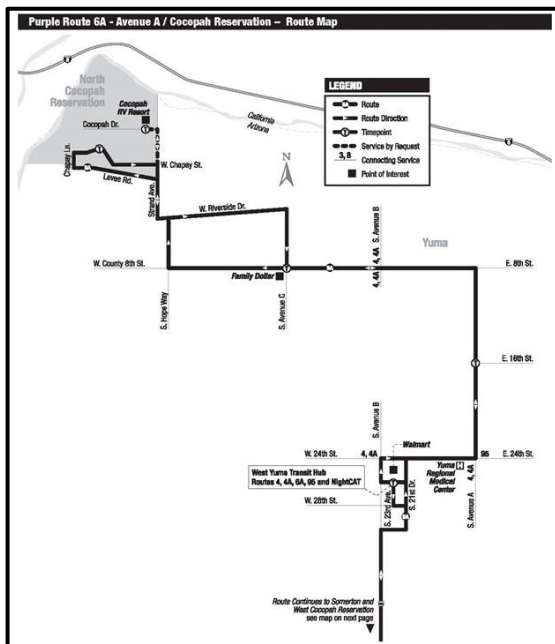
Purple 6A is uniquely designed to link the North, East and West Cocopah Reservation lands together with a single direct route. It covers a 30-mile alignment extending from the North Cocopah Reservation east and south through central Yuma via 8<sup>th</sup> Street, Avenue A and 24<sup>th</sup> Street to the West Yuma transfer hub; then continues south via Hwy 95 (Avenue B) toward Somerton with stops at the East Cocopah Head Start facility on Cottonwood Drive near County 18<sup>th</sup> Street, in central Somerton along Somerton Avenue and County 16<sup>th</sup> Street; and west to the West Cocopah Reservation with stops at the Tribal Office, Community Center, and other services. Within the Cocopah Reservation lands, Purple 6 will flex off route up to ¾-mile on either side of the route upon customer request at least one hour in advance. Key destinations along the route



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include North Cocopah RV Resort, Yuma Regional Medical Center, Yuma County Developmental Services, Tuscany Plaza, Cocopah Casino Resort & Conference Center, Head Start School, Tierra del Sol Elementary School, Main Street Somerton, Cocopah Museum, Tribal Police, Tribal Administrative Office, Cocopah Community Center, Vocational Training and Social Services Office.



The current alignment was implemented in October 2012 through consolidation of three routes Purple 6, Purple 6A, and Violet 7. The intent was to link the North, West and East Cocopah Reservation lands with a single route and eliminate the transfer required at the West Yuma transfer hub or Cocopah Casino for travel between the three separate areas of the Reservation. The weekday and Saturday schedule consists of 10 South/Westbound and 9 East/Northbound trips operating hourly to one-hour and twenty-five-minute headways (depending on time of day) between 6:50 am and 6:50 pm.

During FY 2019, Purple 6A generated 46,307 total boardings with an average productivity of 8.3 boardings per revenue hour of service provided. The route had the third highest ridership among 10 routes but was 33% less productive than the system average.

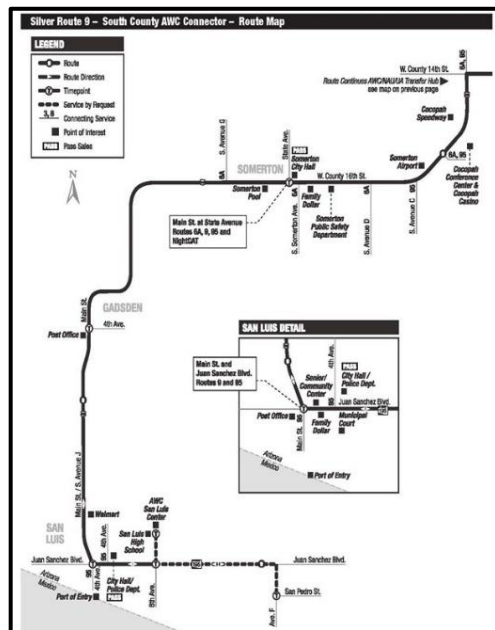
**Silver 9 – San Luis-AWC/NAU/UA**

Silver 9 is uniquely designed to connect southern Yuma County communities the AWC/NAU/UA campus complex. It follows a 34-mile alignment between the City of San Luis and AWC/NAU/UA transfer hub via Gadsen and Somerton. It operates Monday through Thursday only when the colleges are in session. The academic year schedule consists of three northbound trips in the morning and two southbound trips in the afternoon. The summer schedule consists of one trip in

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each direction when AWC is closed but NAU and UA are in session. Travel east of 8<sup>th</sup> Avenue in San Luis requires a 30-minute advance reservation.



Silver 9 began operation in January 2012 to address the need to connect students living in the rural communities in southern Yuma County to AWC/NAU/UA. The route was modified to provide flex service on school nights, including drop-offs in Somerton and the Cocopah Reservations. It was adjusted further in August 2014 to supplement Yellow 95 service in the Highway 95 corridor and to provide direct service between Somerton and AWC/NAU/UA.

During FY 2019, Silver 9 generated 15,950 total boardings with an average productivity of 18.1 boardings per revenue hour of service provided. The route had the sixth most riders among 10 routes and was the second most productive at 18.1 boardings per hour, 81% above the system average. With Silver 9 having a more direct route to the AWC more of the students are riding this route instead of Yellow 95.

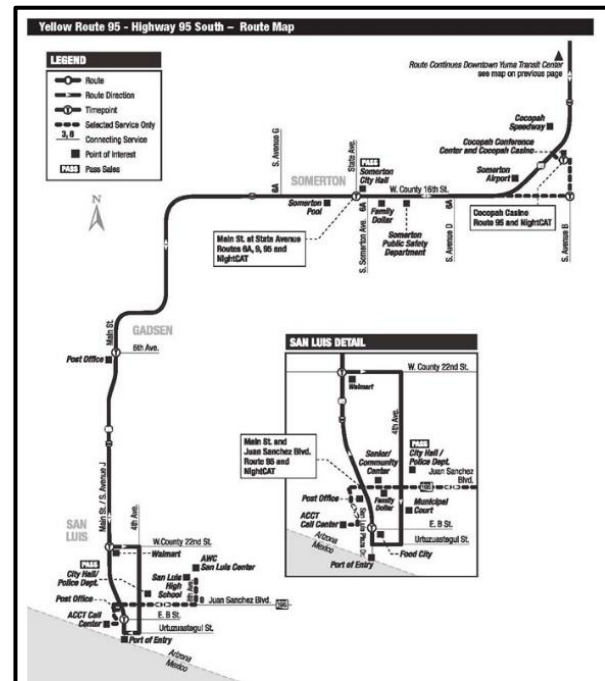
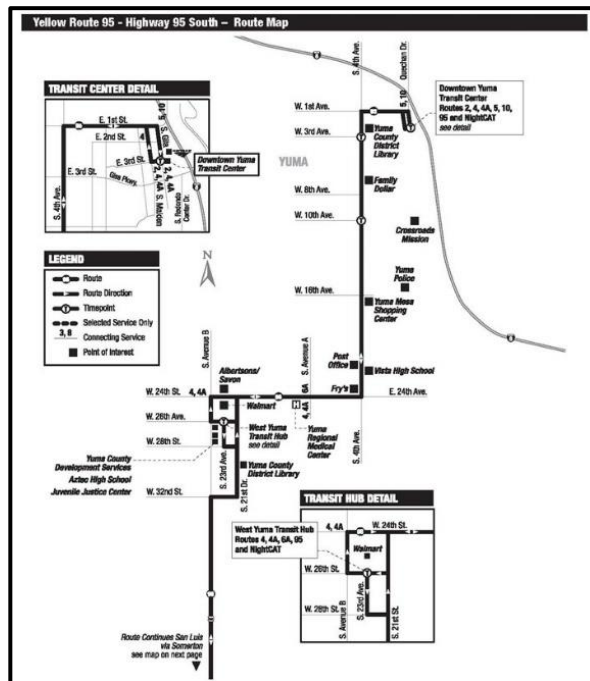
## Yellow 95 – Yuma-East Cocopah-Somerton-Gadsden-San Luis

Yellow 95 covers a nearly 26-mile alignment extending south from the DYTC to San Luis via WYTH, East Cocopah/Cocopah Casino, Somerton and Gadsden. In addition to the two transfer hubs, major destinations include the South 4<sup>th</sup> Avenue business corridor, Yuma Regional Medical Center, Walmart, Social Security office, Woodard Junior High, Yuma County Developmental Services, Cocopah Conference Center, Main Street Somerton, Main Street Gadsden, central San Luis and the Port of Entry.

Yellow 95 service was modified several times during 2012-2015 with longer service span, alignment adjustments through central Yuma, and selected trips extending to the ACCT Call Center in San Luis as notable outcomes. It last was restructured in August 2015 to replace discontinued Red 1 coverage and provide two-way operation on South 4th Avenue. Additionally, it was interlined with Orange 2 through the DYTC to optimize schedule cycles (*i.e.*, westbound Orange 2 buses continue as southbound Yellow 95; northbound Yellow 95 buses continue as eastbound Orange 2).

## SHORT RANGE TRANSIT PLAN

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The current weekday schedule consists of 17 round trips providing 30-minute headways from 5:35 am until 6:00 pm and hourly after 6:00 pm until 8:00 pm. The Saturday schedule consists of nine round trips providing hourly headways between 9:00 am and 6:45 pm. A one-way trip takes about 70 minutes end to end, depending on service day and time.

During FY 2019, Yellow 95 generated 256,092 total boardings, the most of any YCAT route and 56% of total fixed route ridership. It also had the highest service productivity in the system at 20.6 boardings per revenue hour, 66% above the system average.

### NightCAT 99

NightCAT provides flexible service on weeknights between 7:45 pm and 10:45 pm when Arizona Western College, Northern Arizona University or University of Arizona are in session. Reservations for service must be made by 6:00 pm on the day of travel. The service departs the AWC/NAU/UA transfer hub at 7:45 pm and 9:45 pm and alighting at requested destinations in Yuma, Somerton, San Luis, Cocopah and Quechan/Fort Yuma Reservations, Winterhaven, Fortuna Foothills, and unincorporated areas within a ¾-miles radius of a YCAT route.

### Special Services

- *Historic Yuma Trolley Tours* – tour of Historic Downtown Yuma departs at 10:00 am and ends at noon.
- *Ghost Trolley Tours* – hosted night tour through the streets of Yuma’s historic downtown district, Yuma Territorial Prison cemetery, and Sanguinetti House Museum.

### 5.5.3 Ridership and Productivity

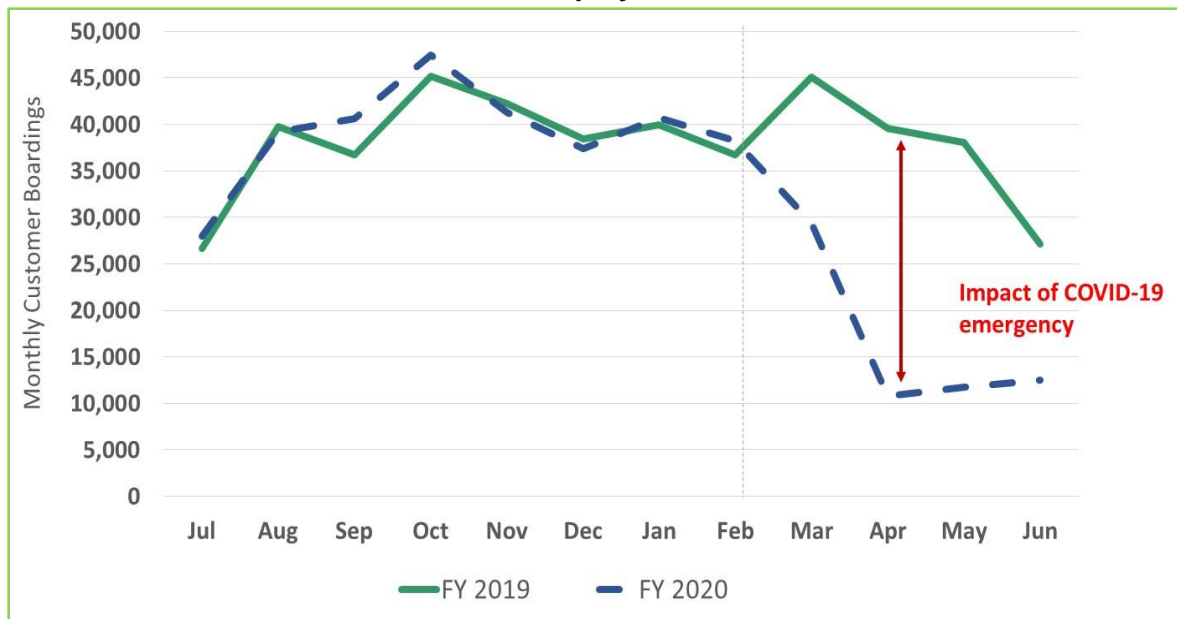
YCIPTA's 2013 Transit Service Evaluation Guidelines provide a monitoring tool with defined performance thresholds to be used when evaluating YCAT fixed route services. Exhibit 5.11 identifies minimum standards for service and financial productivity.

**Exhibit 5.11. Fixed Route Service Evaluation Criteria**

Performance Indicator	Route Class	Routes	Performance Standard
Boardings per Revenue Hour	Urban Fixed	2, 4/4A, 95	10
	Urban Flex	3, 6A	4
	Rural Fixed Route	5, 8, 9, 10	5
	Rural Flex	6A, 8	3
	Commuter/Express	9	20
	Special Shuttles	NightCAT, HolidayCAT	3
Net Cost per Boarding	System	NA	< \$10.00
Farebox Recovery	System	NA	> 20%

Under typical conditions, the most recent ridership data would be used for purposes of analysis. However, the use of FY 2020 full-year operating results must be tempered by the ongoing COVID-19 emergency that began to impact YCAT operations at the end of March 2020. Exhibit 5.12 offers a first look at the dramatic loss of fixed route ridership beginning in March and extending through the remainder the fiscal year FY 2020. Ridership through the first eight months (February) of the fiscal year was tracking 2.4% higher than in FY 2019; however, the COVID-19 emergency triggered a sharp ridership decline of 35% in March, 73% in April, 69% in May, and 54% in June 2020. Actual FY 2020 ridership of 377,419 reflects a 17.1% decline from FY 2019.

**Exhibit 5.12. YCAT Fixed Route Ridership by Month, FY 2019 and FY 2020**

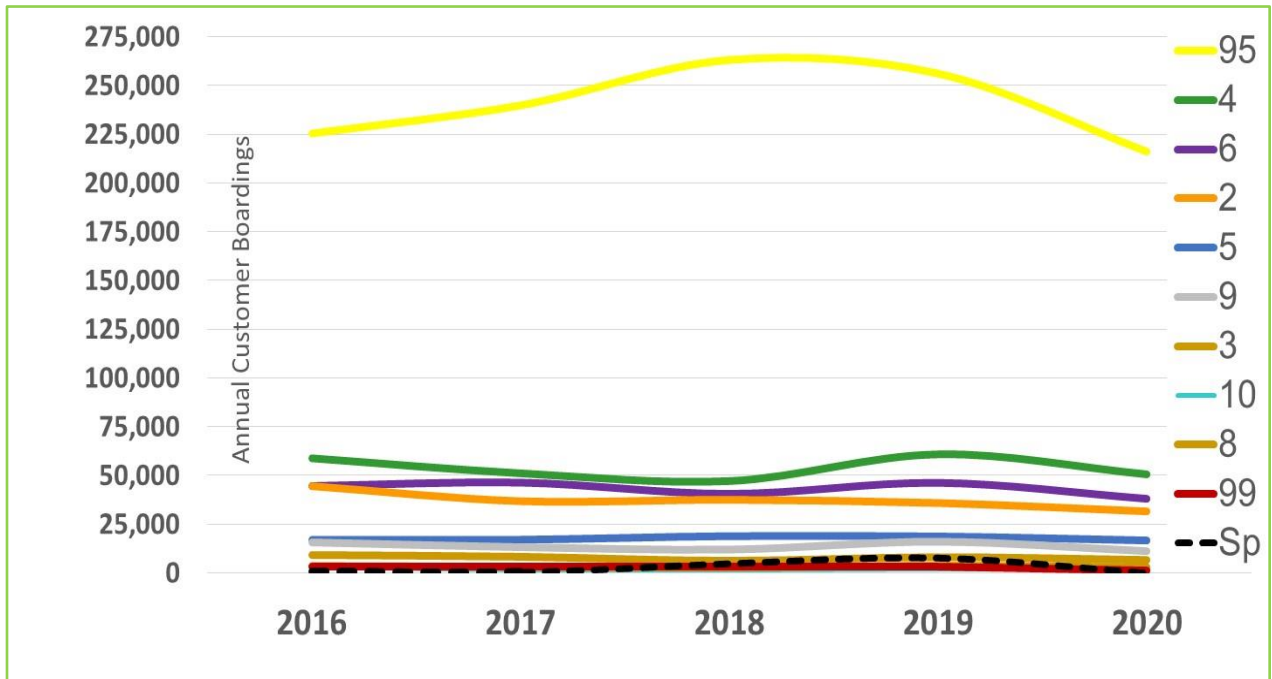


Yearly ridership by route is compiled in Exhibit 5.13 and displayed graphically in Exhibit 5.14. The data reflects nominal ridership gains on most routes between FY 2016 and FY 2019, and a significant decline in FY2020 due to the COVID-19 emergency.

**Exhibit 5.13. Fixed Route Ridership by Route, FY 2016-2020**

Route	2016	2017	2018	2019	2020
2 Orange	44,306	36,763	37,448	35,825	31,612
3 Brown	9,395	8,500	6,428	8,277	6,854
4 Green	58,649	51,122	47,216	60,636	50,603
5 Blue	17,062	17,134	18,744	18,630	16,777
6 Purple	44,680	46,414	40,635	46,307	38,091
8 Gold	3,696	3,251	2,869	3,838	3,069
9 Silver	15,589	13,072	11,825	15,950	10,963
10 Turquoise	3,079	1,748	1,641	2,084	2,317
95 Yellow	225,405	239,812	263,088	256,092	216,094
99 Night Cat	3,157	3,186	3,131	3,358	1,039
Special	557	394	4,931	7,834	0
<b>TOTAL</b>	<b>425,575</b>	<b>421,396</b>	<b>437,956</b>	<b>458,831</b>	<b>377,419</b>
Percent Change YoY	--	-1.0%	3.9%	4.8%	-17.7%

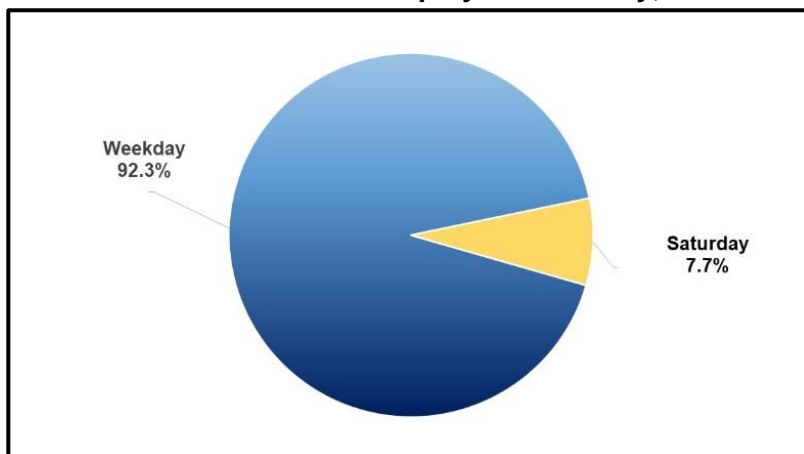
**Exhibit 5.14. Fixed Route Ridership by Route, FY 2016 - FY 2020**



In consideration of the severe impact of the pandemic on YCAT ridership volume and patterns in recent months, the service analysis is based on a combination of FY 2019 full-year operating results and the first eight months of FY 2020. The route segment analysis in the following section is based on data compiled from YCIPTA's automatic passenger counting (APC) data collected over an eight-month period from July 1, 2019 through February 29, 2020.

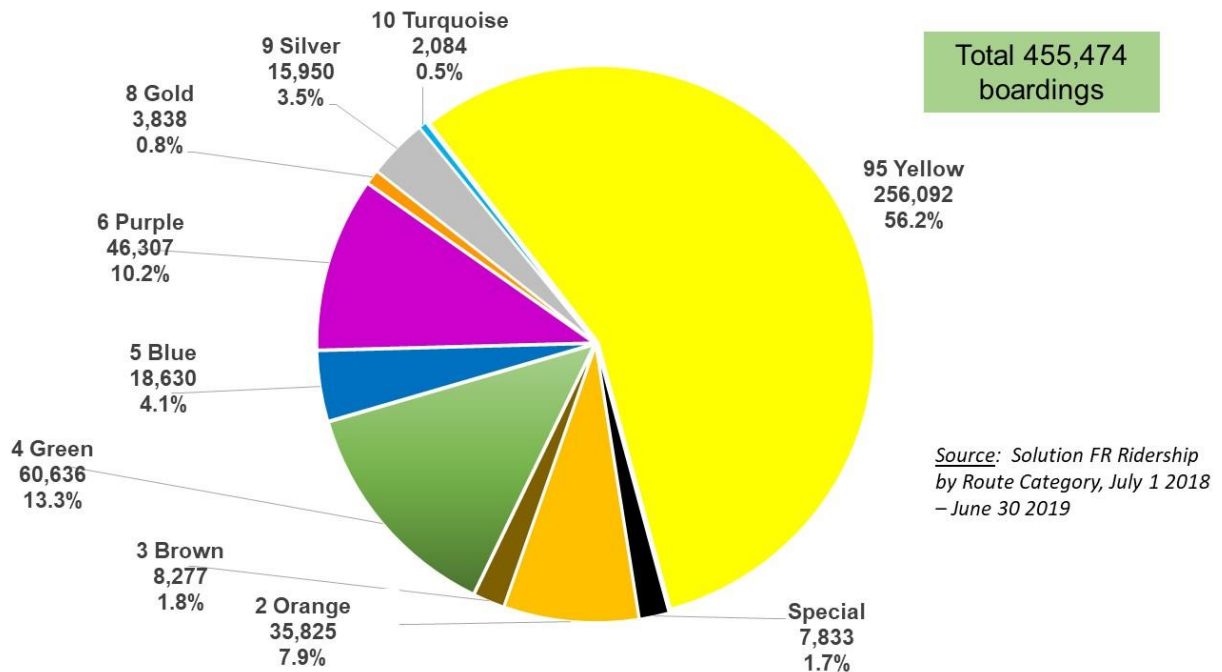
YCAT fixed routes and special services (excluding OnCall) carried nearly 459,000 passengers and operated at an average productivity of 12.4 boardings per revenue hour in FY 2019. Ridership is predominantly on weekdays as seen in Exhibit 5.15. Average daily ridership was 1,680 boardings per weekday and 524 per Saturday. YCAT does not operate on Sundays and holidays.

**Exhibit 5.15. Fixed Route Ridership by Service Day, FY 2019**



A distribution of FY 2019 ridership by route is displayed in Exhibit 5.16. Four routes (95 Yellow, 4 Green, 6 Purple (2 Orange) carried 80% of total fixed route ridership.

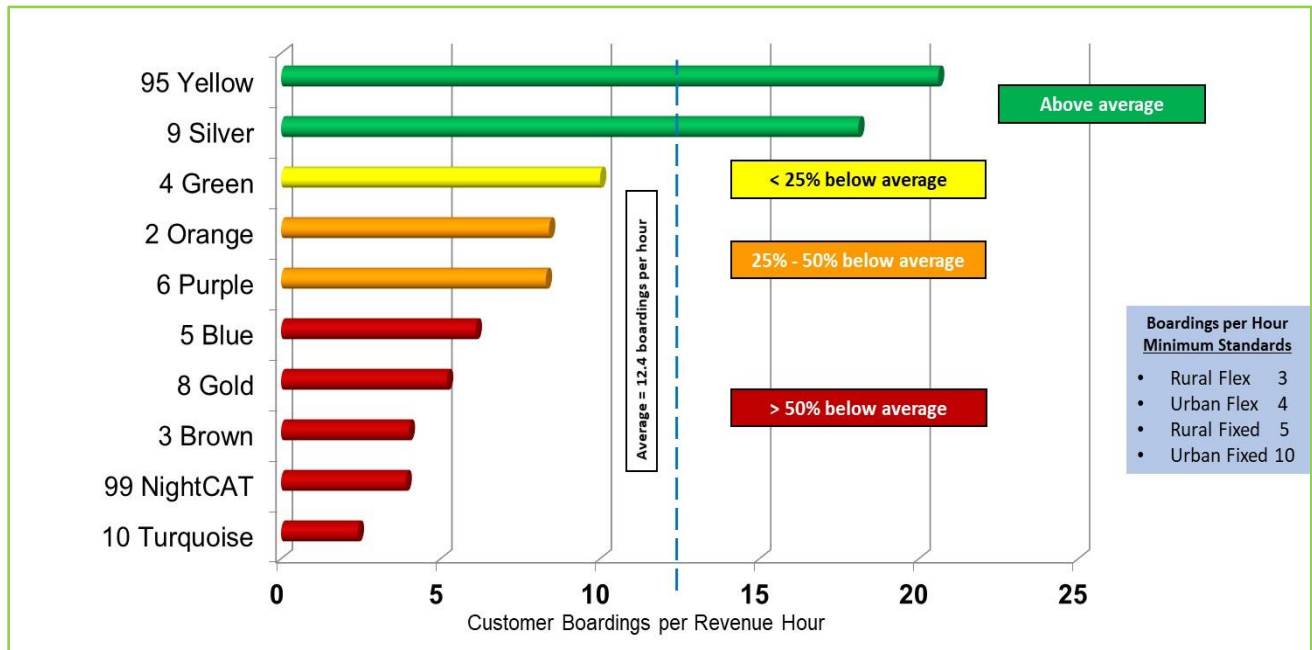
**Exhibit 5.16. Ridership Distribution by Route, FY 2019**



FY 2019 service productivity by route is displayed in Exhibit 5.17. Productivity is skewed with just two of 10 routes operating above the system average of 12.4 passengers per revenue hour. Moreover, five routes are substantially less productive than the system average.



**Exhibit 5.17. Service Productivity by Route, FY 2019**



### 5.5.4 Route Analysis

This section documents a detailed evaluation of YCAT weekday fixed route service at a route segment level. The data used for this exercise was compiled from YCIPTA’s automatic passenger counting (APC) data collected over an eight-month period from July 1, 2019 through February 29, 2020. Compiled boardings and alightings by route and direction are presented in tabular format in Appendix C.

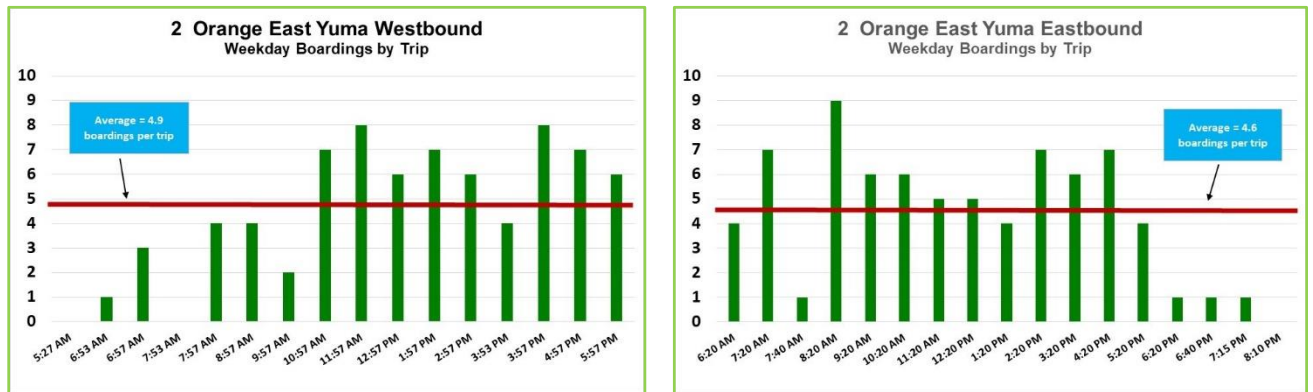
The results intentionally reflect customer traffic volumes that are 10%-15% higher than the calculated average weekday ridership that assumes the same ridership activity every day. The purpose is to more accurately show where boarding and alighting activity occurs, including at those bus stops that may not generate ridership activity every day. While boarding and alightings are rounded to the nearest whole number, in fact the larger sample size afforded by APC data causes fractional ridership most bus stops in the system. In effect, the data presents ridership activity as it likely occurs on the busiest ridership days of the year.

#### Orange 2 – Central Yuma – East Yuma – AWC/NAU/UA

Orange 2 operates 12 westbound and 11 eastbound trips on hourly headways between the DYTC (Gila @ 3<sup>rd</sup>) and the AWC/NAU/UA transfer hub (E 24<sup>th</sup> Street east of S Avenue 8E). Weekday service averages just under five boardings per one-way trip, as shown in Exhibit 5.18. Customer travel is characterized by greater eastbound travel toward the colleges on morning trips, and westbound travel back to central Yuma in the afternoon.



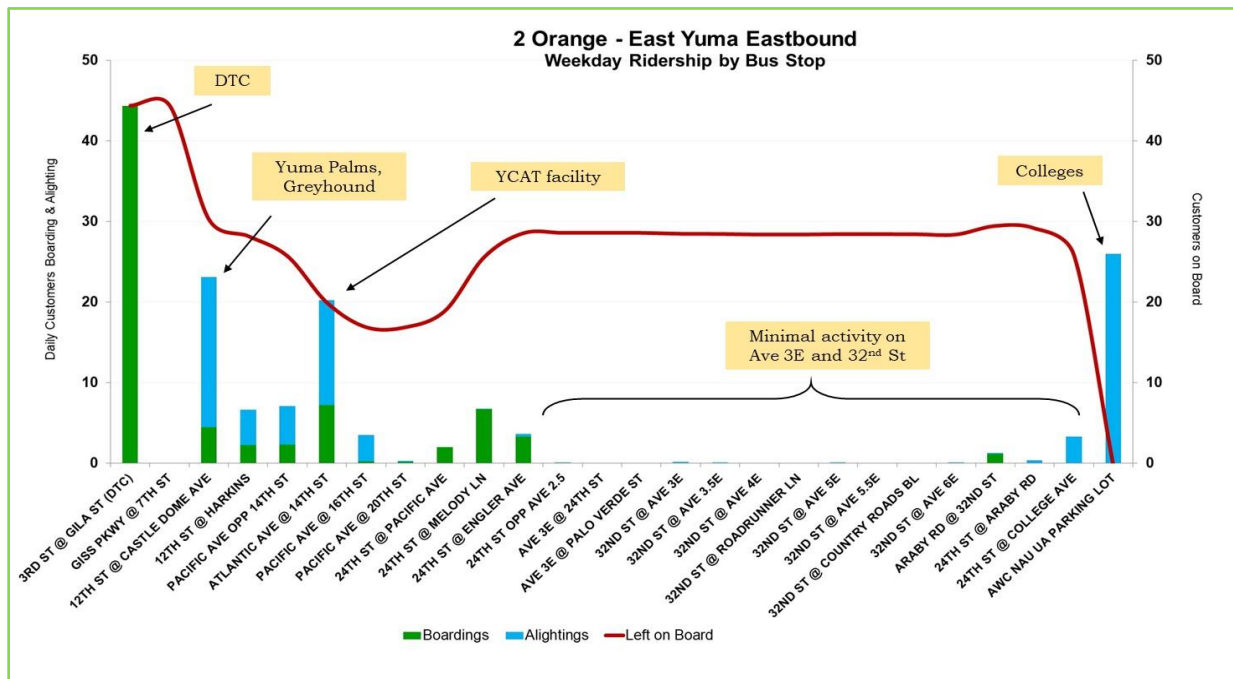
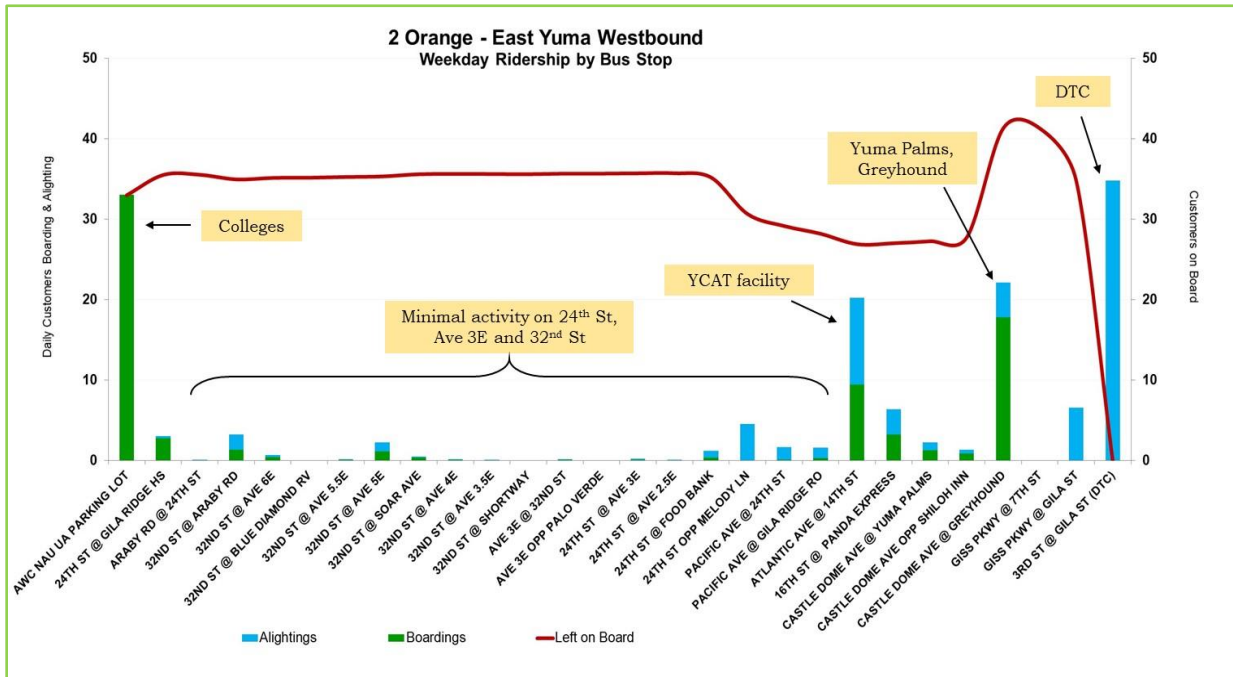
**Exhibit 5.18. Orange 2 Weekday Boardings by One-way Trip**



Weekday ridership activity by direction and bus stop is displayed in Exhibit 5.19. These graphs show the distribution of total daily boardings (green bars) and alightings (blue bars) occurring sequentially along the route, as well as the total number of customers on board over the course of the trip (red line). Two-thirds of weekday ridership activity occurs at the route terminals. Boarding patterns reflect the strong influence of the colleges as a primary destination and account for at least one-third of total westbound boardings and eastbound alightings. A significant portion of the boarding and alighting activity at the DYTC is attributable to transfers to other YCAT bus routes including 4/A Green, 5 Blue and 10 Turquoise. The data suggests that the operational interlining of Routes 2 Orange and 95 Yellow through Downtown Yuma is used by some customers who need to ride both routes to complete their one-way trip.

The maximum load point for westbound service occurs at the bus stop on Castle Dome Avenue north of Yuma Palms Parkway. This stop serves Yuma Palms Shopping Center and the Greyhound bus stop. The maximum load for eastbound service occurs at the DYTC. Late afternoon westbound trips attract customers traveling back from Yuma Palms to central Yuma. Except for college-related customer traffic, there appears to be little purpose to operating beyond 16<sup>th</sup> Street and Pacific Avenue. Ridership activity is minimal along 24<sup>th</sup> Street, Avenue 3E, and 32<sup>nd</sup> Street where there is limited development.

**Exhibit 5.19. Orange 2 Weekday Boardings by Directional Bus Stop**

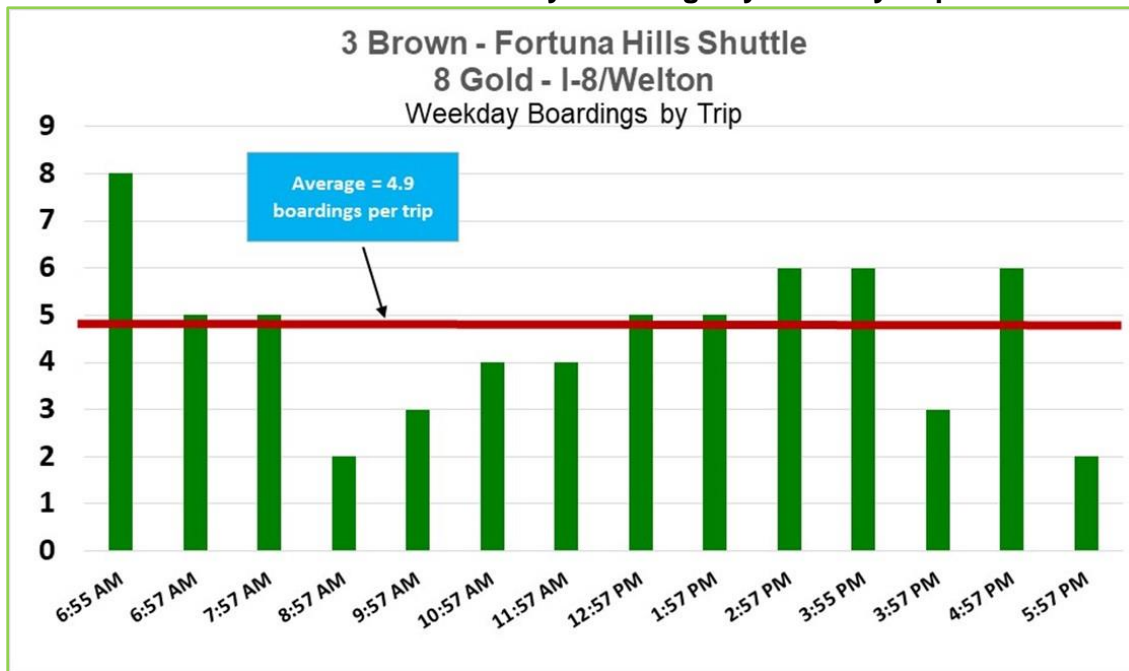


**Brown 3 – Fortuna Foothills / Gold 8 – I-8 / Wellton**

These routes appear on a common timetable because both cover a common alignment between the Yuma County Library Foothills Branch (I-8 South Frontage Road east of the Foothills Boulevard interchange) and the AWC/NAU/UA campus (E 24<sup>th</sup> Street east of S Avenue 8E). Brown 3 operates nine round trips on hourly headways between the two terminals. Route 8 Gold

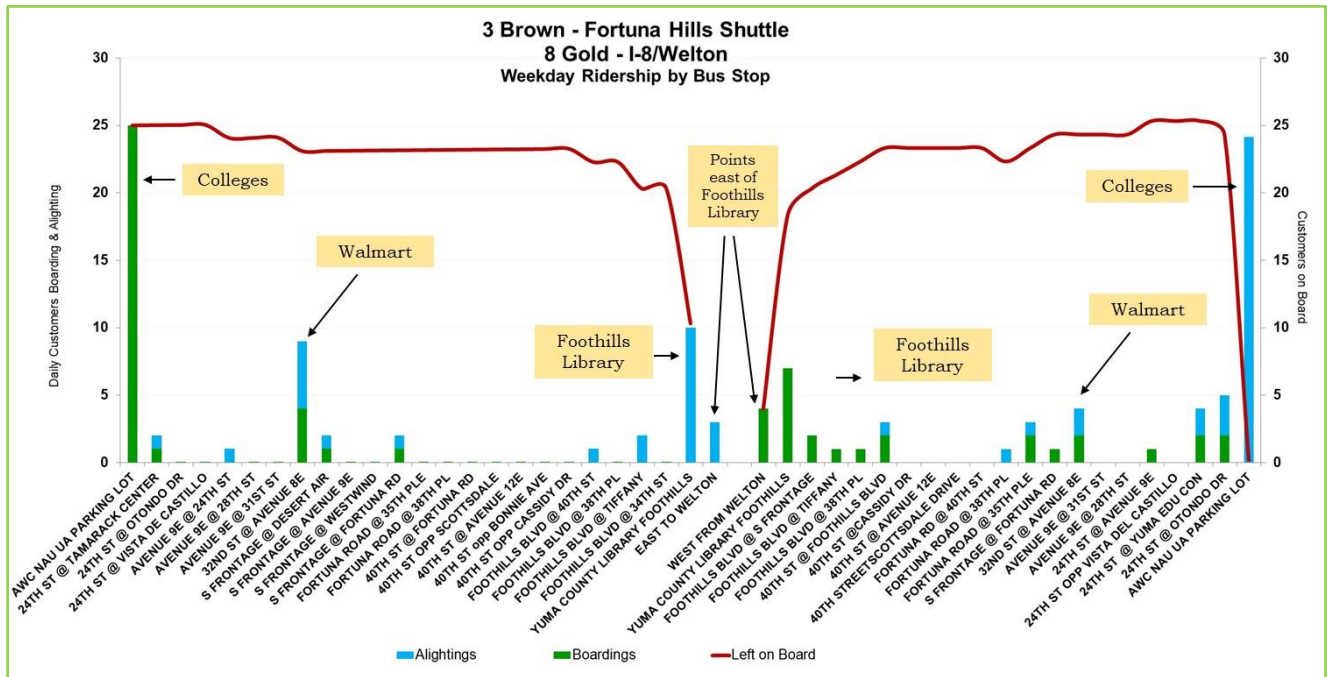
operates one morning westbound trip originating in Wellton via Dome Valley, and one afternoon round trip between Wellton and the AWC/NAU/UA campus. Weekday service averages just under five boardings per one-way trip as shown in Exhibit 5.20. Ridership activity is relatively constant across the service day with the morning trip from Wellton generating eight boardings, and afternoon trips between 3:00 pm and 5:00 pm also generating ridership above the daily average.

**Exhibit 5.20. Brown 3 / Gold 8 Weekday Boardings by One-way Trip**



Weekday ridership activity by direction and bus stop is displayed in Exhibit 5.21. Two-thirds of weekday ridership activity occurs at the two route terminals. Walmart is a significant intermediate A significant portion of the customer boarding and alighting activity at the AWC/NAU/UA campus is attributable to transfers to/from Routes 2 Orange for continuing travel to central Yuma, and 9 Silver for direct travel to southern Yuma County. The maximum load point in both directions occurs immediately east of the AWC/NAU/UA campus. Average weekday ridership east of the Library to/from Wellton is estimated at three boardings on the morning trip and four alightings on the afternoon trip.

**Exhibit 5.21. Brown 3 / Gold 8 Weekday Boardings by Directional Bus Stop**



**Green 4/4A – Central Yuma Circulator**

Green 4/4A follows a nearly 17-mile loop alignment through central Yuma via the Downtown Yuma and West Yuma transfer hubs. The weekday schedule consists of 12 clockwise and 11 counterclockwise trips. Weekday service averages 13 boardings per clockwise trip and nearly 15 boardings per counterclockwise trip as shown in Exhibit 5.22. Customer traffic is spread across the service day with most trips operating before 5:00 pm generating 10 or more boardings per trip.

**Exhibit 5.22. Green 4/4A Weekday Boardings by One-way Trip**



Weekday ridership activity by direction and bus stop is displayed in Exhibit 5.23. The maximum load point in both directions is near the West Yuma transfer hub, which accounts for 29% of total weekday boarding and alighting activity. The DYTC accounts for 11% of total activity. Other significant trip generators include:

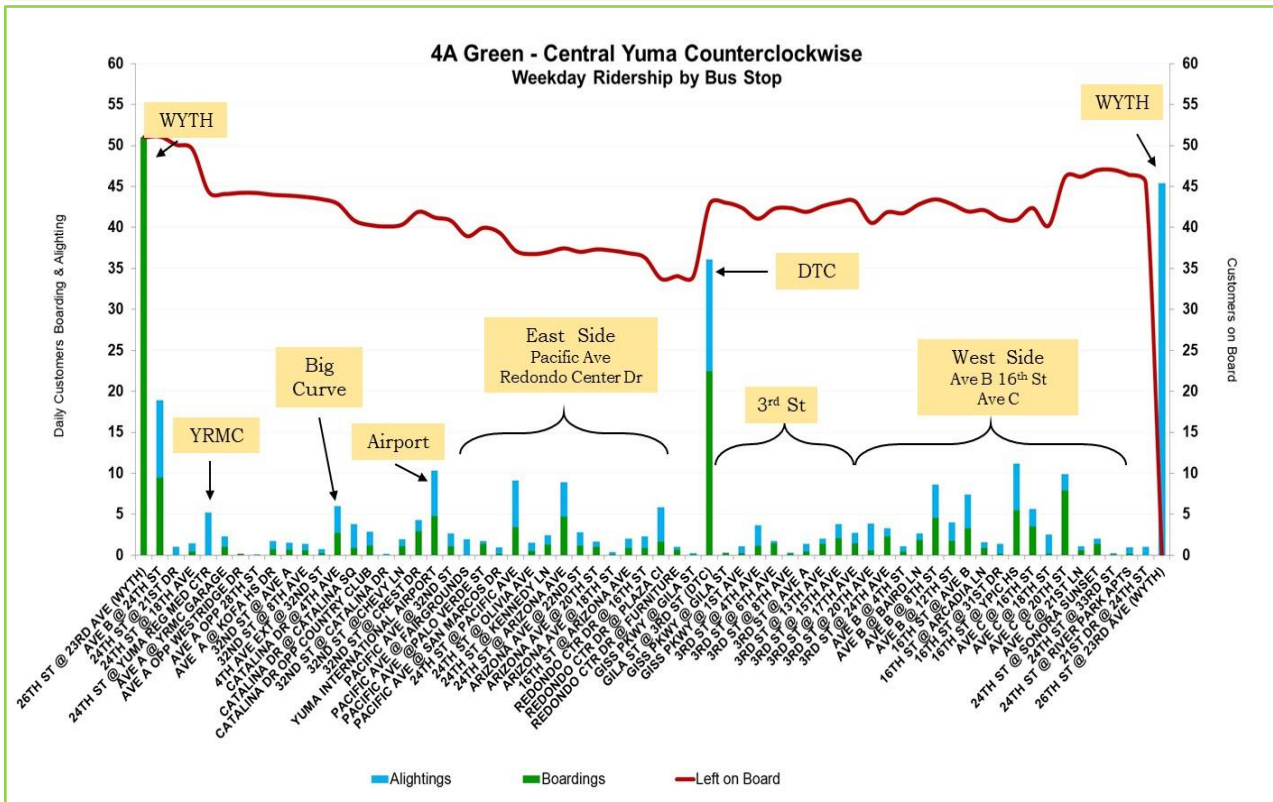
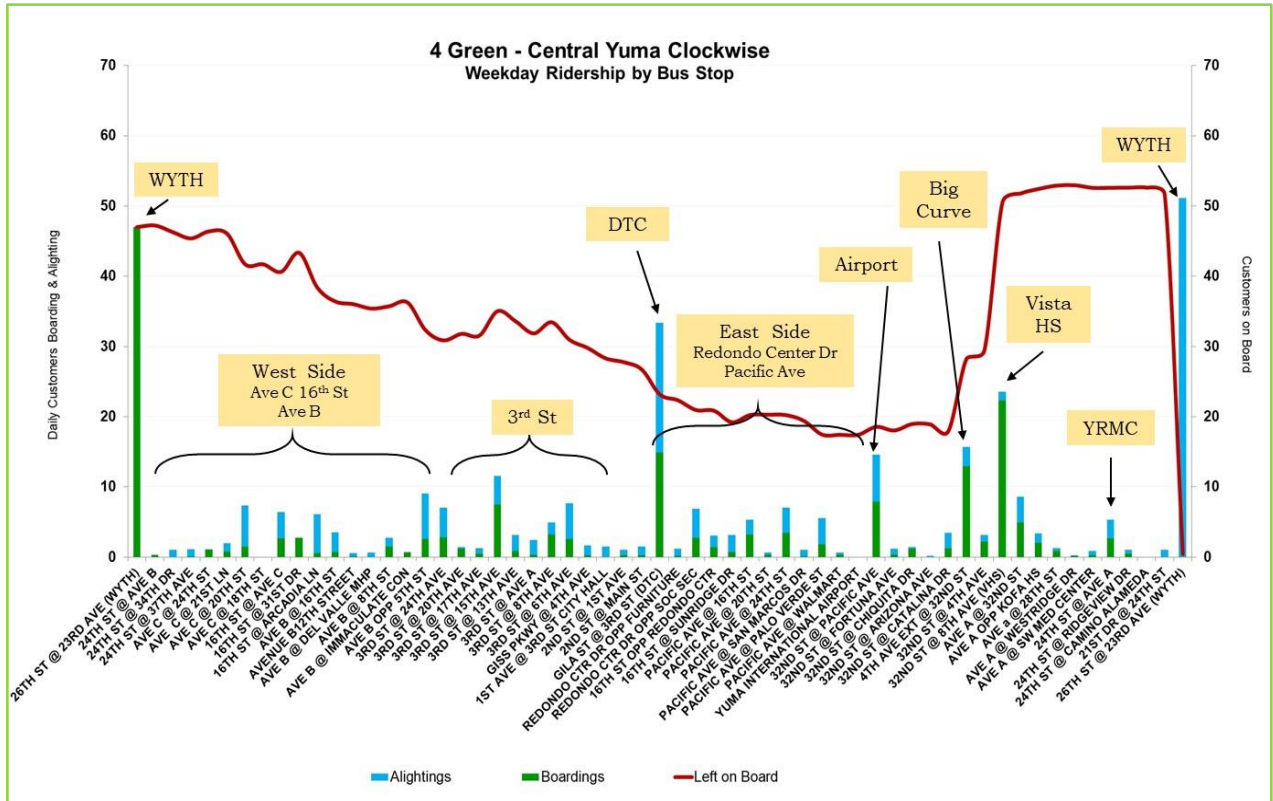
SHORT RANGE TRANSIT PLAN

Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

- Vista High School (Avenue A @ 32<sup>nd</sup> Street)
- Big Curve retail district centering on 32<sup>nd</sup> Street and South 4<sup>th</sup> Avenue
- Yuma International Airport terminal (32<sup>nd</sup> Street at Pacific Avenue)
- 3<sup>rd</sup> Street @ 15<sup>th</sup> Avenue (MLK Youth Center, Adult Day Care)
- Avenue B and 8<sup>th</sup> Street (Walmart Neighborhood Market)
- YPIC High School (16<sup>th</sup> Street @ Avenue C)



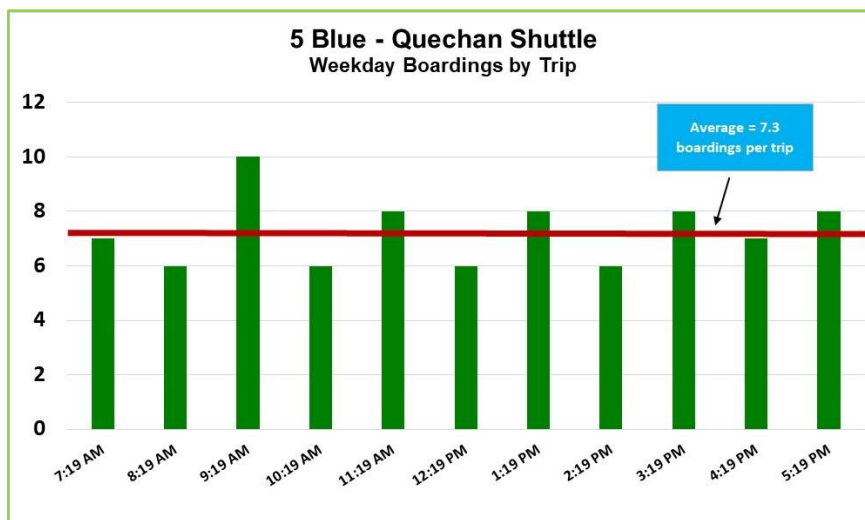
**Exhibit 5.23 Green 4/4A Weekday Boardings by Directional Bus Stop**



Blue 5 – Yuma-Paradise Casino-Winterhaven-Quechan Reservation  
Turquoise 10 – Yuma-Quechan Reservation-El Centro

These routes could appear on a common timetable because both serve common destinations including the DYTC, Winterhaven Center, and Quechan Casino Resort. Blue 5 operates 11 round trips on hourly headways between the DYTC and the Andrade Port of Entry. Alternating trips terminate at the Quechan Casino Resort and use the time saved to offer flexible pickup and drop-off service on the Reservation by customer request. Weekday service averages 7.3 boardings per one-way trip as shown in Exhibit 5.24. Ridership activity is evenly over the course of the service day.

**Exhibit 5.24. Blue 5 Weekday Boardings by One-way Trip**

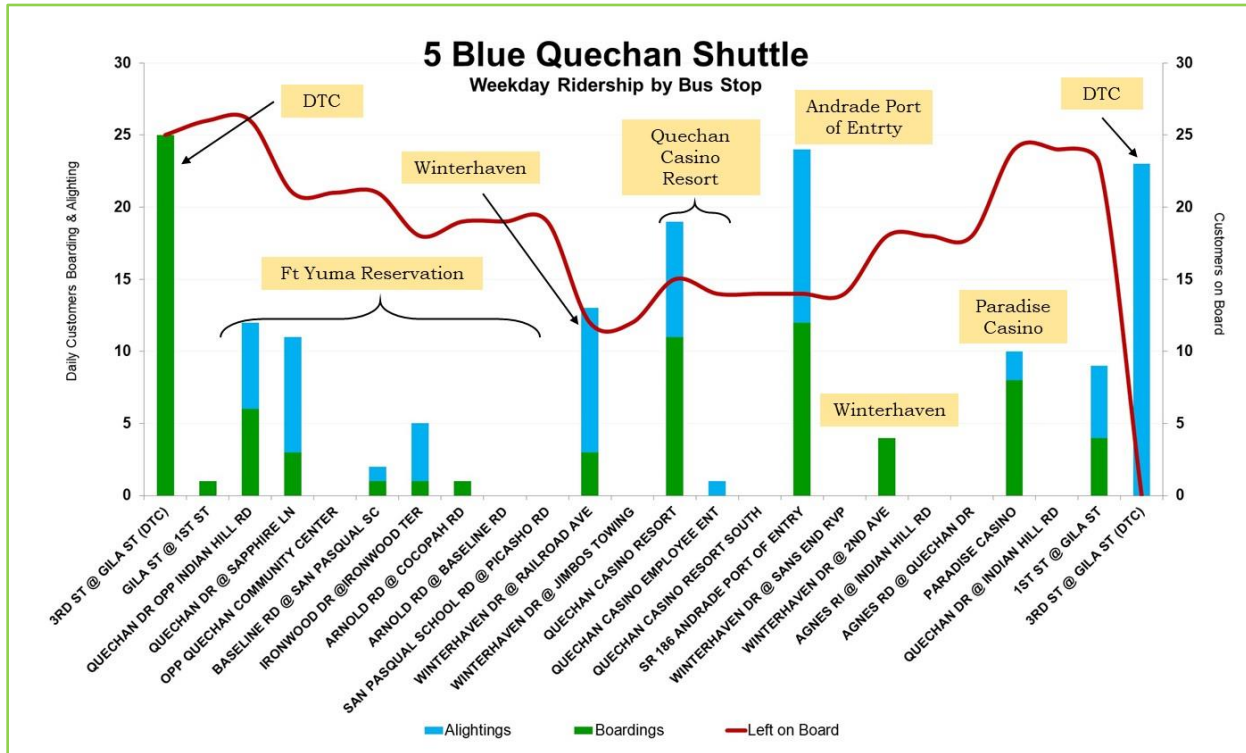


Weekday ridership activity by direction and bus stop is displayed in Exhibit 5.25. One-third of total weekday ridership activity occurs at the DYTC, and the Andrade Port of Entry accounts for 15% of total activity. The maximum load point in both directions is in downtown Yuma. Other significant trip generators include:

- Quechan Casino Resort
- Paradise Casino
- Winterhaven Center (Railroad Avenue)
- Pipa Market (Quechan Drive @ Sapphire Lane)
- Indian Hill Road
- Ironwood Community Center

Route Turquoise 10 operates two round trips on Mondays, Wednesdays and Fridays between the DYTC and the El Centro Bus Terminal via the Paradise Casino, Winterhaven Center, and Quechan Casino Resort. Average daily ridership is 14 boardings. Ridership activity by bus stop was not available for this analysis.

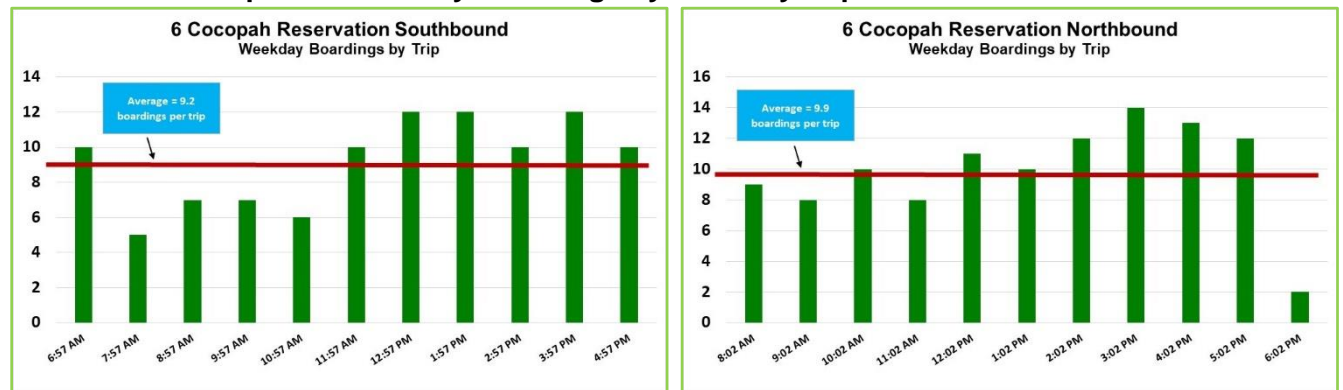
**Exhibit 5.25. Route 5 Blue Weekday Boardings by Directional Bus Stop**



Purple 6A – Cocopah Reservation via Central Yuma and Somerton

Route Purple 6A is designed to connect the three separate areas (North, South and West) of the Cocopah Reservation via central Yuma and WYTH. Weekday service averages 10 boardings per one-way trip, as shown in Exhibit 5.26. Customer traffic is nominally higher on afternoon trips but otherwise spread evenly across the day.

**Exhibit 5.26. Purple 6A Weekday Boardings by One-way Trip**



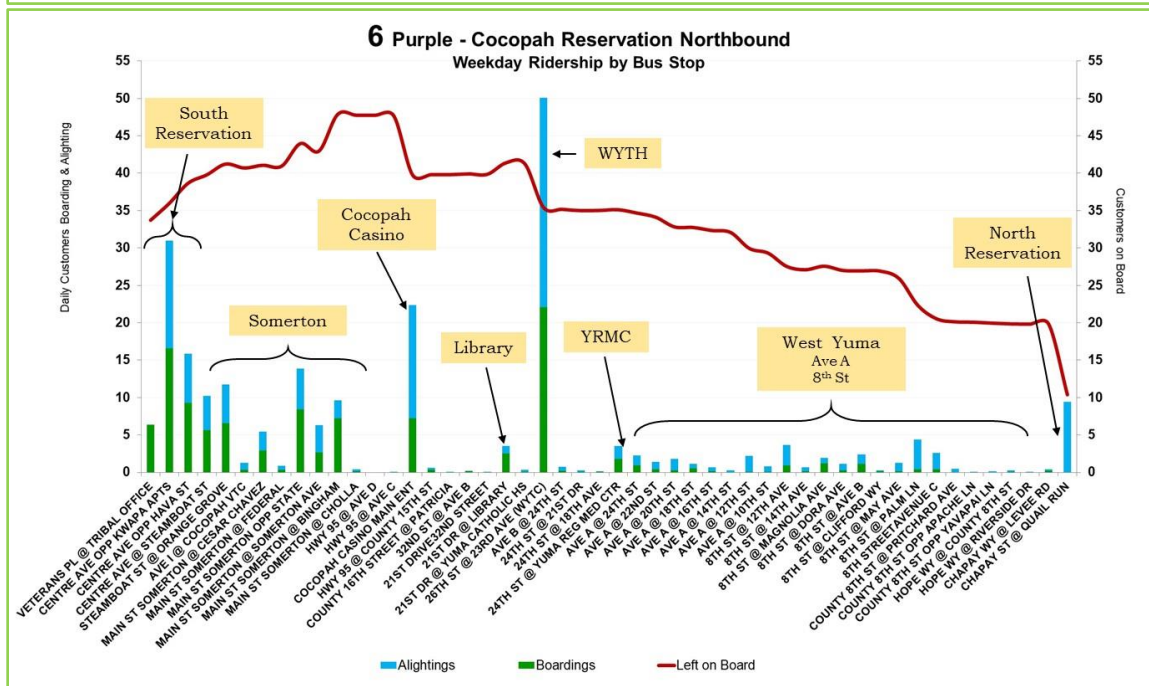
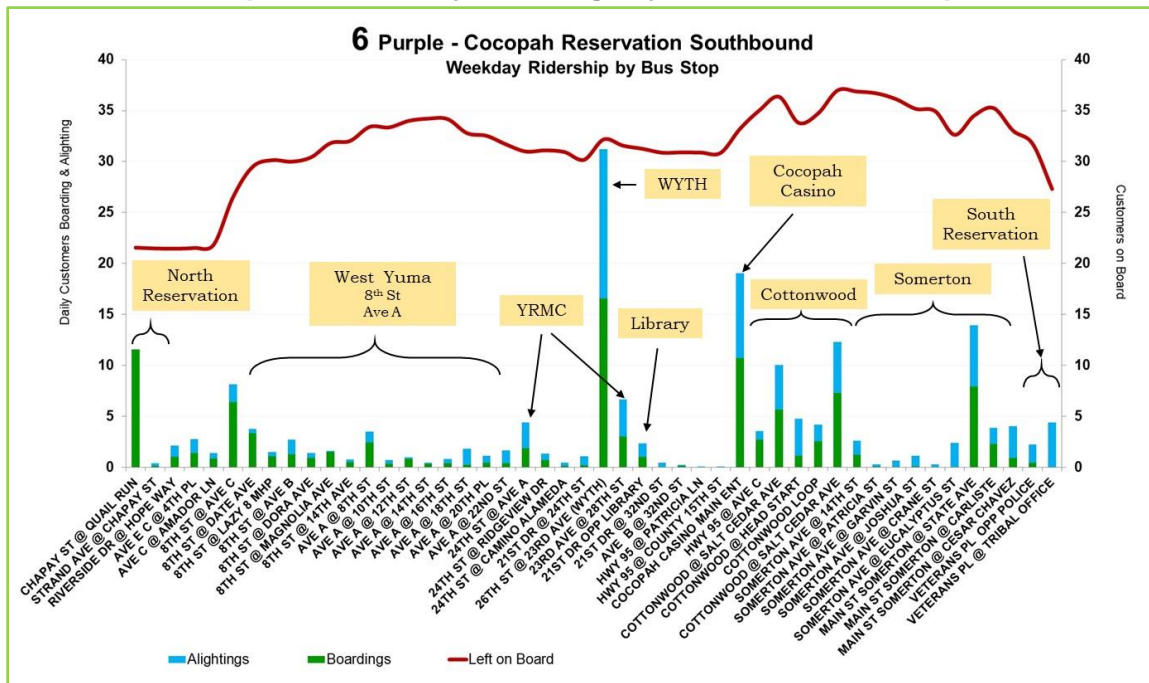


SHORT RANGE TRANSIT PLAN

Prepared for the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the Yuma Metropolitan Planning Organization (YMPO)

Weekday ridership activity by direction and bus stop is displayed in Exhibit 5.27. Ridership is higher on the southern portion of the line between the South Reservation and WYTH. The maximum load point in both directions occurs between Somerton and the Cocopah Casino. The West Yuma transfer hub accounts for 20% of total weekday boarding and alighting activity. Other significant trip generators include Somerton (15%) and the Cocopah Casino (10%).

**Exhibit 5.27. Purple 6A Weekday Boardings by Directional Bus Stop**



Silver 9 – San Luis-AWC/NAU/UA

Silver 9 provides a direct one-seat ride between southern Yuma County communities and the AWC/NAU/UA campus in east Yuma. It operates Monday through Thursday only when the colleges are in session.

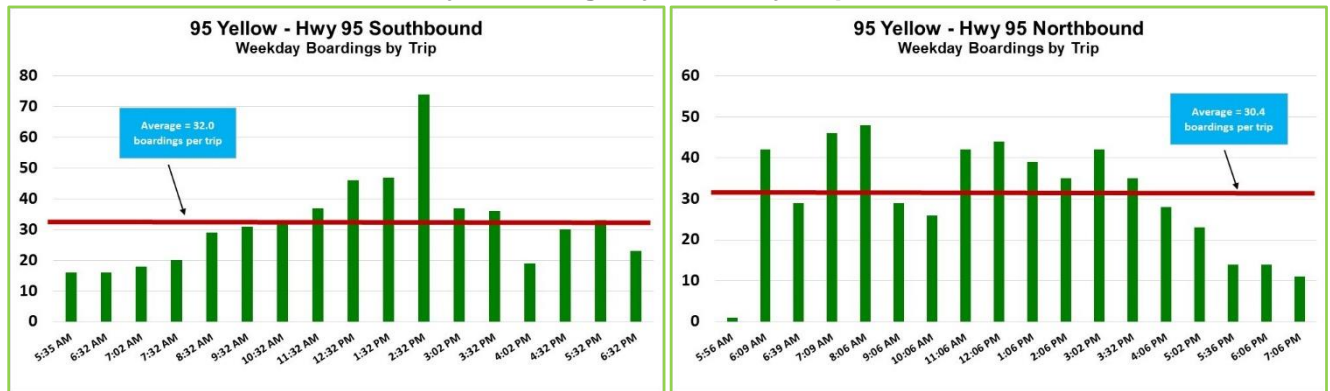
- The academic year schedule consists of three northbound trips in the morning and two southbound trips in the afternoon.
- The summer schedule consists of one trip in each direction when AWC is closed but NAU and UA are in session. Travel east of 8<sup>th</sup> Avenue in San Luis requires a 30-minute advance reservation.

Compiled data reflecting Silver 9 ridership and productivity by service day, one-way trip and bus stop were unavailable for this analysis. The route attracted 10,512 boardings in FY 2020, compared to 15,950 in boardings in FY 2019. FY 2020 pre-pandemic average weekday ridership during the academic year ranged between 90 – 115 boardings. The service is relatively productive at 15.6 boardings per revenue hour or 26% above the system average.

Yellow 95 – Yuma-East Cocopah-Somerton-Gadsden-San Luis

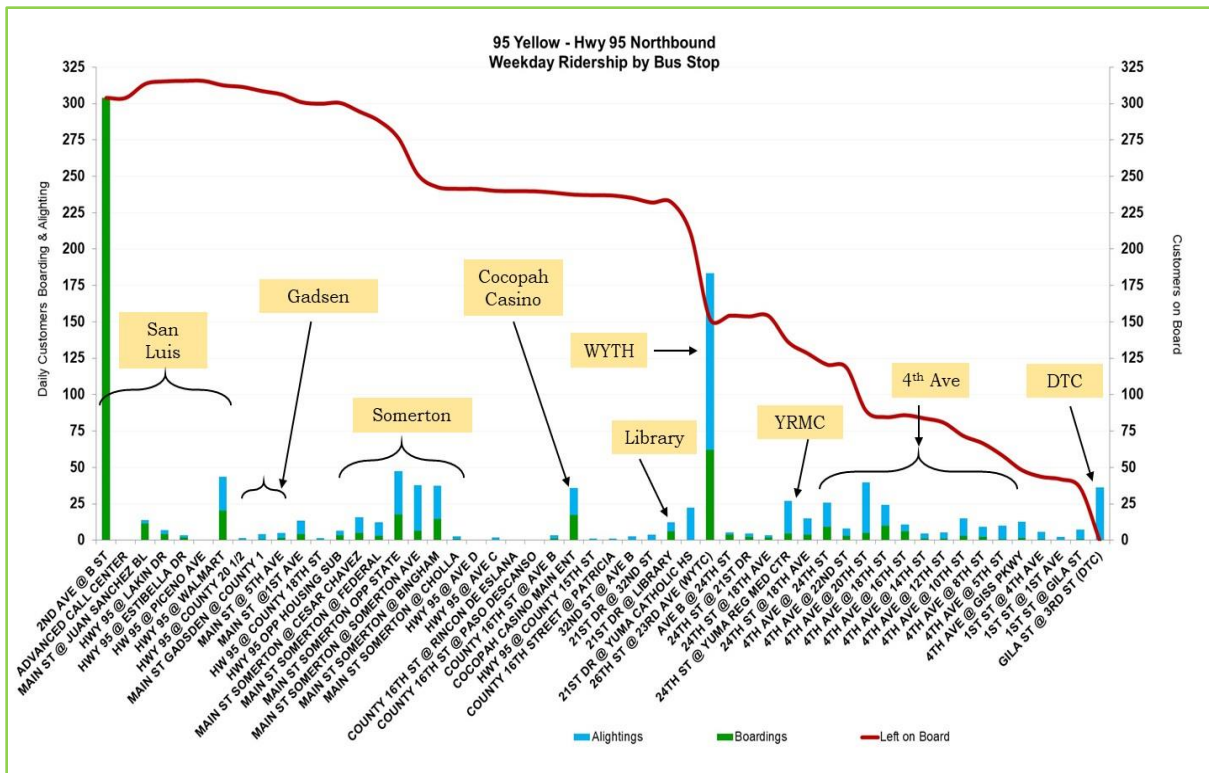
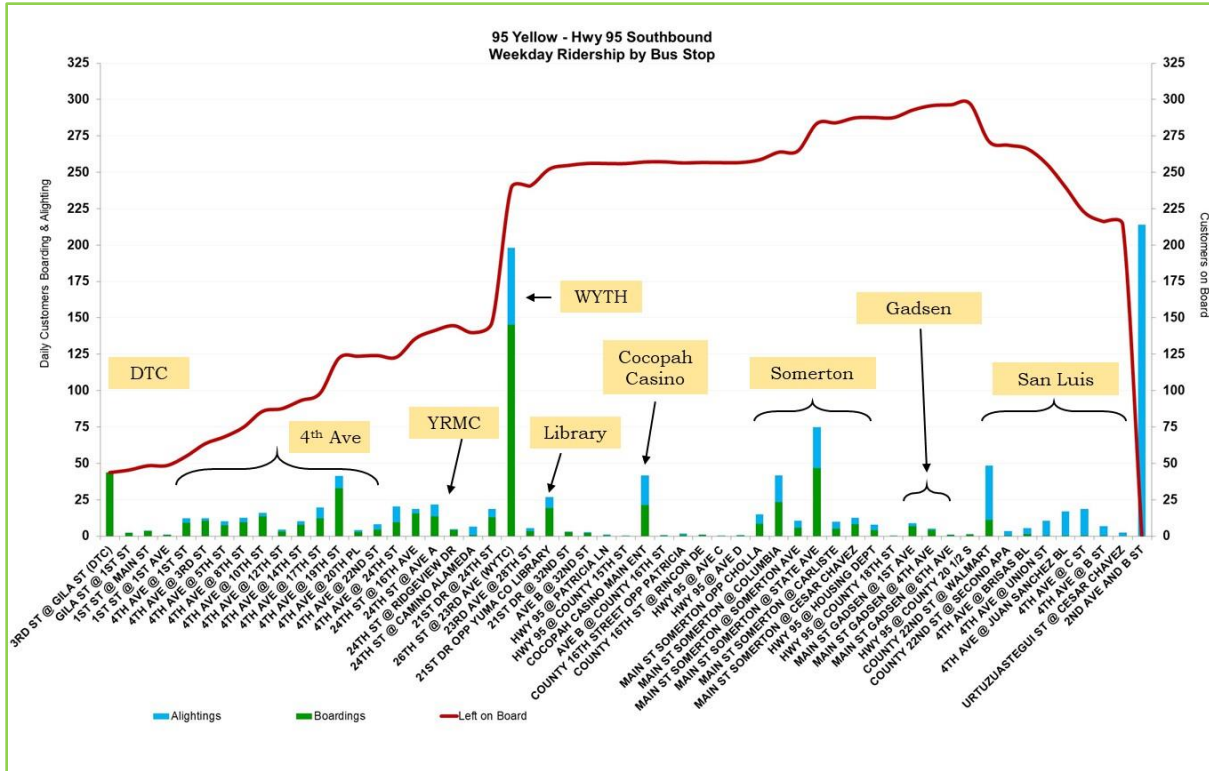
Yellow 95 operates 17 round trips on 30-minute headways between the DYTC (Gila @ 3<sup>rd</sup>) and the City of San Luis at the Mexican border. It is by far YCAT’s dominant route averaging over 31 customer boardings per one-way trip, as shown in Exhibit 5.28. Customer travel is characterized by greater northbound travel toward central Yuma on morning trips, and southbound travel back to central Yuma in the afternoon.

**Exhibit 5.28. Yellow 95 Weekday Boardings by One-way Trip**



Weekday ridership activity by direction and bus stop is displayed in Exhibit 5.29. Ridership is distributed among route segments commensurate with the population density and land development patterns along the line. The maximum load point in both directions occurs near the northern gateway to the City of San Luis.

**Exhibit 5.29. Yellow 95 Weekday Boardings by Directional Bus Stop**



### 5.5.5 Revenue Analysis

Fares are collected on board all YCAT routes. Accepted fare media include cash, day pass, 10-ride pass, and 31-day pass. No paper transfers are issued. Current YCAT fare types and rates are summarized in Exhibit 5.30.

All YCAT buses feature new **GFI Genfare Fastfare fareboxes**. When a vehicle pulls into the yard, it is probed, farebox information is downloaded, and the farebox unlocks. The farebox is then removed from the vehicle and dumped into the vault. This takes place daily. At no time does the driver or utility worker have access to the fare revenue. Each morning, a dispatcher and road supervisor get money bags, empty the vault, run a report, put the report in with the cash, seal the bags, and put the bags in the safe in the money room, which is equipped with cameras. Loomis armored car service picks up the money and takes it to be counted.

**Exhibit 5.30. YCAT Fare Structure and Rates, June 2020**

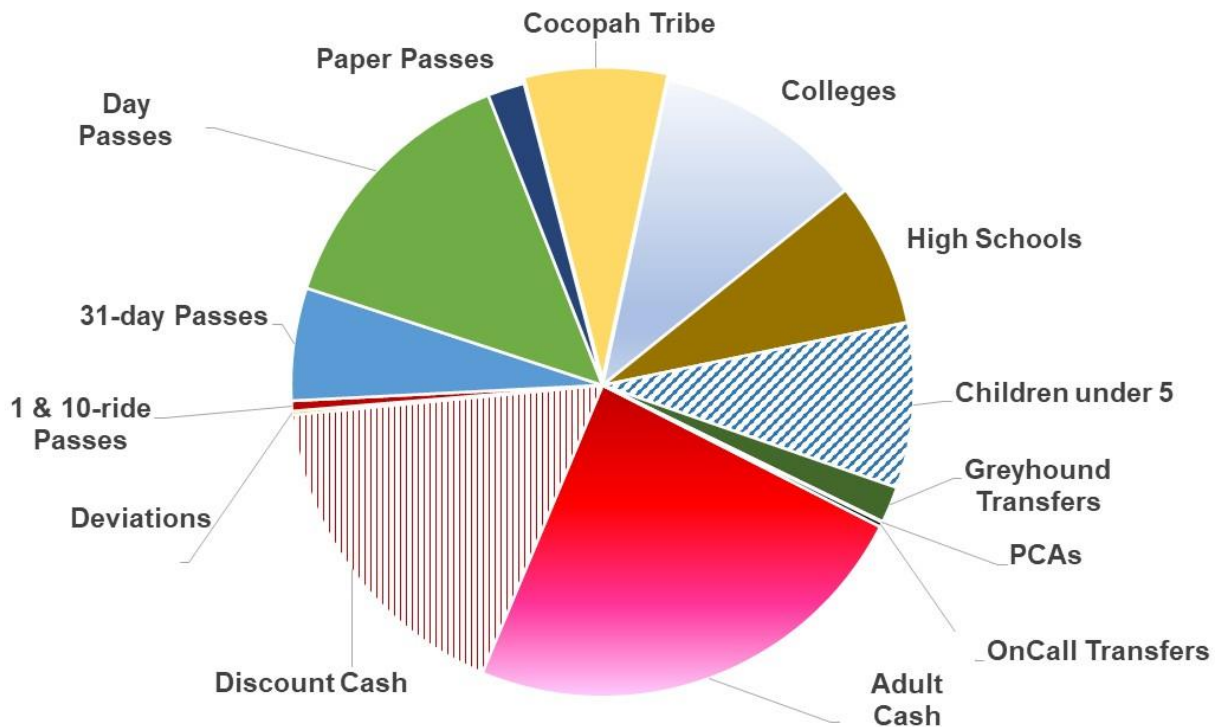
Fare Type	Adult Fare	Discount Fare
Cash	\$2.00	\$1.00
Deviation (Routes 3, 6A, 5, 8, 10 in El Centro)	\$2.00	\$2.00
Route 10 Cash only	\$2.00	\$2.00
Day pass	\$5.00	\$2.50
10-Ride Pass	\$17.50	\$7.50
31-day pass	\$60.00	\$30.00
Child (age 5 & under) – up to four	NA	Free
Child (age 5 & under) – fifth or more	NA	\$1.00
AWC/NAU/UA	Free w/ ID	Free w/ ID
Cocopah Tribal member	Free w/ ID	Free w/ ID
High School	NA	\$1.00 w/ID
Class Pass	NA	\$45.00

Additionally, several customer segments are prepaid through separate fare agreements with the Cocopah Tribal Government, Arizona Western College, Northern Arizona University/University of Arizona, Aztec High School, Vista High School and Yuma Private Industry Council Charter High School. These agreements allow tribal members and school employees, faculty and students to avoid onboard fare payment and instead show a valid ID upon boarding.

A distribution of fixed route customer boardings by fare media used are highlighted in Exhibit 5.31. Cash is the most common form of payment used by 41% of total boardings. Customer segments covered by fare agreements comprise 26% of total boardings; including AWC and NAU/UA students, faculty and employees (11%), Cocopah Tribal members (7.4%), Vista High School (4.4%), Aztec High School (1.9%) and YPIC High School (1.2%) students. Prepaid passes account for 22% of total boardings, including with Day passes (14%) and 31-day passes (6%) commonly used. Use of single ride and 10-ride passes is negligible at 0.5% of total boardings. Fare-free boardings mostly include children under five years of age (8.6%). Greyhound tickets (1.9%) are accepted on YCAT routes to the ultimate city or town shown on the ticket based on routes that connects with the Greyhound bus stop located at 1275 Castle Dome Avenue in Yuma.



**Exhibit 5.31. YCAT Boarding Distribution by Fare Type, FY 2020 (11 months)**



*Source: Solutions Ridership by Category report*

Fare Type	Number	Percent
Adult Cash	86,675	23.8%
Discount Cash	62,474	17.2%
Deviation Cash	702	0.2%
Day Passes	50,871	14.0%
31-day Passes	21,248	5.8%
1&10-ride Passes	1,914	0.5%
Paper Passes	6,983	1.9%
Children under 5	31,186	8.6%
PCAs	184	0.1%
Greyhound Transfers	6,854	1.9%
OnCall transfers (ID)	858	0.2%
Aztec	7,024	1.9%
YPIC	4,265	1.2%
Colleges	39,533	10.9%
Cocopah	27,032	7.4%
Vista	16,108	4.4%
<b>TOTAL</b>	<b>363,911</b>	<b>100.0%</b>

## 5.6 OnCall Demand Response Service



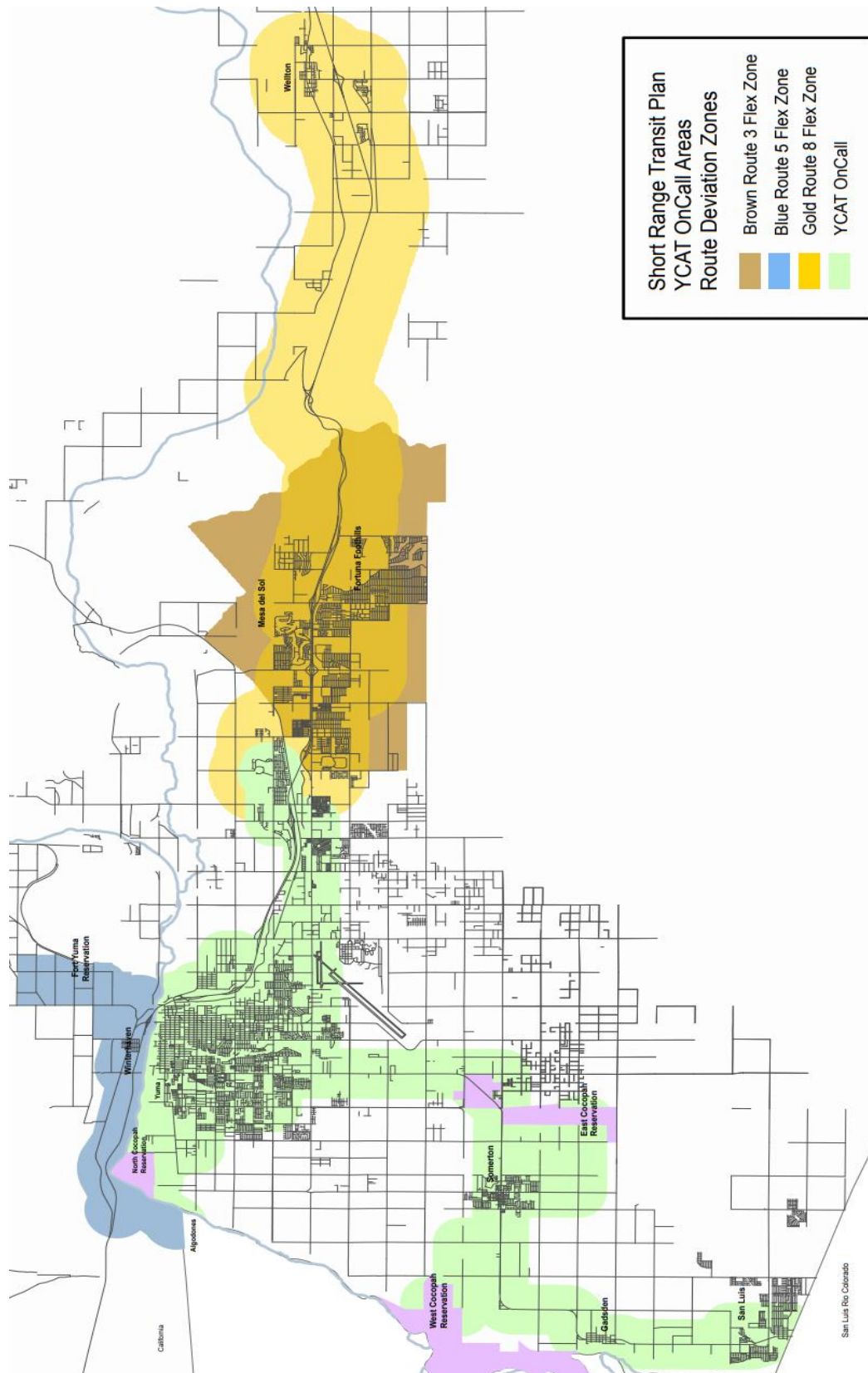
YCAT “OnCall” demand responsive service provides door-to-door service for persons eligible for the service under the federal Americans with Disabilities Act (ADA) of 1990. OnCall operates demand response transportation for individuals who have a disability that prevents them from using regularly scheduled fixed route bus service. OnCall service is “door to door” meaning that the vehicle comes to the curb in front of the

pick-up point at a prearranged time. Upon request, YCAT drivers can assist customers between the curb and the door of an origin or destination. Customers requiring more assistance beyond the door may have an attendant or personal care attendant ride fare-free.

The OnCall service area is the same as the fixed route network, including the incorporated City of Yuma and selected corridors in Yuma County AZ and Imperial County CA that are covered by fixed route service. Corridor boundaries are defined within  $\frac{3}{4}$ -mile of the fixed route. OnCall service is not available along Brown 3, Blue 5 or Gold 8 as these routes offer flexible service to all customers. Service is not available in the corridors of limited-schedule commuter routes Silver 9 and Turquoise 10. Service area coverage is displayed in Exhibit 5.32.

OnCall customers can make reservations for next-day service and up to seven days in advance of desired travel, or on a subscription (recurring) basis to the extent that capacity allows. Reservations are accepted by telephone between 8:00 am and 4:30 pm on weekdays and Saturdays. OnCall service is available from 5:27 a.m. until 8:15 p.m. on weekdays and from 9:30 a.m. until 6:45 p.m. on Saturday. No service is provided on Sundays and nine annual holidays (New Year’s Day, Dr. Martin Luther King Day, President’s Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day.) Vehicles are dispatched on a strictly as-needed basis, operating only when trip reservations have been made.

**Exhibit 5.32. OnCall Service Area Coverage, June 2020**



### 5.6.1 OnCall System Performance

OnCall summary operating statistics and key performance indicators for the past five years are compiled in Exhibit 5.33. YCAT OnCall provided 10,438 rides in FY 2019, with daily ridership averaging 44 boardings per weekday and 12 boardings per Saturday.

**Exhibit 5.33. OnCall System Performance, FY 2016 – FY 2020**

Annual Operating Statistics									
FY	Total Operating Cost	Fare Revenue	Net Operating Cost	Annual Boardings	Passenger Miles	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Service Area Population
2016	\$200,155	\$7,949	\$192,206	7,505	52,856	4,198	65,856	3	195,751
2017	\$205,910	\$9,338	\$196,572	8,696	72,780	4,181	76,145	3	195,751
2018	\$233,870	\$6,778	\$227,092	7,933	71,720	4,260	68,964	3	195,751
2019	\$239,203	\$2,754	\$236,449	11,722	105,498	5,117	96,824	4	195,751
2020	\$230,957	\$1,094	\$229,863	10,438	93,942	4,244	82,744	4	195,751

Key Performance Indicators									
FY	Total Cost per Boarding	Average Fare	Farebox Recovery	Net Cost per Boarding	Net Cost per Revenue Hour	Boardings per Revenue Hour	Annual Boardings per 100 Residents	Annual Boardings per Peak Vehicle	Average Trip Length
2016	\$26.67	\$1.06	4.0%	\$25.61	\$45.79	1.8	3.8	2,502	0.8
2017	\$23.68	\$1.07	4.5%	\$22.60	\$47.02	2.1	4.4	2,899	1.0
2018	\$29.48	\$0.85	2.9%	\$28.63	\$53.31	1.9	4.1	2,644	1.0
2019	\$20.41	\$0.23	1.2%	\$20.17	\$46.21	2.3	6.0	2,931	1.1
2020	\$22.13	\$0.10	0.5%	\$22.02	\$54.16	2.5	5.3	2,610	1.1

Operating Statistics by Service Day						
FY	Average Daily Ridership		Daily Revenue Hours		Daily Peak Vehicles	
	Average Weekday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday
2016	28	6	15	5	3	1
2017	33	5	15	6	3	1
2018	30	8	16	4	3	1
2019	44	12	19	6	4	1
2020	39	10	16	4	4	1

Performance Indicators by Service Day						
FY	Ridership Productivity		Vehicle Productivity		Operating Days	
	Average Weekday	Average Saturday	Average Weekday	Average Saturday	Weekday	Saturday
2016	1.9	1.2	9.3	6.0	256	51
2017	2.2	0.8	11.0	5.0	251	53
2018	1.9	2.0	10.0	8.0	253	52
2019	2.3	2.0	11.0	12.0	251	52
2020	2.4	2.5	9.8	10.0	253	52

Source: National Transit Database Annual Agency Profiles, FY 16-19; NTD Report (rev. 5), FY 20

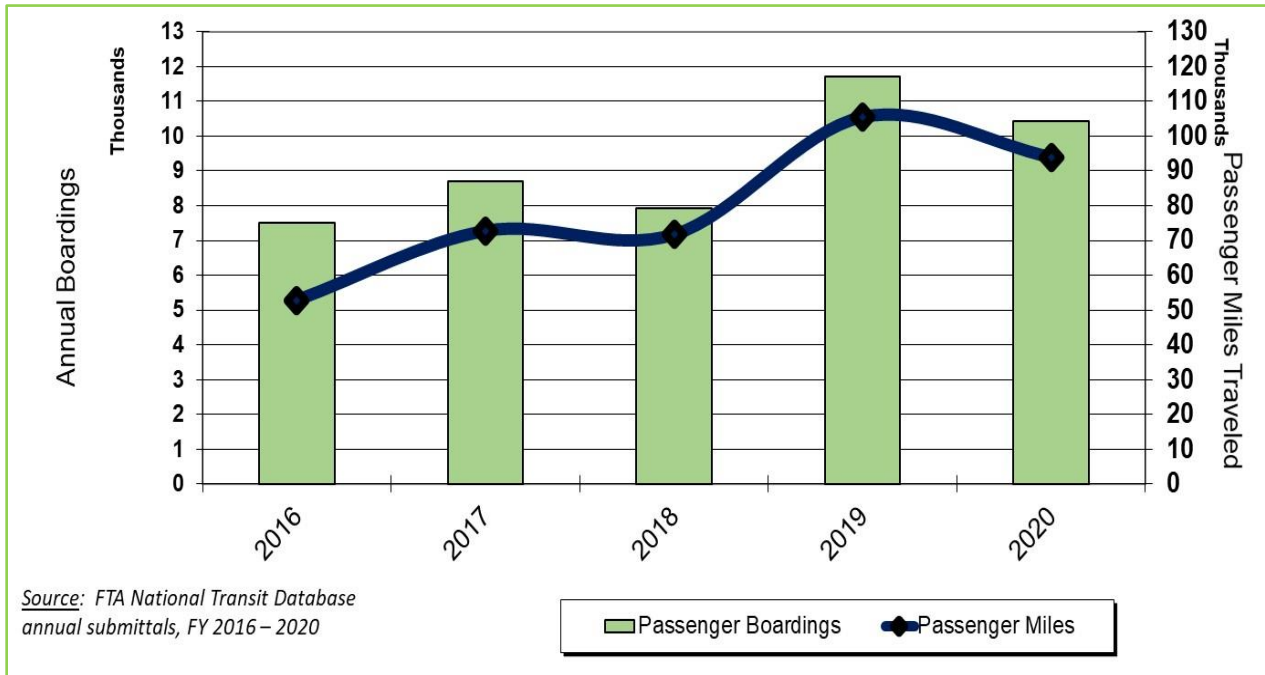
Recent ridership trends are reflected in complementary key performance indicators – total annual boardings and total annual passenger miles traveled. Shown in Exhibit 5.34 both total boardings and passenger miles traveled trended positive since FY 2016. Total boardings increased 56% between FY 2016 and FY 2019, averaging 14% annually.

FY 2020 ridership increased 4.6% through the initial eight months of FY 2020 (February 2020); however, the COVID-19 emergency triggered a sharp decline with year-over-year monthly decreases of 21% in March, 61% in April 2020, 56% in May, and 43% in June 2020. Total FY 2020 ridership of 10,438 boardings reflect an 11% decline from the prior year FY 2019. Similarly, total passenger miles traveled increased proportionately from FY 2016 to FY 2019 but declined

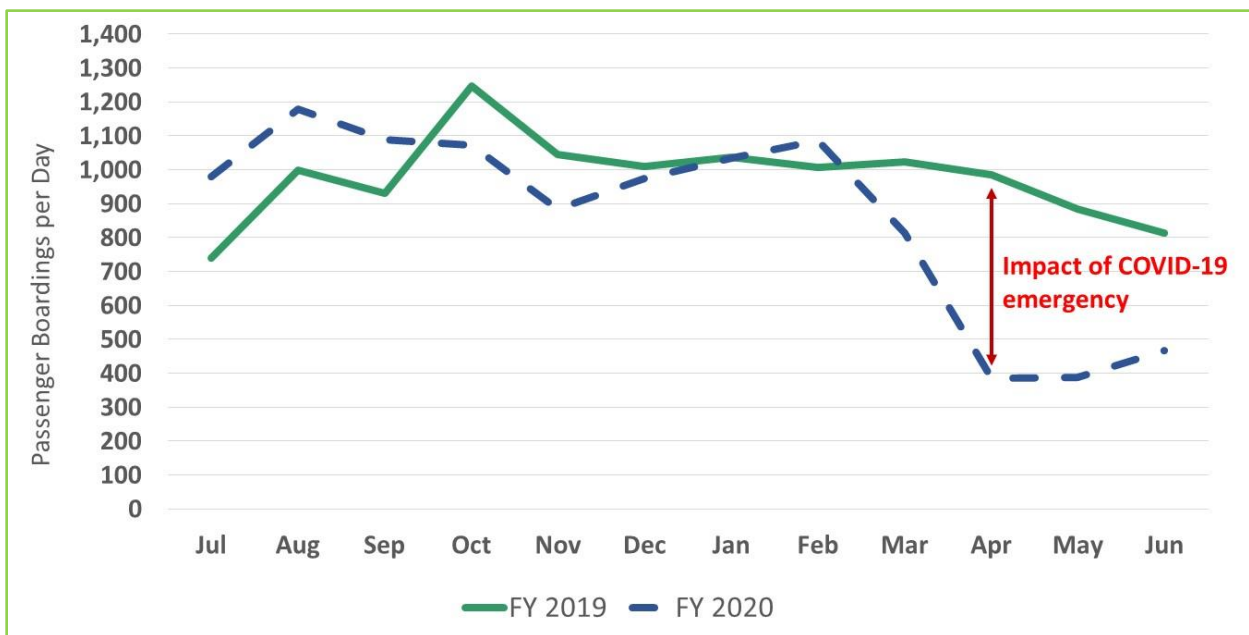


in FY 2020. Exhibit 5.35 offers a first look at the decline of OnCall ridership beginning in March and extending through the end of FY 2020.

**Exhibit 5.34. OnCall Ridership and Passenger Miles Traveled, FY 2016 – FY 2020**

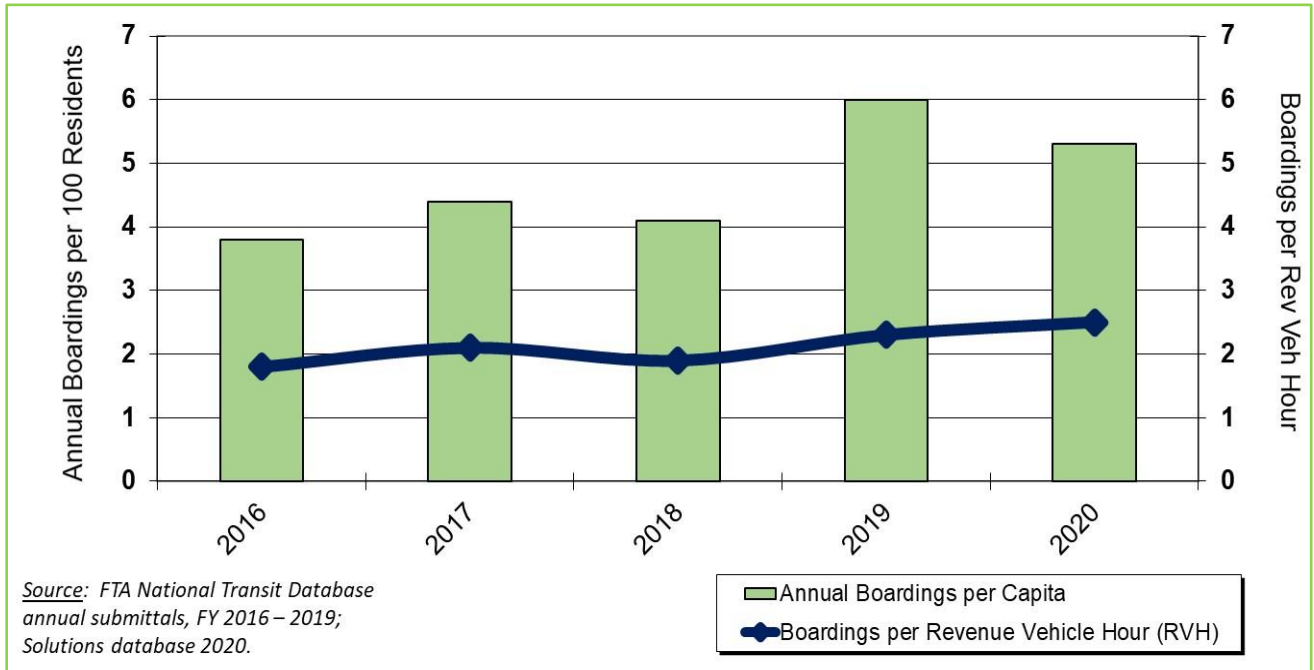


**Exhibit 5.35. YCAT OnCall Ridership by Month, FY 2019 and FY 2020**



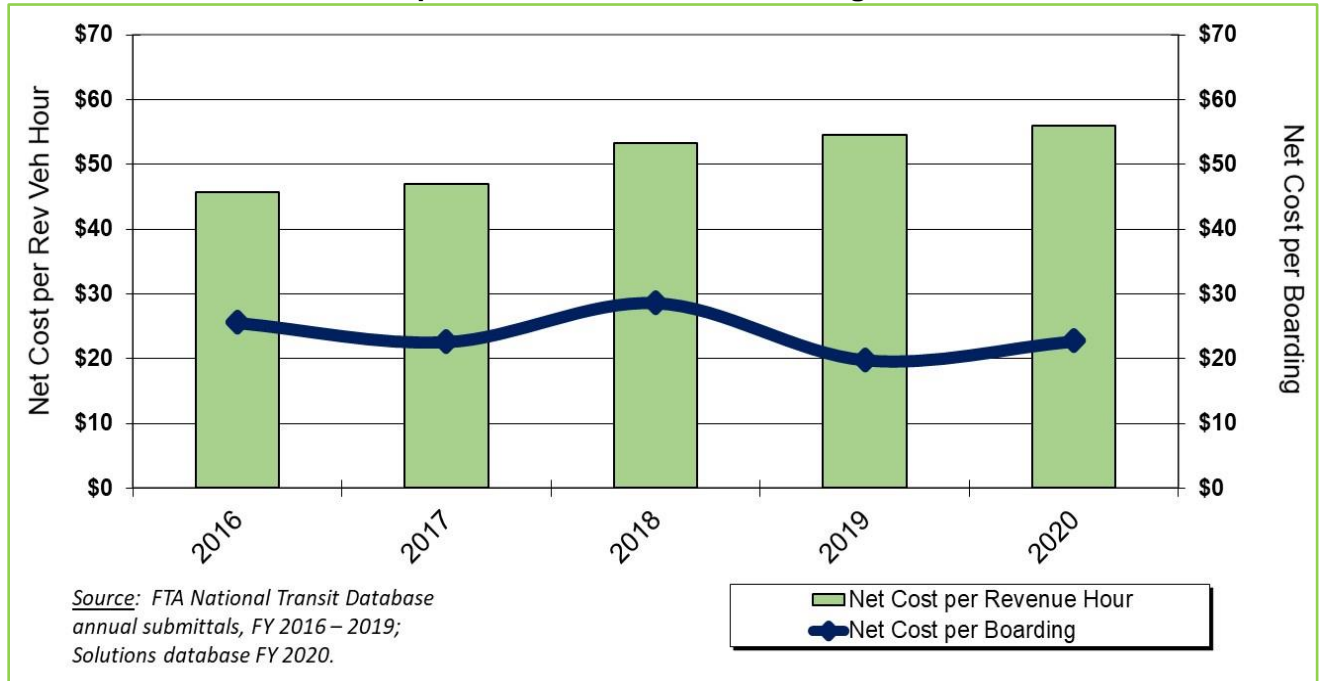
Service productivity trends are reflected in complementary performance indicators – Per capita transit ridership (*i.e.*, annual transit trips per 100 service area residents) and ridership productivity (*i.e.*, average number of boardings per revenue service hour). Shown in Exhibit 5.36, both indicators trended positive from FY 2016 through FY 2019. While the Covid-19 emergency had a dampening effect on ridership per capita in FY 2020, service productivity continued to improve to 2.5 boardings per revenue hour; a 38% improvement over FY 2016.

**Exhibit 5.36. OnCall Service Productivity per Capita and Revenue Hour, FY 2016 – FY 2020**



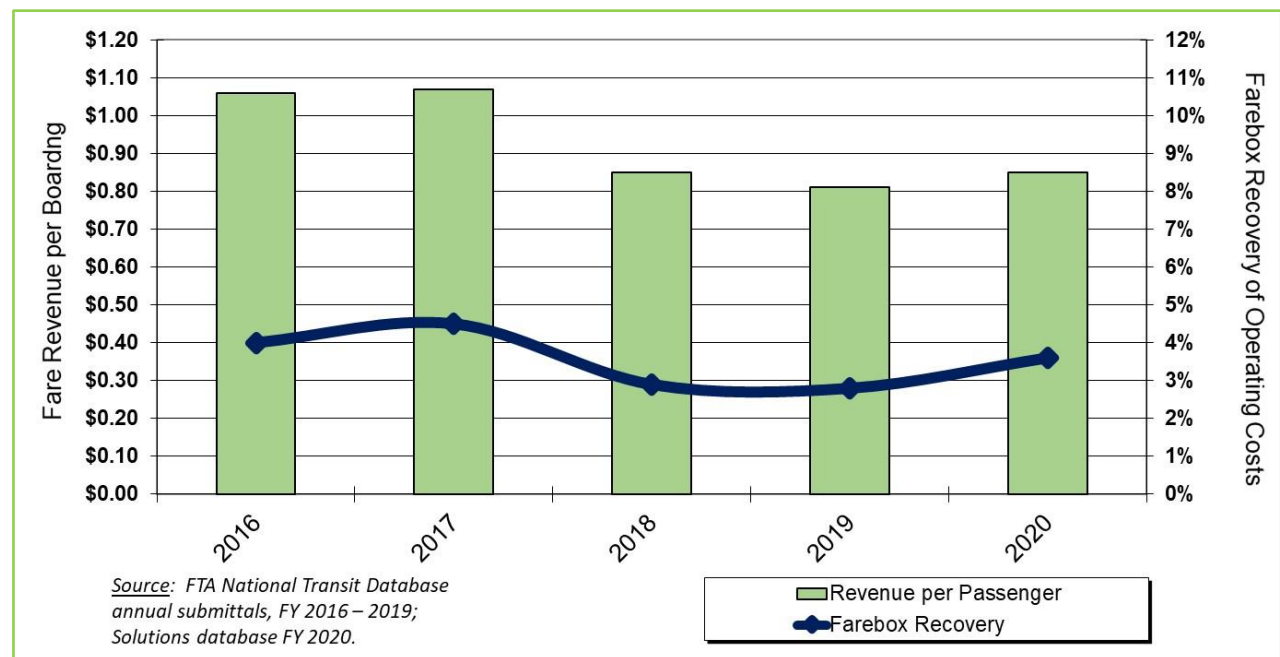
Operating cost trends are reflected in complementary performance indicators – Net cost per revenue vehicle hour and net cost per boarding. Shown in Exhibit 5.37, OnCall net cost per revenue hour trended higher by 4.5% annually between FY 2016 and FY 2020, while the net cost per customer boarding trended slightly lower (positive) by 2.2% due to rising OnCall ridership during the last five years.

**Exhibit 5.37. OnCall Net Cost per Revenue Hour and Boarding, FY 2016 – FY 2020**



The sufficiency of operating revenues is reflected in complementary performance indicators – Average fare paid and farebox recovery (*i.e.*, the percentage of total operating cost recovered by farebox revenues). Shown in Exhibit 5.38, the average fare declined significantly in FY 2018 to \$0.85 compared with \$1.07 in FY 2017. Meanwhile, farebox recovery declined as total operating costs typically rise from year to year while fare revenues are limited to ridership growth in years following a fare increase. The current fare structure was adopted in 2015.

**Exhibit 5.38. OnCall Average Fare & Cost Recovery, FY 2016 – FY 2020**



### 5.6.2 OnCall Ridership and Productivity

YCIPTA Transit Service Evaluation Guidelines adopted in 2013 provides minimum performance thresholds desired for the key performance indicators applied to the assessment of OnCall service.

- Productivity - minimum 2.5 boardings per hour – this standard was achieved in FY 2020.
- Net Cost per Boarding - \$25 – this standard was achieved in FY 2020.
- Farebox Recovery – 5% – this standard was not attained in FY 2020.

### 5.6.3 OnCall Revenue Analysis

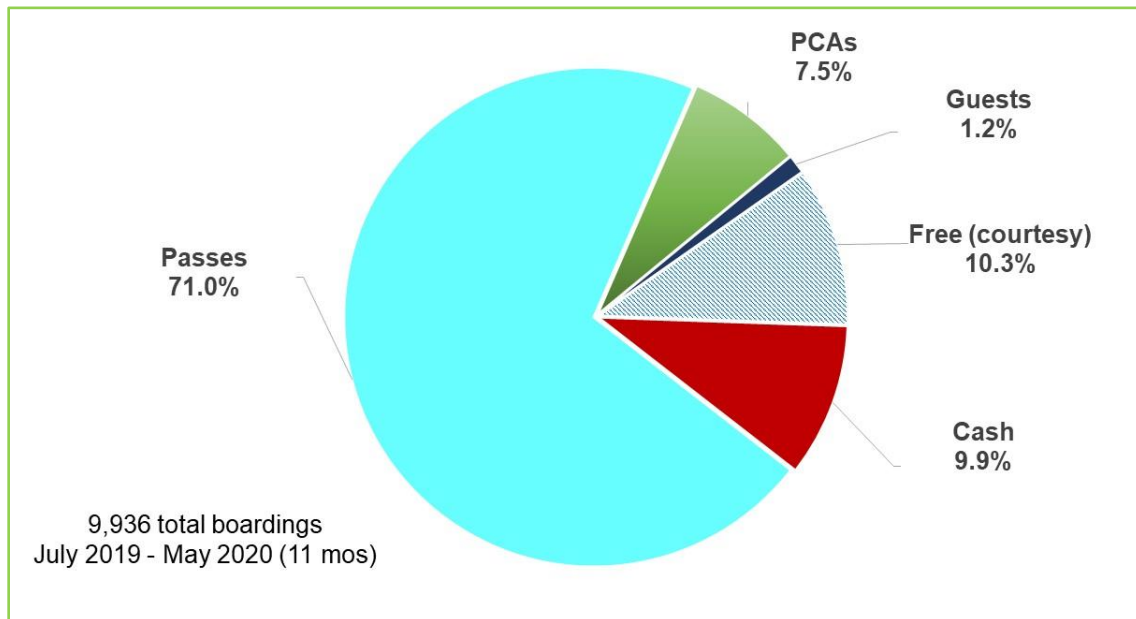
Current OnCall fare types and rates are summarized in Exhibit 5.39. Accepted fare media include cash and a 10-ride pass. Personal care attendants and children under five years of age board fare-free.

**Exhibit 5.39. OnCall Fares, June 2020**

Fare Type	Fare
One-way	\$4.00
10-Ride Pass	\$35.00
Buddy Fare (5+ traveling together)	\$2.00 per person
Personal Care Attendant	Free
Child under 5 years old (up to four)	Free
Child under 5 years old (fifth or more)	\$2.00

A distribution of OnCall customer boardings by fare media used are highlighted in Exhibit 5.40. The prepaid 10-ride pass is the most common form of payment used for 71% of total boardings in FY 2020. The pass provides a 12.5% discount off the one-way cash fare. Cash is used for 10% of total boardings, plus Buddy Fares are paid in cash. Nearly one in five OnCall customers board fare-free, including PCAs, guests, transfers from YCAT fixed routes, and children under five years of age accompanied by an adult.

**Exhibit 5.40. OnCall Boarding Distribution by Fare Type, FY 2020 (11 months)**



## 5.7 Vanpool Program

Operating since 2013, YCAT Vanpool provides branded vehicles to groups of seven to 15 commuters with similar origins and destinations traveling together.

One or more vanpool members are designated as primary and alternate drivers. Drivers are subject to qualification based on driving record and credit check. Vanpool participants determine exact routing, pick-up times and drop-off locations. Vans are leased month-to-month with a 30-day notice required to terminate a lease. The monthly van lease cost is divided among the riders. The lease cost includes insurance, maintenance, vehicle repair, 24-hour roadside assistance, taxes and registration, and customer service. Vans must originate, terminate or travel through Yuma County to be eligible for up to a \$300 per month subsidy per vanpool.



Vans with insurance included are leased from Commute with Enterprise. There are a variety of vehicles for seven to 15 passengers. Bench or luxury seating available. Vehicles equipped with bicycle racks and a wheelchair lift are available for an additional fee.

Vans with insurance included are leased from Commute with Enterprise. There are a variety of vehicles for seven to 15 passengers. Bench or luxury seating available. Vehicles equipped with bicycle racks and a wheelchair lift are available for an additional fee.

Vanpool program summary operating statistics and key performance indicators for the past five years are compiled in Exhibit 5.41. Total FY 2020 ridership was 68,423 commuters. The data reflects a stable program in terms of ridership and level of service. Currently, Yuma Proving Ground (YPG) employees are the largest market served by the YCAT vanpools program. All YPG vanpools currently travel to/from the Yuma Proving Ground operated by the U.S. Army. The Yuma Proving Ground appears to be an ideal market for vanpools with its relative isolation, fixed work schedules, lack of midday travel demand, and the dispersed origins of vanpool commuters.

**Exhibit 5.41. Vanpool Program Performance, FY 2016 – FY 2020**

Annual Operating Statistics									
FY	Total Operating Cost	Fare Revenue	Net Operating Cost	Annual Boardings	Passenger Miles	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles	Service Area Population
2016	\$346,651	\$230,680	\$115,971	65,434	2,019,565	8,090	360,817	34	195,751
2017	\$482,080	\$336,499	\$145,581	66,813	2,420,684	9,113	413,436	38	195,751
2018	\$374,182	\$369,539	\$4,643	67,622	2,203,991	10,274	463,782	34	195,751
2019	\$207,730	\$335,101	-\$127,371	67,922	1,971,108	9,833	388,856	33	195,751
2020	\$251,682	\$398,013	-\$146,331	68,423	1,911,685	10,698	394,412	35	195,751

Key Performance Indicators									
FY	Total Cost per Boarding	Average Fare	Farebox Recovery	Net Cost per Boarding	Net Cost per Revenue Hour	Boardings per Revenue Hour	Annual Boardings per 100 Residents	Annual Boardings per Peak Vehicle	Average Trip Length
2016	\$5.30	\$3.53	66.5%	\$1.77	\$14.34	8.1	33.4	1,925	5.6
2017	\$7.22	\$5.04	69.8%	\$2.18	\$15.98	7.3	34.1	1,758	5.9
2018	\$5.53	\$5.46	98.8%	\$0.07	\$0.45	6.6	34.5	1,989	4.8
2019	\$3.06	\$4.93	161.3%	-\$1.88	-\$12.95	6.9	34.7	2,058	5.1
2020	\$3.68	\$5.82	158.1%	-\$2.14	-\$13.68	6.4	35.0	1,955	4.8

Operating Statistics by Service Day									
FY	Average Daily Ridership			Daily Revenue Hours			Daily Peak Vehicles		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
2016	251	0	0	31	0	0	34	0	0
2017	284	3	0	40	2	0	38	2	0
2018	257	12	15	39	3	2	34	4	1
2019	258	16	12	37	3	2	33	3	1
2020	258	9	8	40	2	2	35	2	1

Performance Indicators by Service Day									
FY	Ridership Productivity			Vehicle Productivity			Operating Days		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
2016	8.1	0.0	0.0	7	0	0	261	2	0
2017	7.1	1.5	0.0	7	2	0	261	21	0
2018	6.6	4.0	7.5	8	3	15	260	40	20
2019	7.0	5.3	6.0	8	5	12	260	42	20
2020	6.5	4.5	4.0	7	5	8	262	49	40

Source: National Transit Database Annual Agency Profiles, FY 16-19; NTD Report (rev. 5), FY 20

**5.8 Financial Analysis - Funding**

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA, Authority) relies on a variety of funding sources to operate and sustain its public transit services to the community. As an intergovernmental public transportation authority formed by the Yuma County Board of Supervisors pursuant to Arizona Revised Statutes – Title 28 Transportation in December 2010, YCIPTA administers, plans, operates and maintains public transit services throughout Yuma County. The public transit system operates under the name of Yuma County Area Transit (YCAT) in the Cities of Yuma, San Luis, Somerton, Town of Wellton and the unincorporated areas of Yuma County.

Transit planning and programming efforts are coordinated with the Yuma Metropolitan Planning Organization (YMPO). YMPO prepares a 20-year Long-Range Transportation Plan that includes all transportation projects funded with federal funds and any other major project that might affect the regional modelled network, regardless of funding source. YMPO also prepares a much more detailed 5-year Transportation Improvement Program that breaks down projects into the development phases and is much more detailed regarding funding sources identified and committed.

The Authority receives its funding from direct operation of the transit system in the form of fares and advertising as well as from non-operating sources such as Greyhound ticket commissions, YCIPTA member contributions, as well as contributions from federal formula grant subsidy programs. This financial analysis cites funding sources derived from the federal National Transit Database reports, YCIPTA's Comprehensive Annual Financial Reports and from the latest adopted budgets supporting operations and capital. Exhibits 5.42 and 5.43 encapsulate the funding sources received from FY 2015-16 through FY 2018-19. The data for FY 2020 shows budgeted amounts and actuals through March 2020.

### 5.8.1 Local Transit Funding Sources

#### ***Direct Operating Revenues***

**Farebox Revenues from YCAT:** The largest direct local revenue source is derived from YCAT's farebox, which helps support operations and meet state-required performance measures. Farebox revenues are composed of cash fares and multi-day and ride passes. Discount fares and passes are sold to seniors age 65 and older, persons with disabilities, Medicare card holders, persons certified under the Americans with Disabilities Act of 1990 (ADA), and students ages 5 to 18 with student identification.

The National Transit Database (NTD) categorizes farebox revenues from three contract-operated service modes: demand-response, general public fixed route and vanpools. YCIPTA does not receive vanpool revenue and is only an authorized reporter for the purposes of the NTD. Farebox revenues comprise 8% of YCIPTA's revenues.

**Advertising Revenue:** Another source of transit revenue is through the sale of advertising space on transit vehicles and transit-related infrastructure. YCIPTA allows for advertising on the exterior and interior of its buses, the YCAT webpage, on the Wi-Fi homepage, inside the YCAT Rider's Guide and on transit bus shelters and benches throughout the YCAT service area.

Annual revenue generated from advertising fluctuated from \$16,580 in FY 2016 to \$794 in FY 2019. YCIPTA generally budgets \$16,000 in advertising revenue annually.

#### ***Direct Non-Operating Revenues***

**YCIPTA Member Fee Contributions:** Membership of YCIPTA is composed of nine member agencies representing the County of Yuma, the Cities of Yuma, Somerton and San Luis, the Town of Wellton, Quechan Indian Tribe, and the Cocopah Indian Tribe. YCIPTA receives a total of \$516,739 annually in dues from member agencies and comprise 10% of revenues received.

**Revenue Contributions from Public Entities and In-Kind Support Revenues:** YCIPTA receives local match contributions through Memorandums of Understanding implemented with



Western Arizona Council of Governments (WACOG), Northern Arizona University - Yuma, Arizona Western College, PPEP Tech, AZTEC, Vista High School, Yuma Private Industry Council, Talecris Plasma Resource/GRIFOLS and Imperial County Transportation Commission and additional in-kind support from Greyhound Lines, Inc, Quechan Indian Tribe, and the City of Yuma.

The Cocopah and Quechan Indian Tribes are member agencies of YCIPTA and as such contribute to the operations of the public transit system. In 2013, YCIPTA, in cooperation with the Quechan Indian Tribe and ICTC, entered into a Memorandum of Understanding (MOU) for YCIPTA to operate the YCAT's Turquoise Route 10, which operates three days per week between Yuma, Fort Yuma Indian Reservation, Winterhaven and El Centro, California. The MOU is reviewed and amended on an annual basis. The three entities meet quarterly to address and review service performance. Operating costs are fully allocated per revenue service hour. Based on the data reported in the FY 2020 NTD, Public Entity Contributions were \$715,995 or 12% of total revenues and In-Kind Support Contributions were \$222,167 or 4% of total revenues.

**California Transportation Development Act - Local Transportation Fund:** YCIPTA has also benefited from California's Transportation Development Act (TDA) program, which supports YCAT's Turquoise Route 10. The Imperial County Transportation Commission (ICTC) and the Quechan Indian Tribe are identified as having supporting roles related to the operation of the route. Both entities provide technical and policy guidance to YCIPTA, marketing assistance, and financial support through the California Transportation Development Act (TDA) Local Transportation Fund Article 8(c) program.

The TDA revenues are derived from a one-quarter cent sales tax, which is collected by the California Board of Equalization but administered locally through ICTC, which then allocates the revenue to the Quechan Tribe as the claimant. The TDA revenues received by YCIPTA are included in the contributions from public entities.

**Greyhound Ticket Commissions:** YCIPTA also sells Greyhound tickets to over 3,400 destinations throughout the United States, Canada, and Mexico. Tickets can be purchased at the YCAT Bus Facility, 2715 East 14th Street, Yuma. In addition, YCAT accepts Greyhound tickets on board YCAT routes to the ultimate city or town shown on the ticket based on routes that connects with the Greyhound bus stop located at 1275 Castle Dome Avenue in Yuma with no additional fare required. Commissions on tickets sales averaged \$24,596 annually based on a four-year average (FY 2016-FY 2019).

## **5.8.2 Federal Revenue Sources**

Federal funding comprises approximately 65% of YCIPTA's funding based on the average receipts. The Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems. Since 1964, FTA has partnered with state and local governments to create and enhance public transportation systems, investing more than \$11 billion annually to support and expand public transit services. FTA provides annual formula grants to transit agencies nationwide as well as discretionary funding in competitive processes.

The most recent development concerning the provision of federal transportation funding support has been the passage of The Fixing America’s Surface Transportation Act (FAST Act), signed into law by President Obama on December 4, 2015. The FAST Act is the first law enacted in more than a decade that provides long-term funding certainty for transportation. In FY 2016, the FTA had a funding allocation of \$11,789 billion, which it disperses to states and other recipients through a combination of formula and discretionary grants. Retroactively effective on October 1, 2015, the FAST Act authorizes transit program funding for five years through September 30, 2020.

The following table lists the formula and competitive discretionary grant opportunities under the FAST Act:

Formula	Discretionary
Section 5307: Urbanized Area Formula Funding Program	Sections 5303, 5304, and 5305: MPO/Statewide/Non-MPO Transportation Planning
Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities	Section 5309: Capital Investment Grant program (New Starts, Small Starts, Core Capacity)
Section 5311: Rural Formula Programs	Section 5337: State of Good Repair (High Intensity Fixed Guideway and High Intensity Motorbus)
Section 5329: Public Transportation Safety and Oversight	Section 5339: Bus and Bus Facilities and No and Low Emission

Source: FTA

**FTA Section 5307 Urbanized Area Formula Funding Program:** The Urbanized Area Formula Funding Program makes federal resources available to urbanized areas for transit capital and operating assistance, and for transportation planning and related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as designated by the US Department of Commerce, Bureau of the Census. Because YCIPTA operates in a small urbanized area between 50,000 and 200,000 people, the Authority has used these funds for both operating and capital expenditures. FTA Section 5307 operating funds approximately 38 % of revenues.

**Surface Transportation Block Grant (STBG) Program:** The STBG program is the largest potential source of flexible funds. It can be used for a broad array of highway purposes, and flexibly used for major capital purposes such as bus procurement. STBG Capital funds comprise 3% of revenues.

**FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities:** The program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. FTA Section 5310 funds received by YCIPTA are used for travel training.

The FTA Section 5310 program moved to a two-year application cycle beginning in 2019. Applicants are required to apply for both years in the same application.

**FTA Section 5311 Rural Area Formula Funding Program:** The Rural Area Formula Funding Program provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000. YCIPTA qualifies for such funding since it serves communities outside of the urbanized area and uses this funding to support operations. The Job Access and Reverse Commute (JARC) program has been merged into the Section 5311 program. Projects formerly eligible under the JARC program are eligible under the Section 5311 program.

Revenue from the sale of advertising and concessions may be used as local match. Recipients may now use up to 20% of their FTA Section 5311 allocation (previously 10%) for the operation of paratransit service if certain conditions are met. YCIPTA submits an annual Program of Projects for its FTA Section 5311 allocation, which it uses for operations and capital procurement. FTA Section 5311 funding comprise 24% of YCIPTA's revenues.

**Future Revenue Considerations – COVID-19 & CARES Act:** The recent COVID-19 pandemic has had profound impacts on public transit systems around the country with ridership declining from 60 to 90%. YCAT also has seen a decrease in ridership and fare revenue due to service reductions and stay at home orders. Social distancing mitigation measures have included implementation of free fares and rear door entry.

On March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.

Under the CARES Act, FTA is allocating \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion allocated to large and small urban areas and \$2.2 billion allocated to rural areas. Funding will be provided at a 100% federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

**Exhibit 5.42. Transit Funding Sources – FY 2015–16 through FY 2018–19**

Revenues	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19 <sup>(3)</sup>	% Change FY 2015-16 -FY 2018-19	4-Year Average	% of Total Revenues
<b>Farebox</b>							
Fixed Route	\$531,536	\$418,124	\$416,688	\$423,446	-20.3%	\$447,449	10%
On-Call Demand Response	\$7,949	\$9,338	\$6,778	\$6,663	-16.2%	\$7,682	0%
<b>Total Farebox Revenues<sup>(2)</sup></b>	<b>\$539,485</b>	<b>\$427,462</b>	<b>\$423,466</b>	<b>\$430,109</b>	<b>-20.3%</b>	<b>\$455,131</b>	<b>11%</b>
<b>Audited Farebox Revenues<sup>(1)</sup></b>	<b>\$406,428</b>	<b>\$427,761</b>	<b>\$423,467</b>	<i>n/a</i>			
<b>Advertising<sup>(1)</sup></b>	<b>\$16,580</b>	<b>\$20,598</b>	<b>\$3,967</b>	<b>\$16,000</b>	<b>-3.5%</b>	<b>\$14,286</b>	<b>0%</b>
<b>Greyhound Commissions<sup>(1)</sup></b>	<b>\$24,105</b>	<b>\$31,563</b>	<b>\$22,685</b>	<b>\$31,200</b>	<b>29.4%</b>	<b>\$27,388</b>	<b>1%</b>
<b>YCIPTA Member Fees<sup>(1)</sup></b>	<b>\$516,739</b>	<b>\$516,739</b>	<b>\$516,739</b>	<b>\$516,739</b>	<b>0.0%</b>	<b>\$516,739</b>	<b>12%</b>
<b>Public Entity Contributions<sup>(1)</sup></b>	<b>\$462,253</b>	<b>\$428,402</b>	<b>\$464,470</b>	<b>\$494,023</b>	<b>6.9%</b>	<b>\$462,287</b>	<b>11%</b>
<b>Federal Grants</b>							
FTA Section 5307	\$1,511,877	\$1,325,432	\$1,186,310	\$2,578,918	70.6%	\$1,650,634	38%
FTA Section 5310	\$53,968	\$17,859	\$29,305	\$3,719	-93.1%	\$26,213	1%
FTA Section 5311	\$898,178	\$1,020,911	\$1,175,762	\$977,014	8.8%	\$1,017,966	24%
STP Capital Grant	\$150,697	\$150,721	\$150,519	\$149,980	-0.5%	\$150,479	3%
<b>Total Federal Grants<sup>(2)</sup></b>	<b>\$2,614,720</b>	<b>\$2,514,923</b>	<b>\$2,541,896</b>	<b>\$3,709,631</b>	<b>41.9%</b>	<b>\$2,845,293</b>	<b>66%</b>
<b>Audited Federal Grant Revenues<sup>(1)</sup></b>	<b>\$3,369,314</b>	<b>\$2,377,363</b>	<b>\$3,405,036</b>	<i>n/a</i>			
<b>Total YCIPTA Revenues</b>	<b>\$4,173,882</b>	<b>\$3,939,687</b>	<b>\$3,973,223</b>	<b>\$5,197,702</b>	<b>24.5%</b>	<b>\$4,321,124</b>	

**Exhibit 5.43. Transit Funding Sources (Budgeted/Year-to-Date) – FY 2019–20 through FY 2020–21**

Revenues	FY 2019-20 (Budgeted)	FY 2019-20 (YTD 3/2020)	FY 2020-21 (Budgeted)	% Change FY 2019-20 – FY 2020-21
<b>Farebox</b>				
Fixed Route	\$455,748	\$323,232	\$341,811	-25.0%
On-Call Demand Response	\$3,600	\$1,094	\$2,700	-25.0%
<b>Total Farebox Revenues</b>	<b>\$459,348</b>	<b>\$324,326</b>	<b>\$344,511</b>	<b>-25.0%</b>
<b>Advertising</b>	\$16,000	\$189	\$16,000	0.0%
<b>Greyhound Commissions</b>	\$26,400	\$12,631	\$26,400	0.0%
<b>YCIPTA Member Fees</b>	\$516,739	\$516,739	\$516,739	0.0%
<b>Public Entity Contributions</b>	\$557,628	\$477,302	\$702,757	26.0%
<b>Federal Grants</b>				
FTA Section 5307	\$6,046,633	\$870,252	\$11,363,548	87.9%
FTA Section 5310	\$25,000	\$17,794	\$35,384	41.5%
FTA Section 5311	\$1,157,552	\$953,364	\$3,299,242	185.0%
STBG Capital Grant	\$149,051	\$173,247	\$277,974	86.5%
<b>Total Federal Grants</b>	<b>\$7,378,236</b>	<b>\$2,014,656</b>	<b>\$14,976,148</b>	<b>103.0%</b>
<b>Total YCIPTA Revenues</b>	<b>\$8,954,351</b>	<b>\$3,345,844</b>	<b>\$16,582,555</b>	<b>85.2%</b>

Sources:

(1) YCIPTA Comprehensive Annual Financial Reports (FY 2016 - FY 2018)

(2) National Transit Database

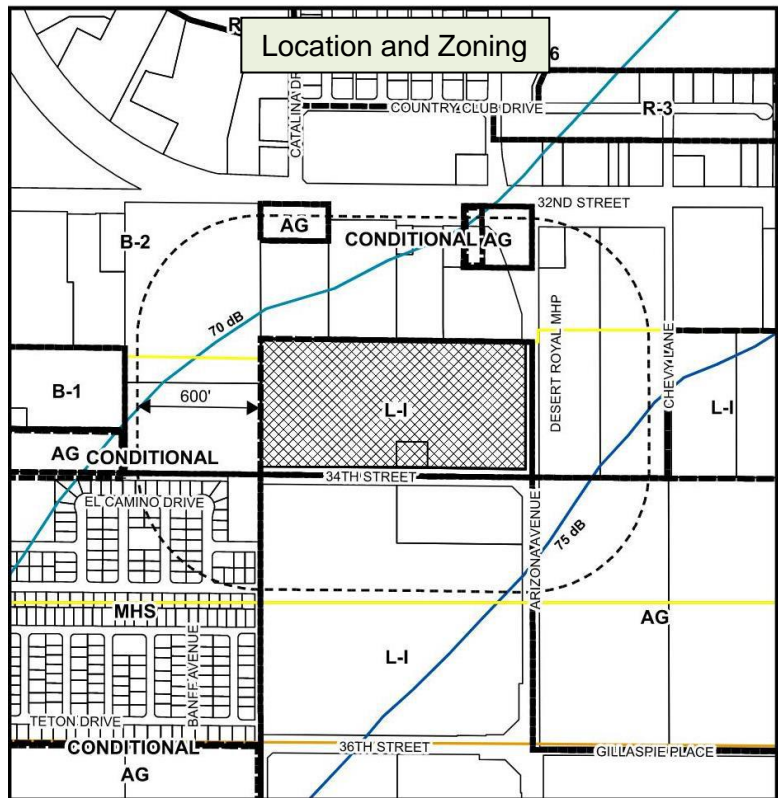
(3) FY 2019 YCIPTA Budget

### 5.9 YCAT Maintenance Facility, Offices, and Bus Yard

A new Yuma County Area Transit maintenance facility, offices and bus yard will be constructed at the northwest corner of Arizona Avenue and 34th Street, Yuma.

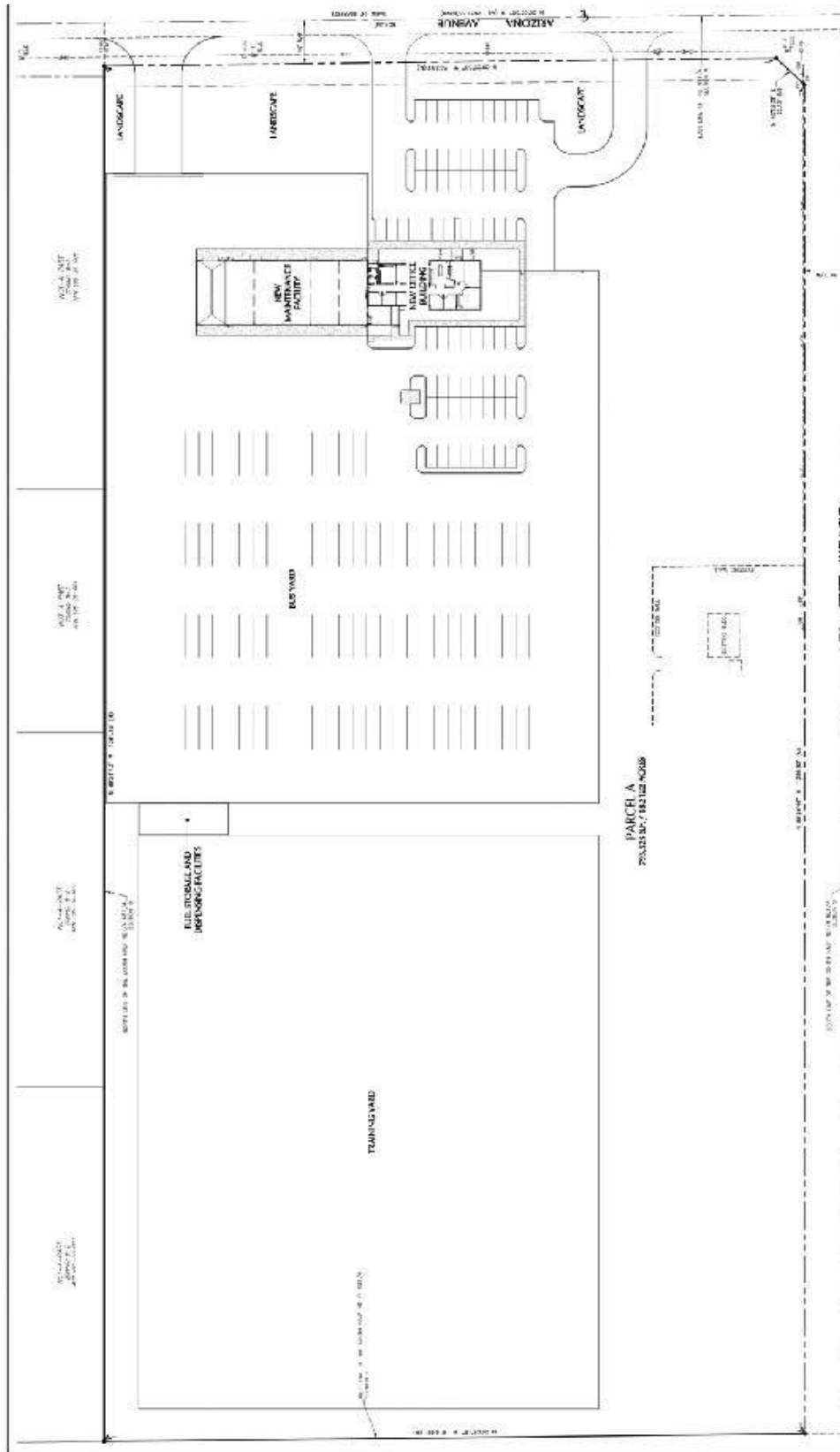
In July 2020, the Yuma Planning and Zoning Commission approved a conditional use permit that allows construction and operation of the YCAT facilities in the Light Industrial/Airport Overlay (L-I/AD) District. The principal purpose of the Airport Overlay District is to promote the public health, safety and general welfare in the vicinity of the Marine Corps Air Station and the Yuma International Airport

YCIPTA plans to build a 4,280-square-foot office and a 9,228-square-foot maintenance facility with a wash bay, vehicle training area, and fueling stations and storage. It will also have a bus parking area for off hours. In the future, YCAT may add vehicle canopies with solar on top, but definite plans for this project have not yet been developed.





Site Plan



Office & Maintenance

Bus Yard

Fuel Storage & Dispensing

Training Yard



## 5.10 Hotel Del Sol Multimodal Transportation Center



As part of Yuma's drive to develop the north end of Yuma, preserve its history, culture, transportation needs, and future urban needs, the Multimodal Transportation Center (MMTC) will incorporate Amtrak's cross-country rail services, Greyhound's regional intercity bus lines, and YCAT local bus services.

Based on the Yuma Metropolitan Planning Organization's 1995 - 2015 Countywide Transportation Study, the MMTC addresses the needs for improved transportation for residents and visitors to the greater Yuma area. The study

recognized the need for public transportation service in addition to the existing private inter-city bus services. It also recommended improved facilities at the current Yuma Amtrak station to provide a safe and convenient place to accommodate rail passengers.

The MMTC will provide a local transportation center that links these diverse existing and potential transportation services.

### Project Goals:

Goal 1: Improve mobility. Facilitate the improvement of mobility throughout the community and the entire region.

Goal 2: Stimulate economic development and redevelopment of adjacent areas. The MMTC should be a part of a larger plan to help stimulate overall redevelopment, including economic development, either in downtown or wherever the facility is located.

Goal 3: Help preserve and enhance the local historic and architectural heritage. The MMTC can be an important part of local historic preservation and redevelopment activities by providing a place for artwork, museums, and other visitor activity, including potential use as a visitor's information center.

Goal 4: Raise the image and profile of transportation services. The MMTC can be an important first step in promoting and increasing the visibility of other modes of transportation such as Amtrak, Greyhound, and local public transit services.

This project is funded, sponsored and managed by the City of Yuma - Capital Improvement Program Division.

## 6.0 PEER REVIEW and MoD INNOVATIVE PRACTICES

This chapter presents an overview of peer properties highlighting YCIPTA’s operational and financial performance relative to a select number of peer agencies (Section 6.1). Section 6.2 presents a brief discussion of Mobility on Demand (MoD) Innovative Practices.

### 6.1 Peer Review

**Operating and Financial Performance:** For comparative purposes, exhibits 6.1 (a) and (b) presents salient operating and financial characteristics of YCIPTA performance relative to a select number of peer/comparable size transit agencies.

Key observations from this comparison include:

YCIPTA’s:

- ✓ Fixed route provides a comparable number of fixed route trips per hour at a cost per trip of one-third the cost of the peer agency average.
- ✓ Fixed route provides less than one-third the number of fixed route trips per capita at a cost per capita (indicative of the amount of investment in transit) at less than one-half of the peer agency average.
- ✓ Demand response services are provided at a cost per trip the same as that of the peer agency average. Productivity (trips per hour) is 60% less than the peer agency average.

**Exhibit 6.1 (a): YCIPTA Operating Performance Relative to Peer Agencies**

City / Agency	Type of Service	Service Population	Vehicles Operated at Maximum Service (VOMS)	Annual Vehicle Revenue Hours (VRH)	Unlinked Passenger Trips		Vehicle Revenue Hours	
					Fixed Route	Demand-Response	Fixed Route	Demand-Response
<b>YCIPTA</b>		<b>195,751</b>	<b>20</b>	<b>41,668</b>	<b>434,472</b>	<b>7,933</b>	<b>37,408</b>	<b>4,260</b>
Morongo Basin Transit Authority (MBTA), Joshua Tree, CA	DO	68,800	17	32,446	262,374	17,789	25,457	6,989
Imperial County Transportation Commission (ICTC), El Centro, CA		107,672	18	61,100	747,878	35,461	44,012	17,088
Fresno County Rural Transit Agency (FCRTA), Fresno, CA	PT	950,000	86	71,697	93,575	297,560	20,101	51,596
Mendocino Transit Authority (MTA), Ukiah, CA	DO	90,000	23	44,245	257,939	33,217	35,722	8,522
Humboldt Transit Authority (HTA), Eureka, CA	DO	135,000	16	46,666	595,981	N/A	46,666	N/A
Cottonwood Area Transit (CAT), City of Cottonwood (AZ)	DO	40,000	10	23,485	135,577	18,216	15,181	8,304
Central Arizona Regional Transit (CART), City of Coolidge, AZ	DO	75,000	11	15,022	26,347	10,060	10,073	4,949
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA), Flagstaff, AZ		71,957	25	81,829	2,541,353	19,765	75,265	6,564
<b>Peer City Average</b>		<b>192,304</b>	<b>26</b>	<b>47,061</b>	<b>582,628</b>	<b>61,724</b>	<b>34,060</b>	<b>14,859</b>

Source: 2018 FTA National Transit Database (NTD) Reports

**Exhibit 6.1 (b): YCIPTA Operating and Financial Performance Metrics Relative to Peer Agencies**

City / Agency	Total Operating Expenses		Fixed Route Trips per Capita	Fixed Route Cost per Capita	Trips per (Revenue) Hour		Cost per Trip	
	Fixed Route	Demand-Response			Fixed Route	Demand-Response	Fixed Route	Demand-Response
<b>YCIPTA</b>	<b>\$ 3,091,017</b>	<b>\$ 233,870</b>	<b>2.22</b>	<b>\$ 15.79</b>	<b>11.61</b>	<b>1.86</b>	<b>\$ 7.11</b>	<b>\$ 29.48</b>
Morongo Basin Transit Authority (MBTA), Joshua Tree, CA	\$ 2,497,173	\$ 379,152	3.81	\$ 36.30	10.31	2.55	\$ 9.52	\$ 21.31
Imperial County Transportation Commission (ICTC), El Centro, CA	\$ 3,833,252	\$ 1,865,751	6.95	\$ 35.60	16.99	2.08	\$ 5.13	\$ 52.61
Fresno County Rural Transit Agency (FCRTA), Fresno, CA	\$ 1,374,244	\$ 3,526,770	0.10	\$ 1.45	4.66	5.77	\$ 14.69	\$ 11.85
Mendocino Transit Authority (MTA), Ukiah, CA	\$ 2,941,758	\$ 929,668	2.87	\$ 32.69	7.22	3.90	\$ 11.40	\$ 27.99
Humboldt Transit Authority (HTA), Eureka, CA	\$ 3,635,006	N/A	4.41	\$ 26.93	12.77	N/A	\$ 6.10	N/A
Cottonwood Area Transit (CAT), City of Cottonwood (AZ)	\$ 1,195,609	\$ 352,105	3.39	\$ 29.89	8.93	2.19	\$ 8.82	\$ 19.33
Central Arizona Regional Transit (CART), City of Coolidge, AZ	\$ 675,846	\$ 260,297	0.35	\$ 9.01	2.62	2.03	\$ 25.65	\$ 25.87
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA), Flagstaff, AZ	\$ 7,539,502	\$ 1,030,246	35.32	\$ 104.78	33.77	3.01	\$ 2.97	\$ 52.12
<b>Peer City Average</b>	<b>\$ 2,961,548.75</b>	<b>\$ 1,191,998.43</b>	<b>7.15</b>	<b>\$ 34.58</b>	<b>12.16</b>	<b>3.07</b>	<b>\$ 10.53</b>	<b>\$ 30.16</b>

Source: 2018 FTA National Transit Database (NTD) Reports

**6.2 Mobility on Demand Innovative Practices**

As the mobility landscape continues to evolve, connected travelers, continued advancements in transportation technologies, and private sector involvement present unprecedented opportunities for improving public transportation. In recent years, concepts such as microtransit and mobility-on-demand have helped agencies fill first and last mile gaps by developing and integrating unconventional modes into their services, engaging the private sector in the form of transportation network companies (TNCs), car-share, bike-share and other modes as alternative to private vehicles. However, while transit agencies continue to experiment with new business models, new suppliers, and new technologies, there remain challenges related to providing cost-effective, efficient, and equitable service to all people.

Mobility on Demand (MoD) is an innovative user-focused approach which leverages mobility services, integrated transit networks, and real-time data, to give users an easier and smoother traveling experience from origin to destination.

Mobility on Demand may expand customer travel opportunities and offer customers spontaneity of travel. The service model may be enabled by private companies (such as Uber, Lyft, taxis, private microtransit), or the agency, and used to facilitate first-mile/last-mile solutions, paratransit, and travel within low-density zones where it is not economically feasible to provide conventional transit service. Further, MoD may be used as an offering for same day specialized/paratransit and rural transit services.



MoD options in rural and small urban areas, while not growing as rapidly as MoD options in urban centers, are improving through changes to existing options that may make both existing and newer options more approachable for travelers (e.g. changing the way demand-responsive transportation is provided), the introduction of new options (such as shared micro-mobility services), and shifting cultural factors (individuals more willing to share a ride in a vehicle with strangers).

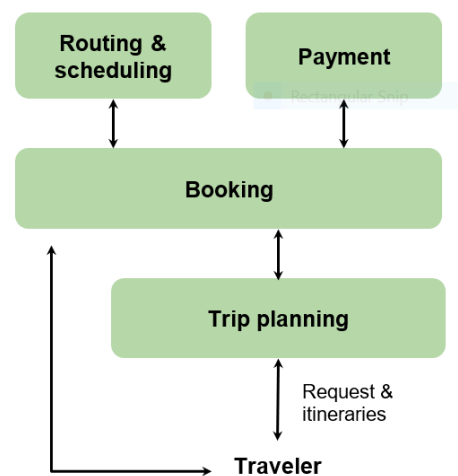
In a scan of dozens of small urban and rural mobility-on-demand examples, the options that emerged as the most promising or as having the most useful lessons for Yuma County’s operating environment include:

- volunteer driver programs,
- modern hitch-hiking,
- on-demand transit,
- shared micro-mobility,
- shared cars,
- community ridesharing, and
- the use of TNCs to fill gaps in or replace service.



Within these options, several strategies stand out as good practice for Yuma County:

- Integrating planning, booking, and payment for travelers,
- Providing travelers with online, app-based, and phone-based information,
- Servicing a mixture of private pay and subsidized rides,
- Focusing resources on the most critical needs first, and
- Starting small and growing the program over time to ensure sustainability.



Transit agencies in the United States have been partnering with private sector entities including TNCs and private microtransit companies, and real-time routing and dispatching software providers for several years, particularly since the launching of USDOT’s MoD Sandbox initiative.

However, transit agencies are still assessing how best to position themselves in the shifting paradigm of mobility. Throughout this time agencies have experimented with replacing existing services, complementing current services, and adding new services. Given that most of the operating cost in the transit industry is attributed to direct driver employment and vehicle ownership, agencies have experimented with a variety of models, where they: 1) operate a service on their own; 2) use a contractor to run their services; or 3) partner with TNC or taxis and subsidize the trip cost as well as fares.

There is no clear conclusion on the best model, and it varies largely on the type of service being provided and the ridership demography. The experiments continue.

Information gleaned from nation-wide examples of next-generation mobility (operations, service delivery and technology) informs on potential applications in Yuma County. Chapter 7 presents a framework for discussion of opportunities for advancing MoD/next-generation solutions to address identified transit/mobility needs in multiple locations in the YCIPTA service area.

Exhibit 6.3 summarizes a select number of service alternatives and briefly describes service design attributes. Presented service alternatives include:

- Personal Mobility on Demand (PMoD)
- Scheduled Microtransit
- Flexible Microtransit
- Modern Hitch-Hiking
- Vehicle Sharing

**Exhibit 6.3. Service Alternatives**

Service Alternative	Service Design Attributes				
	Service Description	Vehicle Types	When Can I Use It?	How Do I Use It?	How Much Might It Cost?
	<p><b>Personal Mobility on Demand</b></p> <p>Low-capacity - individuals or small groups. On-demand (next vehicle available) +/- advanced booked</p>	<p>sedans, minivans, taxis, transportation network companies (TNCs) - like Uber, Lyft</p>	<p>Flexible: commuter peak hrs., late night "owl" service, 24/7. <b>Typically 15 to 30 minute response time.</b></p>	<p>Reservations required: app based +/- phone call center</p>	<p>Typically <b>subsidized</b> taxi/TNC service. Fare may be \$1. or \$2.</p>
	<p><b>Scheduled Microtransit</b></p> <p>Moderate capacity - fixed route, set schedule (shuttles, circulators) Like regular transit.</p>	<p>vans, shuttle buses</p>	<p>Flexible: span &amp; frequency range from defined periods (commuter peaks) to fixed route operating hrs. Primarily as feeders. <b>Typically would run every 30 to 60 minutes.</b></p>	<p>Walk-up service. No booking.</p>	<p>Typically - regular transit fare</p>
	<p><b>Flexible Microtransit</b></p> <p>Demand Response / On Demand - Moderate capacity, dynamic itinerary.</p>	<p>vans, shuttle buses</p>	<p>Flexible: span &amp; frequency range from defined periods (commuter peaks) to transit operating hrs. Dynamic in response to demand. <b>Typically 30 to 60 minute response time.</b></p>	<p>Reservations required: app based +/- phone call center</p>	<p>Typically - regular transit fare</p>
	<p><b>Modern Hitch-Hiking</b></p> <p>Demand response / On Demand - Moderate capacity, dynamic itinerary. Typically, pre-register/membership based</p>	<p>private passenger vehicles</p>	<p>Flexible: span and frequency based on availability of ride-matching</p>	<p>Examples report that riders typically wait 5 to 10 minutes for pick-up.</p>	<p>May be membership fee basis.</p>
	<p><b>Vehicle Sharing</b></p> <p>Bike share, car share, and ride share services - expand reach of fixed-route transit services</p>	<p>Bicycles, electric scooters, sedans</p>	<p>Flexible. <b>Typically available 24/7.</b></p>	<p>Typically walk-up service. May be reservation based.</p>	<p>Typically - market rates.</p>

## 7.0 RECOMMENDED SERVICE PLAN

This chapter presents a phased five-year transition plan to redesign existing transit services to better respond to the mobility expectations and preferences of Yuma region residents, employees and visitors.

The YCIPTA and YMPO Project Steering Committee considered a range of service alternatives for possible inclusion in the preferred five-year service plan described in this chapter. Initially, broad concepts were presented in narrative and tabular formats to build consensus regarding the direction, magnitude and pace of potential service improvements. Among the options considered were relatively minor adjustments targeting individual routes and schedules, as well as sector-based and systemwide restructuring consistent with changes implemented in 2014-2015 based on the prior SRTP.

- Targeted improvements address specific concerns typically affecting a single route or limited coverage area; for example: Overcrowding; chronic lateness; schedule gap; low frequency. The primary objective of targeted improvements is to keep the present system operating smoothly and maintaining defined standards for safety, reliability, and convenience.
- System redesign applies adopted service standards and industry best practices to improve multiple routes and many more YCAT customers. Preferred outcomes include: Faster transit travel times; expanded coverage; more direct routes patterned on the regional arterial street network; high frequency service on selected lines; and wider deployment of flexible microtransit and PMoD services to provide “first-last mile connections” to the fixed route system and increase mobility in unserved areas. The main objective of system redesign is to attract higher ridership and improve productivity by enhancing transit service quality.

The unique conditions caused by the Covid-19 pandemic are an important consideration and have a strong influence on the current short-range planning cycle. The pandemic triggered a dramatic ridership decline in the fourth quarter of FY 2020 and continuing into FY 2021; as well as new operational demands impacting YCAT personnel and budget. As of this writing, it is anticipated that pandemic conditions will continue through the end of FY 2021 and into FY 2022. Accordingly, the five-year preferred service plan recognizes these constraints by offering a relatively modest array of targeted service improvements during the initial two years FY 2022-2023, followed by several sector-based service redesign concepts for further consideration post-pandemic.

### 7.1 Targeted Service Improvements - FY 2022-2023

These improvements focus on fine-tuning the existing system while YCAT customers, employees and other stakeholders remain under pressure during the pandemic. The changes proposed do not require intensive pre-implementation resources and generally do not present have adverse effects on YCAT customers. Incremental service improvement strategies include:

- Modify / expand FLEX service coverage to reach more potential customers
- Restore late afternoon schedule reliability on selected routes



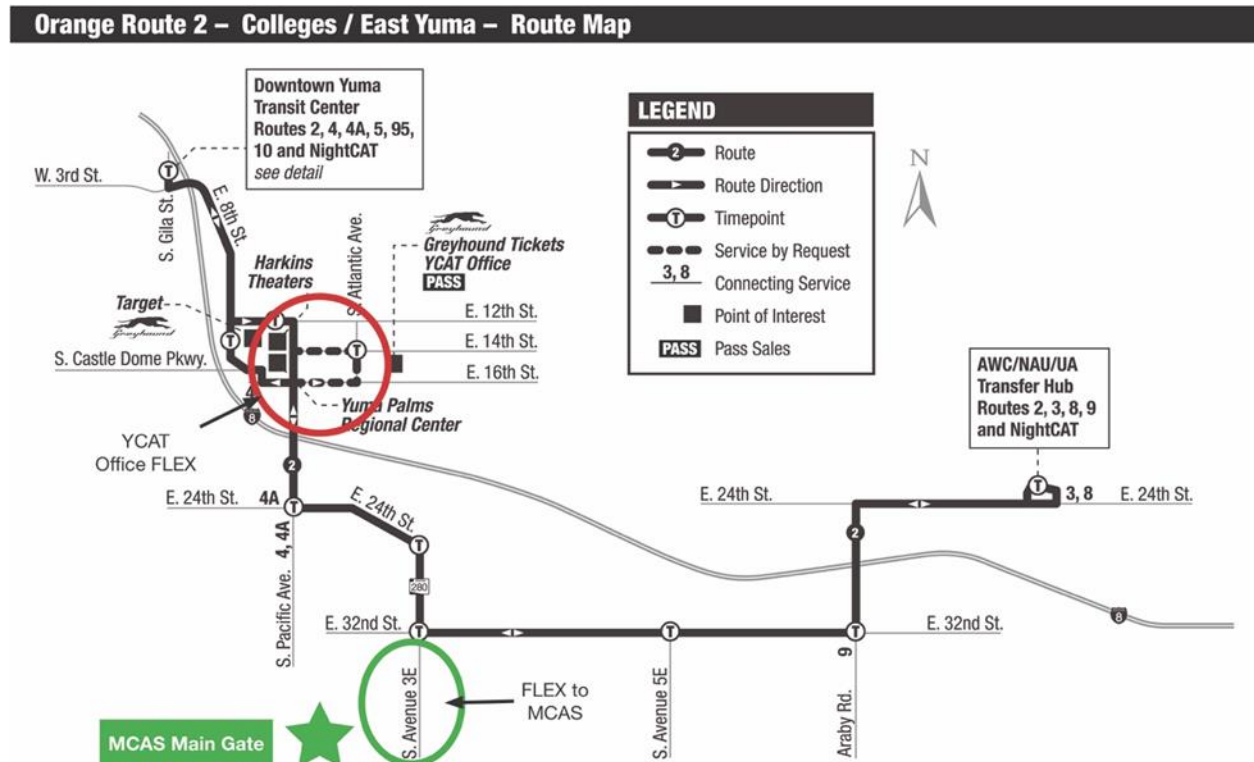
- Prevent chronic overcrowding and customer pass-ups at schools or other locations
- Simplify customer information and system functionality

### 7.1.1 Orange 2 FLEX Zone Modification

Proposed changes to FLEX coverage area served by Orange 2 are shown in Exhibit 7.1. The proposal would create new FLEX deviation coverage one mile south of E 32<sup>nd</sup> Street to the US Marine Corps Air Station (MCAS) main gate on Avenue 3E, and concurrently discontinue existing FLEX deviation coverage to the YCAT office in the Gila Industrial Park.

However, discontinuation of FLEX coverage to the YCAT office is contingent on relocating the pass sales function to one or more interim locations until the new downtown transit center in the renovated Hotel del Sol building is completed. Currently, transit passes may be purchased online (YCIPTA website), or in-person at the YCAT office and Food City stores throughout Yuma County. Prepaid fare media should be more widely available in locations convenient to YCAT customers. These include proximity to WYTH (*i.e.*, on-street bus stop on W 26<sup>th</sup> Street between 21<sup>st</sup> and 23<sup>rd</sup> Drive), which is the most active bus stop in the system with 650 boardings and alightings per average weekday (pre-pandemic); other potential outlet locations include downtown San Luis, Somerton Main Street, and the AWC/NAU/UA campus.

**Exhibit 7.1. Proposed Orange 2 FLEX Zone Modification**



This proposal has three preferred outcomes:

1. To provide near-term future transit access to a potentially large trip generator at MCAS without deploying additional service hours or vehicles to the current operation of Orange 2;

Marine Corps Air Station (MCAS) Yuma

*“There are currently 14 commands that serve aboard MCAS Yuma, for a total of 6,592 military, with at least 5,531 family members and 2,151 civilian personnel, a total population onboard of 11,955, plus an additional 10,146 rotational transients.”*  
Military Installations webpage - [militaryonesource.mil](http://militaryonesource.mil)

2. To enhance customer convenience and expand the use of pre-paid fare media by YCAT customers by making pass sales more accessible; and,
3. To make most efficient use of limited time available in the Orange 2 schedule to fulfill deviation requests.

Impact on Existing Customers – Discontinuation of deviation service to the YCAT office would not impact existing customers to the extent that pre-paid fare media is available for sale at other locations accessible to the fixed route network. Pre-pandemic weekday ridership averaged 16 boardings and 24 alightings at the deviation stop on Atlantic Avenue at 14<sup>th</sup> Street. This stop is 1,000 feet west of the YCAT operating facility where transit passes are sold. YCAT operating personnel confirm that the deviation activity in this area is due to Greyhound ticket and YCAT pass sales (approximately two-thirds of which are for Greyhound tickets).

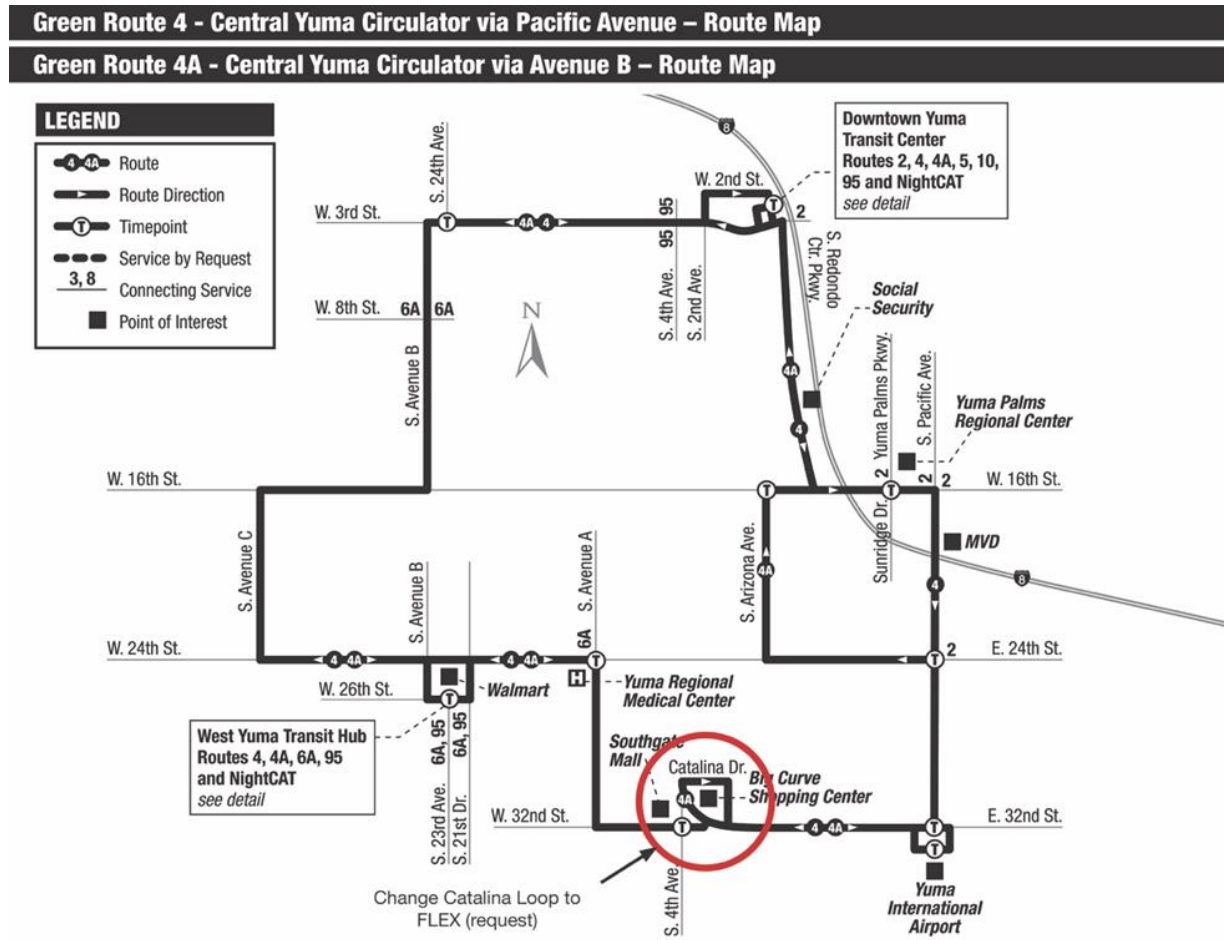
New Ridership Potential – Community survey findings indicate potential demand for service to the MCAS main gate on the west side of Avenue 3E one mile south of 32<sup>nd</sup> Street. The MCAS community has a population of over 22,000 persons. Potential transit markets include civilian employees commuting to the base, military family members going off-base, and personnel on rotational assignment in Yuma who are less likely to have personal vehicles than resident personnel. A more focused outreach effort is needed to accurately estimate transit demand.

Impact on Operating Cost – The proposal would have a minimal effect on Orange 2 operating expenses and revenues; assuming no change in the number of buses required to operate current hourly headways and continuation of the interline with Yellow 95 through the DYTC.

### 7.1.2 Green 4A Catalina Loop Conversion from Fixed Route to FLEX

This proposal would change the weekday service mode on Catalina Drive from fixed route to FLEX route deviation by request. Green 4A follows a nearly 17-mile one-way (clockwise) loop through central Yuma, including W/S Catalina Drive for 0.5 mile between S 4<sup>th</sup> Avenue and W 32<sup>nd</sup> Street. Covering to the three bus stops located on this segment requires a 1.0-mile “safety pin loop” that consumes three to five minutes of running time per trip. The affected segment is shown within the red circle in Exhibit 7.2.

### Exhibit 7.2. Proposed Green 4A Catalina Loop



The purpose of this proposal is to restore schedule reliability on an important local route in central Yuma. YCAT operating personnel have observed that Green 4A service runs progressively further behind schedule on weekday afternoons due to insufficient recovery time between trips. Chronic schedule delays expose customers to longer wait times at bus stops and disrupt late afternoon service, including transfer connections. It was noted that Green 4, which operates in the opposite direction but does not cover Catalina Drive, has fewer schedule adherence concerns than does Green 4A. The preferred outcome is to incrementally reduce mileage and time commitment to preserve the existing schedule cycle without requiring additional resources or a headway reduction.

Impact on Existing Customers – The vast majority of Green 4A customers are either unaffected or would benefit from this change through shorter onboard travel time and/or improved schedule reliability. A small number of existing customers would be affected by the change from fixed route to FLEX deviation by request service mode. The three bus stops on Catalina Drive generated two (2) boardings and six (6) alightings per average weekday, as follows:

- W Catalina Drive at 4<sup>th</sup> Avenue - 1 on, 3 off

- Catalina Square Apartments - 1 on, 2 off
- S Catalina Drive opposite Country Club Drive - 0 on, 1 off

Less than one percent of Green 4A customers who currently receive fixed route service would need to request FLEX deviation service at least one hour in advance of desired travel.

Impact on Operating Cost – The proposal would have a minimal effect on Green 4A operating expenses and revenues; assuming no change in the number of buses required to operate current hourly headways. Implementation would nominally increase dispatch volume to accommodate FLEX boarding requests.

### **7.1.3 Yellow 95 – School Day Capacity Increase**

This proposal would add a southbound afternoon departure from WYTH to supplement line capacity on school days. Pre-pandemic ridership data indicates overcrowding on southbound trips departing WYTH at 2:56 pm with potential for passing up waiting customers.

Impact on Existing Customers - Mostly student customers traveling between Yuma Union High School to Somerton would benefit from additional service capacity along with positive assurance of not being passed up due to overcrowding.

New Ridership Potential - Offering additional school day capacity provides the opportunity to carry more students from primarily Kofa and other central Yuma high schools to Somerton, East and West Cocopah.

Impact on Operating Cost - First-year net operating cost is estimated at \$29,563; assuming two hours per day, 180 operating days (school days only), and net incremental operating cost of \$82.12 per RVH.

### **7.1.4 Blue 5 and Turquoise 10 – Schedule Coordination**

These routes serve common population and largely similar alignments on the Reservation and should appear on a common timetable for customer convenience. Turquoise 10 scheduled arrival and departure times should be slightly adjusted to even the spacing between Blue 5 trips in the morning and afternoon. Turquoise 10 westbound departures from the DYTC should be shifted from 7:30 am to 7:49 am (summer), and from 1:30 pm to 1:49 pm to create an even 30-minute headway. Similarly, Turquoise 10 eastbound departures from the Quechan Casino Resort should be shifted from 10:00 am to 10:15 am (summer) and from 4:00 pm to 4:15 pm. El Centro arrival and departure times should be adjusted accordingly.

Impact on Existing Customers - The proposal is mildly favorable to existing customers who may be unaware of the two routes currently operating on separate timetables. Turquoise 10 customers need to be specifically informed of proposed schedule adjustments.

New Ridership Potential - This proposal is slightly favorable to new ridership given simplification to the single timetable.

Impact on Operating Cost – No additional RVHs are required for schedule coordination.

### 7.1.5 Quechan Reservation Service Improvements

This proposal addresses mobility needs on the Fort Yuma Quechan Indian Reservation and neighboring communities in eastern Imperial County.



Potential sources of new transit ridership stem from key aspects of this proposal:

- Improving the Blue 5 headway to the Andrade Port of Entry to hourly (currently every two hours);
- Expanding the reach of the fixed route services on the Reservation with PMoD feeder connections;
- Introducing on-demand subsidized shared ride taxi/TNC service on the Reservation to reduce dependence on personal vehicles and supplement YCAT bus service; and,
- Increasing Turquoise 10 service to El Centro to five days per week (currently three days).

A multi-year service plan is recommended including modifications to the existing fixed routes and two pilot projects to demonstrate the

viability of flexible microtransit feeder and personal mobility on demand (PMoD) services on the Reservation. Suggested phasing is contingent on attainment of post-pandemic conditions such as ridership restoration, sufficient personnel resources, and financing.

The additional cost of the proposed Quechan Reservation targeted and near-term service improvements is presented in Exhibit 7.3.

**Background/Context:** Blue 5 service between the DYTC and the Quechan Casino Resort via Fort Yuma and Winterhaven began in 2012 and was extended to the Andrade Port of Entry in 2013. Blue 5 covers a 13-mile alignment extending north from the DYTC via the Fort Yuma Quechan Reservation, Winterhaven and I-8 west to the Quechan Casino Resort on Algodones Road. Buses run hourly between 7:19 am and 6:11 pm on weekdays, between 10:19 am and 4:11 pm on Saturdays. Alternating westbound trips (i.e., every two hours) continue south two miles to the Port of Entry.

Turquoise 10 service between the DYTC and the El Centro bus terminal began in 2013. Initially service operated on Mondays, Wednesdays and Saturdays; however, Saturday service was discontinued in 2016 due to low fare box recovery. Friday service began in 2018, restoring the schedule to three days per week. The daily schedule consists of two round trips per day.

The Fort Yuma Quechan Reservation is home to approximately 3,200 tribal members living on 68.8 square miles in southeastern Imperial County, California, and western Yuma County, Arizona. Blue 5 and Turquoise 10 combined generated 19,100 annual customer boardings (pre-pandemic). Blue 5 operating six days per week attracted 55 average daily boardings, and Turquoise 10 operating three days per week attracted 14 average daily boardings. Ridership patterns focus on travel to and from the Reservation. For example, 31% of Blue 5 boardings occur at the DYTC, 15% at the Andrade Port of Entry, 14% at the Quechan Casino Resort, 12% in Winterhaven, and 10% at the Paradise Casino. Most of the remaining boardings occur along Quechan Drive at Indian Hill and Sapphire Lane, and on Ironwood Drive. These data indicate that YCAT currently has a very small share of the local travel market on the Reservation.

**Exhibit 7.3. Additional Cost of The Proposed Quechan Reservation Service Improvements**

Quechan Reservation Service Improvements	Description	Cost	Cost Assumptions
Blue 5 Improved Headway	to Andrade Port of Entry	\$0	No additional RVH required
Blue 5 FLEX Microtransit Feeder	Subsidize max 25 one-way trips up to \$5.00	\$38,375	25 trips x 307 operating days x \$5.00 avg subsidy per trip
Quechan PMoD	On demand shared ride taxi service direct on Reservation	\$153,500	50 trips x 307 operating days x \$10.00 avg subsidy per trip
Turquoise 10	Add Tuesday and Thursday service	\$45,000	6 RVH x 100 days x \$75 per hour

**7.2 Near Term Improvements – FY 2023 – 2024**

As described herein, the following near-term improvements are targeted for implementation in FY 2023-2024: Blue 5 Improved Headway to Andrade Port of Entry; and a FLEX Microtransit Feeder Demonstration.

**7.2.1 Blue 5 Improved Headway to Andrade Port of Entry**

Currently six of 11 westbound trips extend two miles beyond the Quechan Casino Resort to the Andrade Port of Entry and adjacent long-term parking lot. Despite the two-hour headway, the border stop generates more ridership than any other stop except the DYTC. This proposal would extend the remaining five scheduled trips that currently terminate at the Quechan Casino Resort to the Port of Entry border, resulting in hourly headways on all route segments. Fixed route deviation service currently offered on these trips would be discontinued but replaced as described below.

Impact on Operating Cost – The extension of all Blue 5 trips to the Andrade Port of Entry would not significantly affect net operating expenses; assuming that minimal increases in fuel and vehicle maintenance costs would be offset by additional farebox revenue; and that Blue 5 would no longer offer deviation service as part of the fixed route. Additionally, selected replacement of low productivity fixed route segments (e.g., San Pasqual, Ironwood, Baseline) with PMoD feeder service should be considered. Consolidation of two timetables into a single timetable would minimally lower customer information costs.



### 7.2.2 On-Demand/Consumer Choice (Microtransit) Feeder Demonstration

A pilot project to determine the viability of “first-last mile” microtransit feeder service on the Quechan Reservation replaces the limited-capacity deviation service operated by the five short Blue 5 trips. Currently the fixed route bus will deviate up to ¼-mile from the published route to provide first-last mile service within a narrow corridor. Alternatively, an On-Demand/Consumer Choice feeder service would be available on demand anywhere on the Reservation south of Mission Wash. The On-Demand/Consumer Choice service model assumes third-party operation by taxi and transportation network companies (TNC) operating in the region. Most providers use sedans, SUVs, or vans to provide service. On-demand vehicle hailing, and fare payment would occur primarily via branded phone app to be developed under YCIPTA sponsorship, and via Internet website or telephone. Customer requests for next-bus

available service will be scheduled around YCAT fixed route schedules at key bus stops such as Fort Yuma Health Care Clinic, Quechan Community Services, Ironwood Community Center, Paradise Casino, Pipa Market, San Pascual Valley Elementary School, and Winterhaven Post Office.

Impact on Operating Cost - First-year subsidy cost is estimated at \$38,375; assuming maximum 25 subsidized trips per day, \$5.00 average subsidy per trip (\$7. trip minus \$2. fare), and 307 operating days (253 weekdays and 52 Saturdays). It is assumed that PMoD feeder service would be provided in non-dedicated small vehicles ranging from sedans to SUVs or small vans operated by third-party vendors such as taxis and TNCs (Uber, Lyft).

### 7.3 Short-Range Improvements - FY 2025 – 2026

#### 7.3.1 Personal Mobility on Demand (PMoD) Demonstration

A pilot project to determine the viability of on-demand shared ride taxi service on the Quechan Reservation would introduce a new direct travel option within the YCAT service area if either the trip origin or destination is on the Quechan Reservation. This service responds to the preference of many Reservation residents for taxi service and the coverage limitations of fixed route transit in low density areas. The PMoD service model assumes third-party operation by taxi and transportation network

companies (TNC) operating in the region using sedans, SUVs and/or vans. On-demand vehicle hailing, and fare payment will occur primarily via a branded phone app to be developed under YCIPTA sponsorship. YCIPTA’s principal roles would be to subsidize a portion of the cost of the trip to ensure sustainability, and to monitor performance relative to service standards. Service policies should encourage channeling of demand to increase the potential for ride sharing.

#### S RTP Community Survey Finding

Forty-three percent (43%) of respondents who do not ride YCAT cited “*routes not being direct enough*” as the primary reason.

#### Taxi and TNC Financial Validation

##### Taxi (representative rates)

- \$1.75 pick-up
- \$1.75 per mile
- Example: 3 mile trip = \$7.00

##### TNC (trip estimator)

- \$2.00 base fare
- \$2.30 booking fee
- \$1.75 per mile
- Example: 1.5 mile trip = \$7.00





**Impact on Operating Cost** - First-year subsidy cost for Quechan PMoD is estimated at \$153,500; assuming maximum 50 subsidized trips per day, \$10.00 average subsidy per trip, and 307 operating days (253 weekdays and 52 Saturdays). Net cost of service assumes a flat subsidy per one-way trip. Customer pays an initial fare equivalent to a regular transit fare; followed by the subsidy; after which the customer is responsible for the cost of longer trips.

*Example: Customer pays the first \$2.00 of taxi/TNC market-based fare (currently \$2.00); sponsor(s) pay a flat \$10.00 subsidy; customer pays any amount above a \$12.00 one-way ride.*

### 7.3.2 Expand Turquoise 10 Service Span

Five-day per week should be considered to expand access from eastern Imperial County to lifeline destinations in El Centro including County and State Courts, Department of Motor Vehicles, Public Health Department, and El Centro Regional Medical Center.

**Impact on Operating Cost** – First-year net operating cost is estimated at \$49,272; assuming six RVH per day, 100 operating days, and net incremental operating cost of \$82.12 per RVH.

### 7.3.3 Central Yuma Route Restructuring

This proposal would complete the grid network of routes in the YCAT core service area to provide a solid foundation for future service span and frequency upgrades.

**Service Redesign:** A “Dual Hub Grid Network” is presented mid-range service concept for the YCAT fixed route system in Central Yuma. The dual hub aspect recognizes the significance of the West Yuma Transit Hub (WYTH) to YCAT customers and constructs a grid network around two transit centers and with a high frequency connection (*i.e.*, 15 minutes) via 4<sup>th</sup> Avenue and 24<sup>th</sup> Street. Key components of the redesign include:

#### 1) 4th Avenue Transit Corridor

- Reroute Purple 6 from Avenue A to 4<sup>th</sup> Avenue between 8<sup>th</sup> and 24<sup>th</sup>

**Background/Context:** The route network in central Yuma consists of three linear routes running mostly north-south on 4th Avenue (Yellow 95), Avenue A (Purple 6), and Castle Dome Avenue (Orange 2); and a bi-directional circulator (Green 4/4A) that loops the central city with north-south coverage on Avenues B and C, and east-west coverage on Atlantic and Pacific Avenues.

The existing network facilitates north-south transit travel; however, east-west transit is significantly less convenient with coverage limited to segments of 1st, 3rd, 8th, 24th and 32nd Streets (all Green 4/4A). Crosstown travel times can be excessive for many east-west trips as customers are compelled to travel out-of-direction on the circulator to reach preferred destinations. Other service-related comments identified through public outreach include:

- Provide coverage on 4th Avenue between 24th and 32nd Streets;
- Access to the Yuma Civic Center located west of Avenue A between 32nd and 40th Streets;
- Access the Marine Air Station (MCAS) on S Avenue 3E;
- Deviation service to the Sunglow Ranchettes area west of US 95 centering on County 14th and Avenue C.

WYTH is the busiest bus stop in the YCAT system with 650 boardings and alightings on an average weekday pre-pandemic. The on-street stop on W 24th Street westbound between S 21st and 23rd Drive is minimally equipped with three shelters provide limited covered waiting area and seating. DYTC is the second busiest stop with over 275 boardings and alightings per weekday.

Streets. Coordinate Purple 6 and Yellow 95 operating schedules on 4<sup>th</sup> Avenue to maintain even spacing between trips.

- Add a Yellow 95 bus between DYTC and WYTH. Reschedule the line with 1 Purple and 3 Yellow 95 trips per hour to operate even 15-minute headways on 4<sup>th</sup> Avenue between 8<sup>th</sup> Street and 24<sup>th</sup> Street; and average 20-minute headways north of 8<sup>th</sup> Street to the DYTC.
- Focus capital improvements at the two transit centers and 10 priority bus stop locations in transit corridor. Customer amenities envisioned include real-time bus arrival display, expanded waiting area, larger thematic shelters, benches, solar lighting, or other amenities at the following locations:
  - Five southbound bus stops on 4<sup>th</sup> Avenue at 3<sup>rd</sup>, 8<sup>th</sup>, 10<sup>th</sup>, 19<sup>th</sup>, and 24<sup>th</sup> Streets
  - Two northbound bus stops on 4<sup>th</sup> Avenue at 18<sup>th</sup> and 24<sup>th</sup> Streets; and
  - Two westbound bus stops on 24<sup>th</sup> Street at Avenue A and 21<sup>st</sup> Drive.

*S RTP Community Survey Finding*

Fifty-six percent (56%) of respondents cited “more shelters or benches at bus stops” as priority among desired YCAT system improvements.

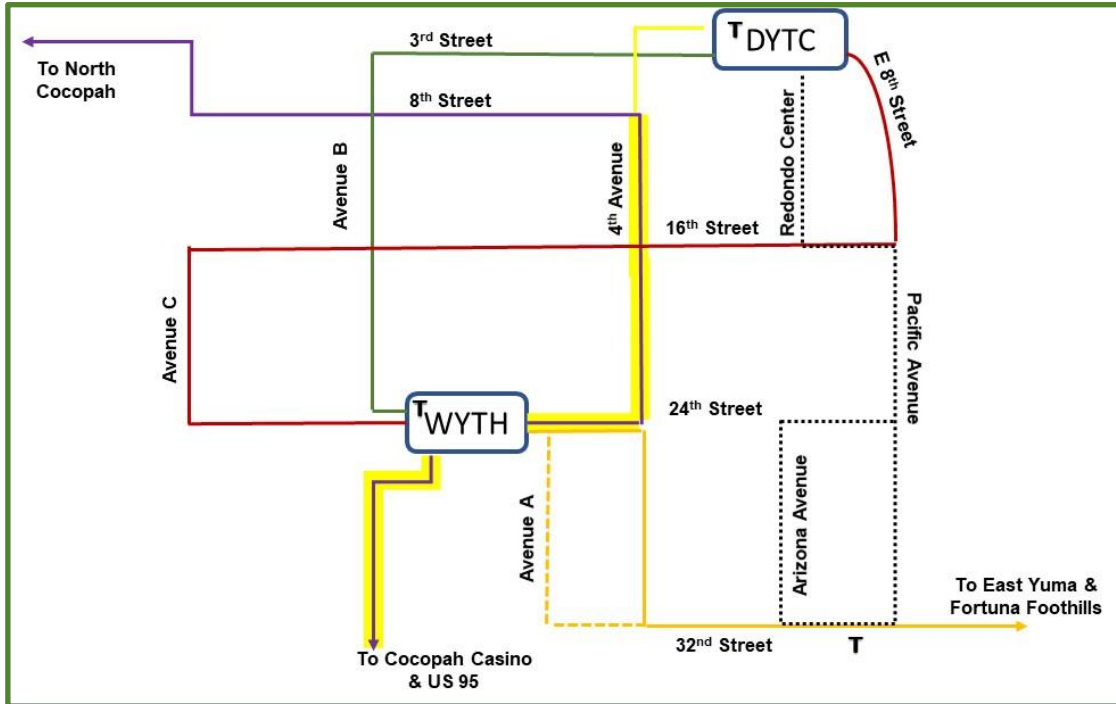
**2) Complete Grid Network**

Shown in Exhibit 7.4, linear alignments replace Green 4/4A loop circulator to complete the transit grid with east-west lines on 3<sup>rd</sup>/8<sup>th</sup>, 16<sup>th</sup>, 24<sup>th</sup> and 32<sup>nd</sup> Streets; and north-south lines on E 8<sup>th</sup> Street/Castle Dome Avenue, Pacific Avenue, 4<sup>th</sup> Avenue, Avenues B and C. Proposed modifications as follows:

- Reroute Orange 2 via 32<sup>nd</sup> Street and 4<sup>th</sup> Avenue to WYTH.
  - School-day exception trips operate via Avenue A to serve Kofa High School at bell times.
  - Expanded FLEX zone south of E 32<sup>nd</sup> Street.
  - 120-minute schedule cycle / 60-minute headway (2 buses)
- Reroute Purple 6 via 4<sup>th</sup> Avenue between W 8<sup>th</sup> and W 24<sup>th</sup> Streets
  - Discontinue coverage on Avenue A.
  - No effect on resource requirements
- Add Yellow 95 with additional bus north of WYTH
  - Reschedule line with 15-minute headway on 4<sup>th</sup> Avenue.
- Restructure Green 4 (Pacific / Avenue B)
  - Interlined through DYTC
  - 120-minute schedule cycle / 60-minute headway (2 buses)
- Initiate new Red 7 via 16<sup>th</sup> Street

- 60-minute schedule cycle / 60-minute headway (1 bus)

**Exhibit 7.4. Central Yuma Redesign Concept**



**7.3.4 US 95 South Corridor Service Integration**

This multi-year proposal would integrate three YCAT routes into a common schedule based on a “trunk and branch” service design in the service area south of WYTH. Key short-range objectives are to achieve more even headway spacing, shorter customer waiting times and balanced passenger load at commonly served destinations including the Cocopah Casino Resort and City of Somerton. Maintaining the present 60-minute headway and direct connections (i.e., a one-seat ride) between North, East and West Cocopah Reservation lands is a key assumption in formulating future schedules. The short-range proposal includes expanded availability of FLEX deviation service on the Reservation.

<i>Perceived Benefits of Redesign</i>
✓ <i>Reduces customer wait times with more even headways</i>
✓ <i>Balances onboard passenger loads between trips</i>
✓ <i>Invests resources in YCAT’s most successful market.</i>

Background

Currently three YCAT routes operate on partially overlapping alignments in the US 95 corridor in southern Yuma County:

- Yellow 95 operates 30-minute headways between WYTH and San Luis via Gadsden and Somerton.
- Purple 6 operates 60-minute headways between WYTH and areas of the Cocopah Reservation East and West.
- Silver 9 operates one trip in each direction between San Luis and the AWC/NAU/UA campus. Schedules operate independently of the other

Schedules are partially coordinated through these areas and further improvements are possible to even the spacing between trips.

### Service Redesign

Integrate Purple 6 and Yellow 95 into a common line between WYTH and South County destinations including Cocopah Casino, Somerton, East and West Cocopah Reservations; Gadsden and San Luis. The design concept is shown in Exhibit 7.5. Proposed modifications are as follows:

#### **1) Integrated Schedule**

Initially operate 20-minute headways between WYTH and commonly served destinations; notably Cocopah Casino Resort and Main Street Somerton.

- *San Luis branch* – Two trips per hour
- Cocopah Reservation branch – One trip per hour serving Cocopah Casino Resort, East Cocopah (Cottonwood Drive), Main Street Somerton, and West Cocopah Reservation.

#### **2) Improve Cocopah Branch Headways**

Looking toward the horizon of the five-year short-range planning period and possibly beyond, the objective is to upgrade level of service in the US 95 corridor from three to four trips per hour to provide 15-minute weekday headways on the trunk line (*i.e.*, commonly served segments) and 30-minute headways on each of the two branches, Cocopah and San Luis. This frequency upgrade would facilitate seamless through-routing of all trips to the 4<sup>th</sup> Avenue transit corridor in both directions at WYTH.

#### **3) Expand FLEX Deviation Service Availability**

This proposal would scale back fixed route coverage on East and West Cocopah Reservation lands to make more time available to accommodate FLEX deviations, and to reduce unnecessary bus circulation when there is no demand. Currently Purple 6 buses will deviate up to ¾-mile from the published route to provide first-last mile service on Cocopah Reservation lands.

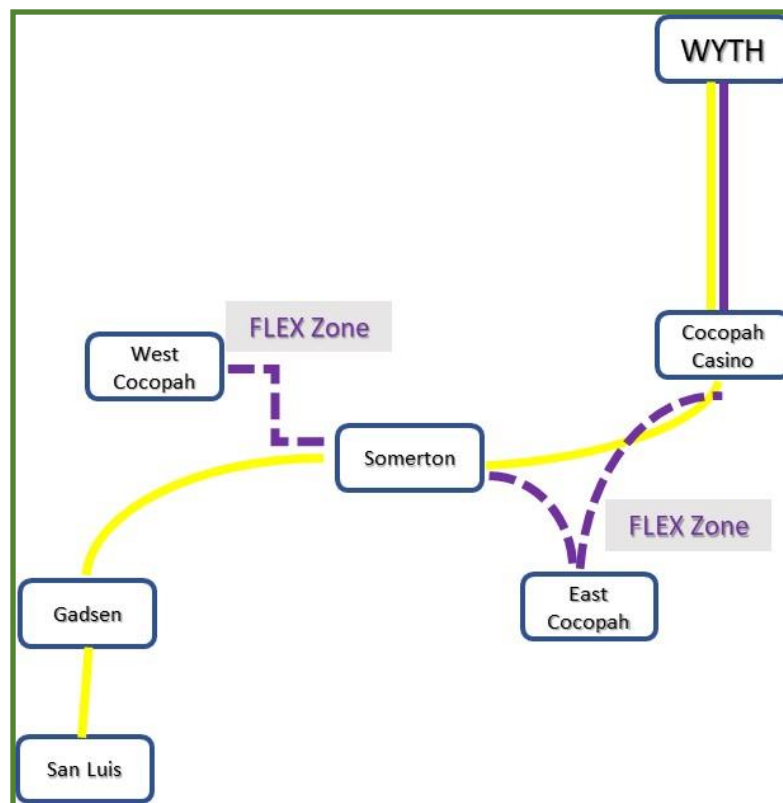
#### **4) Discontinue Silver 9**

Existing Silver 9 operations would be discontinued concurrently with the proposed rerouting of Orange 2 to WYTH as discussed in the foregoing section. It is noted that implementation is fully contingent on relocating the western terminus of Orange 2 to West Yuma, where a new transfer connection between Yellow 95 and Orange 2 buses would be created. This new connection forms an alignment comparable to the Silver 9, with only slightly longer end-to-end travel times than provided by Silver 9.

This proposal involves a trade-off between the direct connection offered by a limited Silver 9 schedule and the expanded service span and schedule frequency offered by a two-seat ride on Orange 2 and Yellow 95 with a timed transfer at WYTH. The proposed change would provide greater flexibility for current YCAT customers, and potentially would attract new riders by offering more convenient service.

The existing Silver 9 schedule, which operates Monday through Thursday when classes are in session, is limited to two morning arrivals to campus at 7:44 am and 9:15 am, and one departure from campus at 3:15 pm. Alternatively, regular hourly service to and from campus would be available using Yellow 95 and Orange 2. Although a transfer would be required, it is estimated that end-to-end transit travel time between Downtown San Luis and the AWC/NAU/UA campus would be less than 10 minutes longer than via the existing Silver 9 direct alignment.

**Exhibit 7.5. US 95 South Corridor Redesign Concept**



**7.3.5 East County Redesign**

This proposal would consolidate three east-side routes (Orange 2, Brown 3, Gold 8) into a common line providing all-day local in the 32<sup>nd</sup> Street corridor and peak period limited stop service on the I-8 Freeway.

Background

Three routes covering East Yuma (Orange 2), Fortuna Foothills, (Brown 3), Ligurta and Wellton (Gold 8) collectively generate just 10% of system ridership. The route structure focuses on the AWC/NAU/UA campus, which is the predominant trip generator in a service area otherwise dominated by lower density residential subdivisions and a commercial strip straddling the I-8 Freeway. Brown 3 also provides flexible route deviations within a zone encompassing Fortuna Hills and Mesa del Sol. Gold 8 can flex off route to pick up or drop off customers up to 1.5 miles on either side of the published fixed route.

The existing service design provides direct (*i.e.*, a one-seat ride) to the campus, but requires a transfer to get to Downtown Yuma, and two transfers to reach many destinations in central Yuma. The results in long transit travel times that are not competitive with travel in a personal vehicle. Purely fixed route service leaves many residents and businesses beyond walking distance to a bus stop. This is reflected in low ridership on Orange 2 along E 24<sup>th</sup> & E 32<sup>nd</sup> Streets between Engler Avenue and Araby Road; for example, average weekday ridership (pre-pandemic) was three boardings and three alightings at 13 bus stop pairs on this segment. Similarly, Brown 3 service on 40<sup>th</sup> Street between S Fortuna Road and S Foothills Boulevard generated two boardings and one alighting at six eastbound and five westbound bus stops.

Gold 8 ridership from Wellton and Ligurta is limited both by its limited schedule and western terminus at the campus transfer point. The present schedule includes one eastbound and two westbound trips on weekdays with no midday service. Scheduled travel time from Wellton to the WAC/NAU/UA campus is 57 minutes; to DYTC 93 minutes; and to WYTH nearly two hours. Average weekday ridership (pre-pandemic) east of Foothills Branch Library to Wellton was three boardings and four alightings.

Yuma Proving Ground (YPG) is a US Army facility with 3,000 mostly civilian employees making it the largest employer in Yuma County. The main gate is located on the west side of US 95 approximately 16 miles north of the AWU/NAU/UA transfer hub. YPG already is a primary destination for YCAT vanpools. Community survey results suggest potential demand for service to the YPG (based on comment received: Q5. *The types of YCAT transit service improvements that I would like to see*). Further research would be needed to assess the prospects for YCAT fixed route transit or flexible microtransit service, including the itineraries of the vanpools currently operating to YPG.

Service Redesign

A “local with express overlay” service concept is presented as an alternative to the existing YCAT route network covering eastern Yuma County. Key components of the redesign include:

**1) Orange 2 Local**

<i>Perceived Benefits of Redesign</i>
<ul style="list-style-type: none"> <li>✓ <i>A fresh product design may stimulate ridership by improving connectivity and reducing transit travel times.</i></li> <li>✓ <i>Direct (one-seat, no transfer) rides to more destinations.</i></li> <li>✓ <i>Expanded flex zone includes MCAS and Ocotillo subdivision.</i></li> <li>✓ <i>FLEX feeder service model improves fixed route operating speeds.</i></li> </ul>

- Consolidate Orange 2 and Brown 3 into a common line operating between the Foothills Branch Library and WYTH via primarily E 32<sup>nd</sup> Street and the AWC/NAU/UA campus.
- Replace current Brown 3 route deviation option with on-demand FLEX feeder service demonstration (see below) at designated feeder points:
  - Foothills Branch Library
  - AWC/NAU/UA campus
  - Cielo Center Walmart on E 32<sup>nd</sup> street at S Avenue 8E
  - Yuma International Airport
- Cover Yuma Palms with Pacific Avenue local (see central Yuma redesign).

**2) Gold 2X Express**

- Rebrand existing Gold 8 and extend from AWC/NAU/UA campus to DYTC via I-8 and Redondo Center Drive.
- Replace deviation option west of Foothills Branch Library with FLEX feeder service at designated feeder points:
  - Foothills Branch Library
  - AWC/NAU/UA campus
  - Cielo Center Walmart on E 32<sup>nd</sup> street at S Avenue 8E
  - Redondo Center Drive and E 16<sup>th</sup> Street

*S RTP Community Survey Finding*

*Transit demand requested to MCAS Yuma and the Ocotillo subdivision bounded by E County 12<sup>th</sup> Street (north), Araby Road (east), E County 13<sup>th</sup> Street (south), and S Avenue 6E (west).*

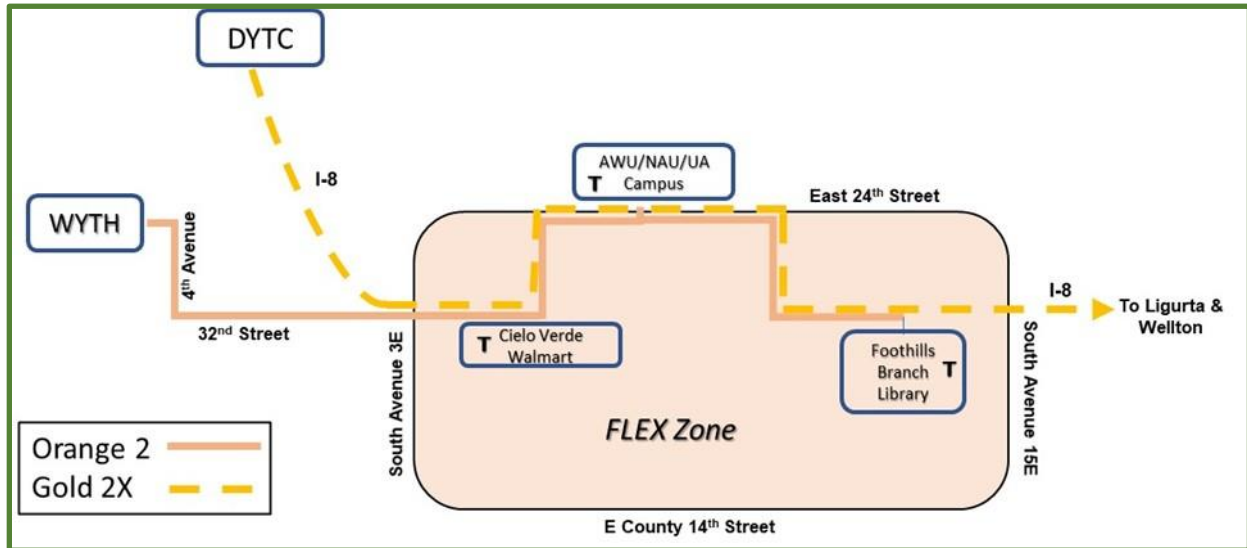
**3) FLEX Microtransit Feeder Demonstration**

A pilot project to determine the viability of on-demand “first-last mile” feeder service in an expanded coverage area would replace currently limited-capacity deviation service operated by Brown 3 in the Fortuna Foothills / Mesa del Sol FLEX zone. The operating mode changes to an on-demand microtransit feeder connection within a 48-square mile zone bounded north-south by 24<sup>th</sup> and 32<sup>nd</sup> Streets, and east-west by Avenues 3E and 15E. Proposed FLEX zone boundaries are shown in Exhibit 7.6.

The FLEX service model assumes third-party operation by taxi and transportation network companies (TNC) operating in the region using sedans, SUVs and/or vans. On-demand vehicle hailing, and fare payment will occur primarily via a branded phone app to be developed under YCIPTA sponsorship. Customer requests for next-bus available service will be scheduled around YCAT fixed route schedules at key bus stops such as the Foothills Branch Library, WAC/NAU/UA campus, Cielo Center Walmart on E 32<sup>nd</sup> street at S Avenue 8E, and at the Yuma International Airport for MCAS feeder trips.



**Exhibit 7.6. East County Redesign Concept**



### 7.4 Cost Estimates and Total Revenue Vehicle Hours for Service Improvements

Exhibits 7.7 and 7.8 presents cost estimates of the proposed service improvements and the total revenue vehicle hours (RVH) by route and day of week, respectively.

**Exhibit 7.7. Additional Cost of Proposed Service Improvements**

Route	Description	Cost	Cost Assumptions
<u>Targeted Improvements</u>			
Orange 2	FLEX Zone Modification	\$0	No additional RVH required
Green 4A	Convert Catalina Loop from fixed route to FLEX deviation	\$0	No additional RVH required
Yellow 95	School Day Capacity Increase	\$29,563	2 hours x 180 days x \$82.12 per hour; assumes vehicle availability
Blue 5 / Turquoise 10	Schedule Coordination	\$0	No additional RVH required
<u>Quechan Reservation Service Improvements</u>			
Blue 5 Improved Headway	to Andrade Port of Entry	\$0	No additional RVH required
Blue 5 FLEX Microtransit Feeder	Subsidize max 25 one-way trips up to \$5.00	\$38,375	25 trips x 307 operating days x \$5.00 avg subsidy per trip
Quechan PMoD	On demand shared ride taxi service direct on Reservation	\$153,500	50 trips x 307 operating days x \$10.00 avg subsidy per trip
Turquoise 10	Add Tuesday and Thursday service	\$49,272	6 RVH x 100 days x \$82.12 per hour
<u>Central Yuma Route Restructuring</u>			
4th Avenue Transit Corridor			
Reroute Purple 6	Between Avenue A to 4th Avenue	\$0	No additional RVH required
Add bus to Yellow 95 - Weekdays	DYTC to WYTH	\$249,316	12 hours x 253 weekdays x \$82.12 per RVH
Add bus to Yellow 95 Saturdays	DYTC to WYTH	\$34,162	8 hours x 52 Saturdays x \$82.12 per RVH
Complete Grid Network			
Reroute Orange 2	1 bus on hourly headway	\$0	No additional RVH required
Restructure Green 4/4A	2 buses on hourly headway	\$0	No additional RVH required
New Red 7	1 bus on hourly headway (Adds 1 bus)	\$283,478	12 RVH x 253 weekdays + 8 RVH x 52 Saturdays @ \$82.12 per RVH
<u>US 95 South Corridor Service Integration</u>			
Integrated Schedule	Reschedule Purple 6 and Yellow 95	\$0	No additional RVH required
Improve Cocopah branch headways	Adds 1 bus south of WYTH	\$262,677	11 RVH x 253 weekdays + 8 RVH x 52 Saturdays @ \$82.12 per RVH
Cocpah FLEX Deviation Capacity	Convert fixed route to deviation	\$0	No additional RVH required
Discontinue Silver 9	Replaced by Yellow 95 - Orange 2 connection at WYTH	-\$90,332	5.5 RVH x 200 days (M-Th) x \$82.12
<u>East County Redesign</u>			
Orange 2 Local	Foothills Branch Library to WYTH via Campus	\$0	Includes Brown 3 vehicle and RVH
Gold 2X Express	Redesign Gold 8	\$41,603	Adds 2 RVH x 253 weekdays x \$82.12 per RVH
FLEX Microtransit Feeder	Subsidize max 25 one-way trips up to \$5.00	\$76,750	50 trips x 307 operating days x \$5.00 avg subsidy per trip
<b>Subtotal, Additional Operating Cost</b>		<b>\$1,128,364</b>	
<u>Capital Improvements</u>			
	WYTH transit center development	\$100,000	WYTH (\$100,000) & 10 bus stop locations x \$25,000
	DYTC Transit Center	TBD	
	4th Ave Corridor Bus Stops	\$250,000	10 locations x \$25,000 per location
<b>Subtotal, Additional Capital Cost</b>		<b>\$350,000</b>	
<b>Total Operating and Capital Cost</b>		<b>\$1,478,364</b>	

**Exhibit 7.8. Revenue Vehicle Hours - By Route & Day of Week**

Route	Weekday			Saturday			Operating Days		Annual Revenue Vehicle Hours (2021)		
	RVH	DH	TVH	RVH	DH	TVH	Weekday	Saturday	Weekday	Saturday	Total
Orange 2	15.7	2.0	17.7	6.1	0.0	6.1	253	52	3,972	317	4,289
Brown 3	8.6	0.6	9.2	3.9	0.9	4.8	253	52	2,176	203	2,379
Green 4	12.5	0.7	13.2	6.4	0.7	7.1	253	52	3,163	333	3,495
Green 4A	11.1	0.7	11.8				253		2,808		2,808
Blue 5	11.5	0.7	12.2	7.0	0.4	7.4	253	52	2,910	364	3,274
Purple 6	22.2	1.8	24.0	6.2	0.8	7.0	253	52	5,617	322	5,939
Red 7											
Gold 8	3.0	0.7	3.7				253		759		759
Silver 9	5.5	4.5	10.0				200		1,100		1,100
Turquoise 10	6.0	1.0	7.0				153		918		918
Yellow 95	46.0	5.9	51.9	25.0	4.5	29.5	253	52	11,638	1,300	12,938
Night CAT	3.0	0.7	3.7				200		600		600
Quechan Feeder											
Quechan PMoD											
East Side Feeder											
<b>Total</b>	<b>145.1</b>	<b>19.3</b>	<b>164.4</b>	<b>54.6</b>	<b>7.3</b>	<b>61.9</b>			<b>35,660</b>	<b>2,839</b>	<b>38,499</b>

## 8.0 FINANCIAL PLAN

This chapter provides a financial plan projected through FY 2025-26 supporting implementation of the recommended service plan, which is a phased five-year transition to redesign existing transit services. The system redesign encompasses initial targeted service improvements during the first two years of the SRTP (FY 2022-FY 2023) designed to increase capacity on already highly productive routes such as the Yellow 95, followed by several sector-based service redesign concepts for further consideration during the later years.

The purpose of developing a financial plan is twofold: it allows YCIPTA to determine how much service and how many of the SRTP recommendations can be funded in a constrained manner, and it provides YCIPTA with a forecast of the operating and capital funding needs necessary to support those transit services. All cost and revenue projections are provided in year of expenditure dollars.

This financial plan represents the adjustment of projected annual operating and capital costs into alignment with identified financial resources. Consequently, it is through the development of the SRTP's financial plan that transit agencies determine which service improvements can be realistically achieved and when those service improvements should be implemented. Revenue assumed is further categorized by federal, state, and local funding sources to further assess necessary project commitments, match percentages, and capital reserves.

Exhibit 8.1 presents YCIPTA's proposed capital project plan. Presented are a listing and description of capital projects and reference to funding source, presented by fiscal year. As presented, projects include vehicle replacement; development of the West Yuma Transit Hub (WYTH); development of the DYTC at the historic Hotel del Sol; and bus stop improvements.

Exhibit 8.2 presents YCIPTA's operations financial plan to FY 2026 including revenues and expenditures. The financial plan for transit operations and the capital program is prepared to ensure that there is sufficient funding for the proposed service, development, maintenance, and replacement of capital assets.

Following are summary descriptions of the funding sources and assumptions for the financial plan. The assumptions are conservative in recognition of shifts in general economic conditions that impact actual revenue generation and the competitiveness of discretionary transit grant programs. Funding sources had previously been identified and described in an earlier chapter. This chapter presents the financial plan tables and revenue strategies. The latter reflects transit's financial condition and meets performance standards.

### 8.1 Operating and Capital Expenditures

YCIPTA relies on a variety of funding sources to operate and sustain its public transit services to the community. Fares comprise approximately 8% of net operating costs. The net cost of operations is funded through a combination of local and federal grant subsidy programs (including pass-through grants from ADOT). Actual and projected transit operating revenues and expenses through FY 2026 are compiled in Exhibit 8.2.

Operating expenditures are inclusive of administration, purchased transportation, maintenance, and operations. The financial plan uses data derived from YCIPTA's FY 2019-20 YCIPTA budget

and the National Transit Database (NTD) reports as a baseline. Expenditures are forecasted to increase at 3.2% annually indexed to inflation and cost-of-living adjustments (COLA).

Capital expenditures encompass vehicle replacement, bus stop and shelter improvements, transit center development in West Yuma and at the historic Hotel del Sol in downtown Yuma. The financial plan uses FY 2019-20 budget data as a baseline as well as projected capital forecasts based on YCIPTA's fleet purchasing and capital improvement plans.

## **8.2 Local Transit Funding Sources**

### **8.2.1 Fare Revenues**

Fare revenues will continue to be an important revenue source that help support operations and meet performance measure mandates. Farebox revenues are composed of cash fares and multi-day and ride passes. Discount fares and passes are sold to seniors age 65 and older, persons with disabilities, Medicare card holders, persons certified under the Americans with Disabilities Act of 1990 (ADA), and students ages 5 to 18 with student identification.

The National Transit Database (NTD) categorizes farebox revenues from three contract-operated service modes: demand-response, general public fixed route, and vanpools. YCIPTA does not receive vanpool revenue and is only an authorized reporter for the purposes of the NTD. Farebox revenues comprise 8% of YCIPTA's revenues.

The five-year service plan envisions the integration of alternative fare structures proposed under the On-Demand/Consumer Choice Feeder (microtransit model) and the Personal Mobility on Demand (PMoD) demonstration pilot. On-demand vehicle hailing, and fare payment will occur primarily via a branded phone app to be developed under YCIPTA sponsorship. YCIPTA's principal roles would be to subsidize a portion of the cost of the trip to ensure sustainability, and to monitor performance relative to service standards.

The FY 2019-20 YCIPTA budget provides base year data for the fare revenues. The financial plan projects a 3% annual growth rate in passenger fare revenues. Fare collection was suspended in response to the COVID-19 pandemic in March 2020 and has extended into FY 2021. YCIPTA announced the return to its full schedule on March 22, 2021. As the pandemic is brought under control, it is anticipated that fare collection would resume in FY 2022 and continue through FY 2026.

### **8.2.2 Advertising Revenue**

Another source of transit revenue is through the sale of advertising space on transit vehicles and transit-related infrastructure. YCIPTA allows for advertising on the exterior and interior of its buses, the YCAT webpage, on the Wi-Fi homepage, inside the YCAT Rider's Guide and on transit bus shelters and benches throughout the YCAT service area. YCIPTA generally budgets \$16,000 in advertising revenue annually. After accounting for zero advertising revenues received or anticipated through FY 2023, the financial plan projects annual revenues to be half of what is normally budgeted from FY 2024 through FY 2026.

### 8.2.3 Direct Non-Operating Revenues

**YCIPTA Member Fee Contributions:** Membership of YCIPTA is composed of nine member agencies representing the County of Yuma, the Cities of Yuma, Somerton and San Luis, the Town of Wellton, Quechan Indian Tribe, and the Cocopah Indian Tribe. YCIPTA receives a total of \$516,739 annually in dues from member agencies and comprise 10% of revenues received. Member fee dues have remained consistent and the financial plan projects no increase in dues.

Agency	Funding	Percentage
Yuma County	\$ 154,960	29.99%
City of Yuma	\$ 200,000	38.70%
City of Somerton	\$ 29,919	5.79%
Town of Wellton	\$ 14,499	2.81%
City of San Luis	\$ 70,573	13.66%
Cocopah Indian Tribe	\$ 41,031	7.94%
Quechan Indian Tribe	\$ 5,757	1.11%
<b>Total</b>	<b>\$ 516,739</b>	<b>100.00%</b>

**Contributions from Public Entities - In-Kind Support Revenues:** YCIPTA receives local match contributions through Memorandums of Understanding implemented with Western Arizona Council of Governments (WACOG), Northern Arizona University - Yuma, Arizona Western College, PPEP Tech, AZTEC, Vista High School, Yuma Private Industry Council (YPIC), Talecris Plasma Resource/GRIFOLS and Imperial County Transportation Commission and additional in-kind support from Greyhound Lines, Inc, Quechan Indian Tribe, and the City of Yuma.

The Cocopah and Quechan Indian Tribes are member agencies of YCIPTA and as such contribute to the operations of the public transit system. In 2013, YCIPTA, in cooperation with the Quechan Indian Tribe and ICTC, entered into a Memorandum of Understanding (MOU) for YCIPTA to operate the YCAT's Turquoise Route 10, which operates three days per week between Yuma, Fort Yuma Indian Reservation, Winterhaven and El Centro, California. The MOU is reviewed and amended on an annual basis. The three entities meet quarterly to address and review service performance. Operating costs are fully allocated per revenue service hour. Contributions from public entities are summarized below based on data derived from the FY 2020 National Transit Database:

Agency	Funding	Percentage
Arizona Western College	\$100,080	21.55%
Northern Arizona University	\$5,000	1.08%
AZTEC High School	\$7,800	1.68%
YPIC	\$4,200	0.90%
Talecris Plasma Resource	\$2,500	0.54%
Vista High School	\$15,400	3.32%
PPEP Tech	\$15,000	3.23%
WACOG	\$8,750	1.88%
Yuma County Public Health	\$100	0.02%

Agency	Funding	Percentage
Cocopah Indian Tribe - Purple Route	\$153,082	32.96%
Quechan Indian Tribe - Blue/Turquoise Routes	\$152,504	32.84%
<b>Total</b>	<b>\$464,416</b>	<b>100.00%</b>

Source: FY 2020 National Transit Database – F-10

**Greyhound Ticket Commissions:** YCIPTA also sells Greyhound tickets to over 3,400 destinations throughout the United States, Canada, and Mexico. Tickets can be purchased at the YCAT Bus Facility, 2715 East 14th Street, Yuma. In addition, YCAT accepts Greyhound tickets on board YCAT routes to the ultimate city or town shown on the ticket based on routes that connects with the Greyhound bus stop located at 1275 Castle Dome Avenue in Yuma with no additional fare required. Commissions on tickets sales averaged \$24,596 annually based on a four-year average (FY 2016-FY 2019).

**8.3 Federal Revenue Sources**

The Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems. Since 1964, FTA has partnered with state and local governments to create and enhance public transportation systems, investing more than \$11 billion annually to support and expand public transit services. The FTA provides annual formula grants to transit agencies nationwide as well as discretionary funding in competitive processes. The financial plan shows funding from three FTA programs. Most of the federal funding will be applied towards operating expenditures.

The most recent development concerning the provision of federal transportation funding support has been the passage of The Fixing America’s Surface Transportation Act (FAST Act), signed into law by President Obama on December 4, 2015. The FAST Act is the first law enacted in more than a decade that provides long-term funding certainty for transportation. In FY 2016, the FTA had a funding allocation of \$11,789 billion, which it disperses to states and other recipients through a combination of formula and discretionary grants. Retroactively effective on October 1, 2015, the FAST Act authorizes transit program funding for five years through September 30, 2020. On September 22, 2020, the United States House of Representatives passed its Continuing Resolution, which included a one-year extension of the FAST Act. The Continuing Resolution was signed into law by President Trump on October 1, 2020.

YCIPTA receives pass-through funding from the Multimodal Planning Division (MPD) of the Arizona Department of Transportation (ADOT), which administers formula grants for the Coordinated Mobility Program under FTA Section 5310 and the Rural Public Transit Program under FTA Section 5311 Program. ADOT pass-through funding comprises approximately 25% of YCIPTA’s funding based on the average receipts.

On March 27, 2020, President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.



Under the CARES Act, FTA is allocating \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion allocated to large and small urban areas and \$2.2 billion allocated to rural areas. Funding will be provided at a 100% federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Operating expenses incurred beginning on January 20, 2020 for all rural and urban recipients, even those in large urban areas, are also eligible, including operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency.

During the first round of CARES Act funding, under the amounts apportioned to State Governors for Urbanized Areas 50,000 to 199,999 in Population, the Yuma region was apportioned \$8.1 million. The funding received is based off a formula that FTA uses for regular FTA Section 5307 apportionments. In addition, YCIPTA was awarded \$1.92 million in FTA Section 5311 formula grant funding for rural areas through ADOT as part of the CARES Act.

CARES Act funding has been allocated to cover operating expenses. After discussions with the FTA regarding capital expenses, YCIPTA received authorization to submit an amendment to reallocate a portion of its CARES Act funding to cover capital expenses. The purchase of eight replacement vehicles under this arrangement would not require the standard 20% local match.

Two additional rounds of Federal stimulus funding were enacted during the fourth quarter of 2020 and the first quarter of 2021. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed by President Trump on December 27, 2020 and included \$14 billion in federal funding allocations to public transit systems. YCIPTA and hundreds of other small urban and rural providers did not receive any of the \$14 billion funds appropriated under CRRSAA. Only 39 of the nation's 320 small-urbanized areas (population between 50,000-200,000) received CRRSAA funding.

The latest round of federal COVID assistance was passed by both houses of Congress as the American Rescue Plan Act of 2021 (ARP) in March 2021. On March 11, 2021, President Biden signed the ARP Act into law. The ARP provides \$30.46 billion administered by the FTA to transit. The relief funds being distributed at 100% federal share included \$26.1 billion allocated under the FTA Section 5307 urbanized formula program; \$317.2 million under the FTA Section 5311 rural area and tribal government programs; \$1.675 billion under the FTA Section 5309 Capital Investment Grants program; and \$50 million under the FTA Section 5310 program.

ARP transportation funds allocated through ADOT are estimated at \$421 million. FTA mass transit grants are available until September 30, 2024. Based on the Arizona State Legislature analysis, YCIPTA stands to receive approximately \$500,000 in ARP funding through ADOT under the FTA Section 5307 urbanized formula program.

### **8.3.1 FTA Section 5307 Urbanized Area Formula Funding Program**

The Urbanized Area Formula Funding Program makes federal resources available to urbanized areas for transit capital and operating assistance, and for transportation planning and related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as designated by the US Department of Commerce, Bureau of the Census.

Because YCIPTA operates in a small urbanized area between 50,000 and 200,000 people, the Authority has used these funds for both operating and capital expenditures. FTA Section 5307 operating funds comprise one-third of revenues. The initial large increase in FY 2021 FTA Section 5307 funding is attributed to the CARES Act allowing a 100% federal share. FTA Section 5307 revenues fund transit services within the Yuma Urbanized Area. The financial plan projects consistent FTA Section 5307 revenues from FY 2022 through FY 2026 based on the pre-pandemic allocations.

### **8.3.2 Surface Transportation Block Grant (STBG) Program**

The STBG program is the largest potential source of flexible funds. It can be used for a broad array of highway purposes, and flexibly used for major capital purposes such as bus procurement. STBG Capital funds comprise 3% of revenues.

### **8.3.3 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities**

The program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. FTA Section 5310 funds received by YCIPTA are used for travel training.

The FTA Section 5310 program moved to a two-year application cycle beginning in 2019. Applicants are required to apply for both years in the same application. The financial plan projects continued FTA Section 5310 support toward mobility management activities.

### **8.3.4 FTA Section 5311 Rural Area Formula Funding Program**

The Rural Area Formula Funding Program provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000. YCIPTA utilizes FTA Section 5311 funding to operate all transit routes outside the Yuma urbanized area. The Job Access and Reverse Commute (JARC) program has been merged into the Section 5311 program. Projects formerly eligible under the JARC program are eligible under the Section 5311 program.

Revenue from the sale of advertising and concessions may be used as local match. Recipients may now use up to 20% of their FTA Section 5311 allocation (previously 10%) for the operation of paratransit services, provided certain conditions are met. YCIPTA submits an annual Program of Projects for its FTA Section 5311 allocation, which it uses for operations and capital procurement. FTA Section 5311 funding approximately 24% of YCIPTA's revenues.

The initial large increase in FY 2021 FTA Section 5311 funding is attributed to the CARES Act allowing a 100% federal share. FTA Section 5311 revenues fund services outside of the Yuma Urbanized Area. The financial plan projects stable but lower FTA Section 5311 allocations from FY 2022 through FY 2026.

## **8.4 Transportation Management Area Designation Implications**

A Transportation Management Area (TMA) is designated by the U.S. Secretary of Transportation for an urbanized area that has reached a population threshold of 200,000 or greater. The Yuma Metropolitan Planning Organization (YMPO) was established in 1983 based on the 1980 U.S. Census data, which designated Yuma region as an urbanized area as the population reached 50,000. The development of this SRTP coincides with the 2020 U.S. Census count. Based on the

2010 Census data, the city of Yuma had a population of 93,064 and the Yuma Metropolitan Statistical Area (MSA), which encompasses Yuma County, had a population of 195,751. The Yuma MSA is characterized by a large retired and seasonal population as well as an influx of year-round residents.

There are presently two TMAs in Arizona: Maricopa Association of Governments (MAG) and the Pima Association of Governments (PAG). MAG operates in the Phoenix Metropolitan Area and PAG operates in the Tucson Metropolitan Area. Although the release of the 2020 U.S. Census data is pending as of this analysis, it is plausible that the Yuma MSA could exceed the 200,000 threshold and become a designated TMA within the next two to three years. Once that occurs, an agreement between Arizona's governor and the cities and towns within the Yuma MSA would be made. TMAs are governed by boards that serve as policy committees composed of representatives from state and local governments, tribal governments (Cocopah and Quechan Tribes), regional planning agencies, business groups and public transit operators (YCIPTA) as defined in the TMA organization's bylaws.

A TMA designation would allow YMPO to receive its funding either from the federal government or through ADOT that would include State Planning and Research (SPR) and Surface Transportation Block Grant (STBG) program funds. Some programs may not require YMPO to go through ADOT for funding, thus enabling YMPO to apply directly to the federal government. In addition, as a TMA, the Yuma MSA would have a **dedicated allocation** of federal formula funding providing far more predictability to the YMPO in being able to count on receiving those funds than MPOs in non-TMAs. Planning would also be an eligible activity under the STBG and FTA Section 5307 programs.

Each MPO, including the TMA, signs a Grant Agreement with ADOT that outlines annual responsibilities outlined in the Unified Planning Work Program (UPWP). In addition to the UPWP, a TMA designation would require YMPO to produce the following planning documents:

- Metropolitan Transportation Plan
- Transportation Improvement Program (TIP)
- Public Participation Plan
- Title VI Plan
- Regional Coordination Plan
- Air Quality Plan (only for non-attainment areas)
- Congestion Management Process

YMPO already produces most of the aforementioned documents such as the TIP, Title VI Plan, Regional Coordination Plan, and a Long-Range Transportation Plan. In addition, YMPO would be subject to a Certification Review every four years. The purpose of the Review is to evaluate the TMA's transportation planning process for compliance with the Federal requirements of 23 USC 134(k)(5) and 49 USC 5303(k)(5). The Federal Highway Administration (FHWA) Divisions and the FTA must jointly develop a report of findings and submit a transmittal letter documenting the final certification decision as to whether the YMPO is fully meeting the requirements. This certification determination is the basis for providing ongoing allocations of federal funds.

## **8.5 Conclusion**

Over the next five years, YCIPTA expects modest expansion and restructuring of the service offered through further frequency increases on core routes and flex options in other parts of the service area. All expansions will be associated with changes to the funding sources that will support such sustained growth.

For capital expenditures, YCIPTA will remain focused on keeping its fleet right sized and in a state of good repair. Major capital investments will focus on vehicle procurement for both the revenue and support fleet as well as expand passenger amenities directly associated with the preferred service plan implementation. Reliance on Federal revenue and the recent COVID-19 stimulus will remain for capital investment in the short-term, along with Federal participation at the current rates at a minimum.

**Exhibit 8.1: Capital Project Plan – FY 2020–21 through FY 2025–26**

Project Name	Project Description	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total	Federal	Local
Vehicle Replacement	Replace Vehicles #126, #129 & #130 (Chevy C5500); #137, #138, & #149 (1997 New Flyer); #142 & #144 (Freightliner - Trolley)	\$3,950,000	\$0	\$0	\$0	\$0	\$0	\$3,950,000	\$3,160,000	\$790,000
Vehicle Replacement	Replace Vehicles #150, #151, #152 & #153 (2016 ARBOC)	\$0	\$0	\$1,320,000	\$0	\$0	\$0	\$1,320,000	\$1,056,000	\$264,000
Vehicle Replacement	Replace Vehicle #302 (2020 Ford E350 Starcraft)	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$56,000	\$14,000
Vehicle Replacement	Replace Vehicle #303 (2020 Ford E350 Starcraft)	\$0	\$0	\$0	\$0	\$0	\$70,000	\$70,000	\$56,000	\$14,000
Vehicle Replacement	Replace Vehicles #350 & #351 (2020 Ford E350 Starcraft)	\$0	\$0	\$0	\$0	\$0	\$180,000	\$180,000	\$144,000	\$36,000
<b>Total Vehicle Replacement</b>		<b>\$3,950,000</b>	<b>\$0</b>	<b>\$1,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>	<b>\$5,590,000</b>	<b>\$4,472,000</b>	<b>\$1,118,000</b>
Support Vehicle Replacement	Replace Vehicles #146, #147, & #148 - 2015 Dodge Vans & 2014 Braun	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$120,000	\$30,000
Support Vehicle Replacement	Replace Vehicles #133, #134 & #135 - 2013 Ford Focus	\$0	\$54,000	\$0	\$0	\$0	\$0	\$54,000	\$43,200	\$10,800
Support Vehicle Replacement	Replace Shop Service Truck #1100 - 2019 Ford F250	\$0	\$0	\$0	\$0	\$0	\$45,000	\$45,000	\$36,000	\$9,000
Support Vehicle Replacement	Replace Pick Up Trucks #1101 & #1102 - 2019 Ford F250	\$0	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$48,000	\$12,000

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Project Name	Project Description	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Total	Federal	Local
<b>Total Support Vehicle Replacement</b>		<b>\$0</b>	<b>\$204,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,000</b>	<b>\$309,000</b>	<b>\$127,200</b>	<b>\$31,800</b>
Multi-Modal Transportation Center	Hotel Del Sol	\$1,183,965	\$1,183,965	\$0	\$0	\$0	\$0	\$2,367,930	\$1,894,344	\$473,586
Bus Stop Improvements	Bus Shelters	\$243,471	\$0	\$0	\$0	\$0	\$0	\$243,471	\$194,777	\$48,694
West Yuma Transit Hub Improvements	Preferred Service Plan Improvement	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$80,000	\$20,000
Bus Stop Improvements	Preferred Service Plan Improvement: 10 bus shelters/bus stop amenities @ 25K	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$200,000	\$50,000
<b>Total Infrastructure Investments</b>		<b>\$1,427,436</b>	<b>\$1,183,965</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$2,961,401</b>	<b>\$2,369,121</b>	<b>\$592,280</b>

**Exhibit 8.2: Operations Financial Plan – FY 2019–20 through FY 2025–26**

<b>Revenues</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
YCAT Fixed Route Fares	\$325,094	\$0	\$334,847	\$344,892	\$355,239	\$365,896	\$376,873
YCAT On Call Fares	\$1,094	\$0	\$1,127	\$1,161	\$1,195	\$1,231	\$1,268
Advertising Revenue	\$189	\$0	\$0	\$0	\$8,000	\$8,000	\$8,000
Greyhound Ticket Commissions	\$7,940	\$26,400	\$27,192	\$28,008	\$28,848	\$29,713	\$30,605
Interest	\$3,231	\$1,200	\$1,236	\$1,273	\$1,311	\$1,351	\$1,391
Miscellaneous Revenues	\$2,408	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Member Agency Dues	\$516,739	\$516,739	\$516,739	\$516,739	\$516,739	\$516,739	\$516,739
Local Public Entity Contributions	\$557,628	\$715,995	\$702,757	\$702,757	\$702,757	\$702,757	\$702,757
FTA Section 5310 (ADOT Pass-Thru)	\$25,000	\$21,798	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
FTA Section 5311 (ADOT Pass-Thru)	\$1,157,552	\$1,880,736	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
FTA Section 5307 (Including Federal Stimulus)	\$6,046,633	\$11,363,548	\$3,200,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000
Surface Transportation Block Grant (STBG) Capital	\$150,519	\$149,980	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
<b>Total Revenues</b>	<b>\$8,794,027</b>	<b>\$14,678,396</b>	<b>\$6,460,898</b>	<b>\$5,971,830</b>	<b>\$5,991,090</b>	<b>\$6,002,688</b>	<b>\$6,014,633</b>
<b>Expenditures</b>							
YCIPTA Salaries & Wages	\$340,592	\$380,780	\$392,965	\$405,540	\$418,517	\$431,910	\$445,731
Fringe Benefits	\$110,657	\$144,135	\$148,747	\$153,507	\$158,419	\$163,489	\$168,721
ADA Paratransit	\$117,081	\$145,836	\$136,600	\$140,698	\$144,919	\$149,267	\$153,745
Accounting & Audit	\$0	\$38,000	\$39,216	\$40,471	\$41,766	\$43,102	\$44,482
Vanpool Subsidy	\$125,294	\$126,000	\$130,032	\$134,193	\$138,487	\$142,919	\$147,492
Advertising	\$53,797	\$80,000	\$82,560	\$85,202	\$87,928	\$90,742	\$93,646
Legal Services	\$19,309	\$36,000	\$37,152	\$38,341	\$39,568	\$40,834	\$42,141
Cash Handling/Payroll Processing	\$12,037	\$24,000	\$24,768	\$25,561	\$26,379	\$27,223	\$28,094
IT Support/Web Development	\$47,727	\$36,000	\$37,152	\$38,341	\$39,568	\$40,834	\$42,141
Temporary Help	\$2,441	\$3,000	\$3,096	\$3,195	\$3,297	\$3,403	\$3,512
Purchased Transportation (Contractor)	\$3,075,390	\$3,307,396	\$3,363,735	\$3,471,375	\$3,582,459	\$3,697,097	\$3,815,404



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<b>Expenditures</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
Contract Costs (Solutions for Transit)	\$35,985	\$100,000	\$103,200	\$106,502	\$109,910	\$113,428	\$117,057
Equipment Maintenance	\$3,035	\$20,000	\$20,640	\$21,300	\$21,982	\$22,686	\$23,411
Office Equipment Repair	\$845	\$3,000	\$3,096	\$3,195	\$3,297	\$3,403	\$3,512
Vehicle Maintenance	\$65,195	\$231,747	\$239,163	\$246,816	\$254,714	\$262,865	\$271,277
Building Maintenance	\$19,859	\$12,000	\$12,384	\$12,780	\$13,189	\$13,611	\$14,047
Communications/Radio Service	\$121,937	\$130,000	\$134,160	\$138,453	\$142,884	\$147,456	\$152,174
Grounds Keeping/Pest Control	\$718	\$1,500	\$1,548	\$1,598	\$1,649	\$1,701	\$1,756
Software Updates/Maintenance	\$33,260	\$55,000	\$56,760	\$58,576	\$60,451	\$62,385	\$64,382
Bus Cleaning Services	\$0	\$72,000	\$74,304	\$76,682	\$79,136	\$81,668	\$84,281
Security Services	\$669	\$1,000	\$1,032	\$1,065	\$1,099	\$1,134	\$1,171
Fuel, Oil & Lubricants	\$338,790	\$460,000	\$474,720	\$489,911	\$505,588	\$521,767	\$538,464
Office Supplies	\$9,775	\$20,000	\$20,640	\$21,300	\$21,982	\$22,686	\$23,411
Postage	\$1,219	\$1,500	\$1,548	\$1,598	\$1,649	\$1,701	\$1,756
Printing	\$19,256	\$30,000	\$30,960	\$31,951	\$32,973	\$34,028	\$35,117
Miscellaneous Materials & Supplies	\$13,770	\$130,000	\$133,900	\$137,917	\$142,055	\$146,316	\$150,706
Utilities	\$18,704	\$26,500	\$27,348	\$28,223	\$29,126	\$30,058	\$31,020
Casualty & Liability Insurance	\$9,670	\$12,000	\$12,384	\$12,780	\$13,189	\$13,611	\$14,047
Miscellaneous Expenses	\$115,312	\$160,097	\$165,220	\$170,507	\$175,963	\$181,594	\$187,405
Leases & Rentals	\$50,400	\$50,400	\$52,013	\$53,677	\$55,395	\$57,168	\$58,997
<b>Total Operations</b>	<b>\$4,762,724</b>	<b>\$5,837,891</b>	<b>\$5,961,043</b>	<b>\$6,151,255</b>	<b>\$6,347,538</b>	<b>\$6,550,086</b>	<b>\$6,759,097</b>
Multi-Modal Transit Center (Hotel Del Sol)	\$132,463	\$1,183,965	\$1,183,965	\$0	\$0	\$0	\$0
West Yuma Transit Hub Improvements	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0
Bus Stop Improvements	\$0	\$243,471	\$0	\$250,000	\$0	\$0	\$0
Support Vehicle Replacement	\$0	\$0	\$204,000	\$0	\$0	\$0	\$105,000
Vehicle Replacement	\$1,500,000	\$3,950,000	\$0	\$1,320,000	\$0	\$0	\$320,000
<b>Total Capital</b>	<b>\$1,632,463</b>	<b>\$5,377,436</b>	<b>\$1,387,965</b>	<b>\$1,570,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$425,000</b>
<b>Total Expenditures</b>	<b>\$6,395,187</b>	<b>\$11,215,327</b>	<b>\$7,349,008</b>	<b>\$7,721,255</b>	<b>\$6,347,538</b>	<b>\$6,650,086</b>	<b>\$7,184,097</b>
<b>Balance: Revenues minus Expenditures</b>	<b>\$2,398,840</b>	<b>\$3,463,069</b>	<b>-\$888,110</b>	<b>-\$1,749,426</b>	<b>-\$356,449</b>	<b>-\$647,398</b>	<b>-\$1,169,464</b>

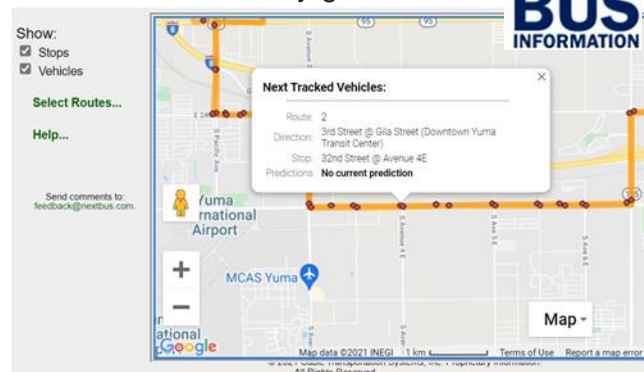
## 9.0 Technology

Technologies specific to public transportation are changing the way people interact with transit service, as well as increasing the efficiency of providing that service for public transportation agencies.

This chapter presents a discussion of salient transit technologies as a primer for future possibilities for YCIPTA. Such possibilities may be considered with the context of YCIPTA's current successful deployments of the following three key technology enhancements:

1. New fare collection system. An automated fare collection (AFC) system, in YCIPTA's case automatically counts the cash and/or coin fares deposited. All YCAT buses feature new GFI Genfare Fastfare fareboxes.
2. Automated passenger counter (APC) is an electronic device installed on YCIPTA buses which records boarding and alighting data. Combined with automatic vehicle location capabilities (a means for automatically determining and transmitting the geographic location of a vehicle), APC technology can improve the accuracy and reliability of tracking transit ridership over traditional methods of manual accounting by drivers or estimation through random surveying.
3. YCAT is now NextBus enabled (*catTRAX System*) NextBus is a public transit vehicle tracking system which uses global positioning satellite information to predict when the next vehicle will arrive at any given transit stop, which attempts to reduce wait times and reliance on schedules.

Customers can find out when their next bus will come by texting or calling YCIPTA and entering and providing the bus stop number.



The following commentary on select technologies is presented under the following broad categories:

- Trip planning and passenger communications
- Multi-modal trip planning
- Electronic ticketing and fare collection systems
- Operations and fleet management

**Trip Planning and Passenger Communications:** A major hurdle for many potential public transportation riders is access to easy-to-understand bus schedules and routes. Technologies to address this challenge are proliferating rapidly and are ever more available on mobile devices.

Websites with scheduling information allow passengers to plan a trip, reduce wait times, and coordinate transfers. An ever-increasing number of people have access to the internet and are using it to get directions and other transportation information. Smart phones are quickly outpacing traditional computers for activities such as directions, and studies have reported that smart phone usage in the United States is higher among populations who are minorities than other groups. In addition, conventional public transportation timetables and maps can be confusing to many riders. As a result, it is important that public transportation schedule and geographic information be user-friendly and easy to navigate – even for those with limited reading ability or English language proficiency. GTFS (General Transit Feed Specification which defines a common format for public transportation schedules and associated geographic information) enables this type of information to be provided by Google Maps or other third party mapping applications. YCIPTA makes transit stop and schedule data available in the General Transit Feed Specification (GTFS) format, subject to the YCIPTA Transit Feed License Agreement.

**Real-time Travel Information:** Providing real-time information on mobile devices allows customers throughout the public transportation network to conveniently plan their trip, reduce wait times, and improve transfers. Real time information requires transit vehicles to be outfitted with GPS automatic vehicle location (AVL). GTFS real-time is an open source feed specification that allows public transportation agencies to provide application developers with real-time updates about their fleet. To be included in Google Maps or other mapping applications, arrival predictions and service advisories would need to be published using GTFS-real-time format.

**Multimodal Trip Planning:** Most public transportation trips begin or end with another mode – and increasingly, millennials and others want to consider multiple transportation options. The ability to include other modes, such as bike share and TNCs in trip planning software, represents a major opportunity. There is as yet no comprehensive app that includes all modes, although more limited versions exist. One of the barriers to comprehensive multimodal journey planners is the lack of standardized data format for all modes.

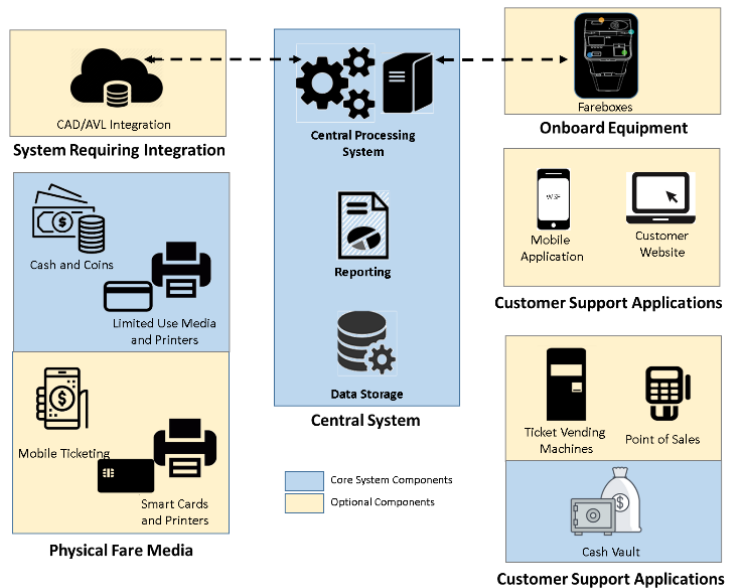
**Demand Responsive (Flex and OnCall) Transit:** Demand responsive transit services (DRT) can be difficult to use due to the need to schedule trips in advance. Several public transportation agencies are planning projects to allow DRT services described in GTFS-flex to be included in their OpenTripPlanner. In addition, web-portal access for trip booking, cancellations, confirmations, vehicle arrival, etc. will further enhance the customer experience and reduce the administrative burden on dispatch staff.

**Electronic Ticketing and Fare Collection Systems:** The inconvenience of purchasing tickets or lack of understanding of fares can be a barrier to public transportation use.

A major industry trend over the past decade has been implementing smartcard fare collection systems, also known as Automated Fare Collection (AFC) systems. Two fundamental architectures for how AFC systems operate are: "card-based" and "account-based". In card-based systems, user and account information are stored on the smartcard. In account-based systems, the card serves as an account identifier and the account information is stored at a back office. Open Payment, which leverages an account-based architecture, allows using bankcards issued by financial institutions as a means for payment. There is also a trend to allow NFC (Near Field Communication) -enabled smartphones to act as fare media for transactions, allowing

customers to pay with their smart phone. However, given the limited penetration of NFC-enabled smartphones, agencies still accept barcodes as mobile tickets.

Regardless of the system architecture, AFC systems enable functionality that is attractive to customers and that simplifies data reconciliation and financial operations. Customers may purchase fare media online or over the telephone and have it added directly to their smartcard. This reduces costs associated with printing fare media and dealing with cash transactions, while allowing customers to buy passes from home.



**Example of a Typical Fare Collection System Architecture**

AFC systems constitute a key element in transit technology deployments. They streamline agency fare collection business processes and greatly reduce operating costs. Major vendors of fare collection systems include Cubic, Delerrok, SPX-Genfare, Scheidt and Bachmann, Trapeze, Vix Technology, and Conduent. There is a bigger pool of vendors providing mobile payment solutions and include Masabi, Bytemark, Token Transit, Passport and Moovel.

Electronic payment systems, while offering numerous customer and agency benefits, have also raised equity concerns, including the lack of a smart phone, a bank account, or difficulty in understanding new systems for certain riders. Mitigation measures include maintaining the ability to purchase paper tickets and receive paper transfers at no added cost.

**Operations and Fleet Management:** Implementation of automated vehicle location (AVL) and computer aided dispatch (CAD) systems can improve public transportation system reliability, coordinate transfers and reduce passenger wait times. Data from AVL/CAD systems and automatic passenger counter systems and other technologies can assist in the planning of new and modified public transportation services. In-vehicle self-diagnostic equipment can automatically alert maintenance personnel of potential problems.

Automated Vehicle Locators/Computer Aided Dispatch Automatic vehicle location (AVL) and computer aided dispatch (CAD) systems facilitate the management of public transportation operations, providing up-to-date information on vehicle locations to assist transit dispatchers as well as inform travelers of bus status. AVL, combined with dispatching and reservation technologies, facilitates the implementation of flexible public transportation routing and scheduling. Many agencies have implemented these types of systems and also use the information they provide in route planning.

The cost of demand-responsive operational software and computer-aided dispatching systems can range from \$10,000 to greater than \$50,000 per deployment. Low-end systems can facilitate scheduling, accounting, and report generation activities. Higher-end systems provide more

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advanced transit demand management features including automated passenger registration, real-time trip scheduling, communications with digital mobile messaging systems, and data exchange with GIS and AVL fleet management systems.

# **Appendix A: Community Survey Instrument**



**Enter for Your Chance to Win a Valuable Gift Certificate**

# YCAT Transit Survey

**We Need Your Input!**

Yuma County Area Transit (YCAT) is conducting a *Short-Range Transit Plan* to define the future of transit in our community. This survey is one way for residents who may or may not use the bus to provide input about the system. We want to know your thoughts on transit services and areas for improvement that may be important to you and our community.

For additional information on YCAT services please visit <https://www.ycipta.org> or call 928-783-2235. Title VI and Limited English Proficiency Information is available at <https://www.ycipta.org/title-vi.html>.

**We understand that in this COVID-19 environment of sheltering at home and social distancing that your use of transit and/or travel patterns may not be representative of your 'normal' travel. In responding to this survey, please think about how you traveled and/or your use of YCAT transit services back in January or February of this year.**

What you have to say is important in helping to make improvements and plan for the future. Thank you for your participation.

**PLEASE TELL US ABOUT YOUR USE OF TRANSIT AND YOUR TRAVEL PATTERNS.**

1. What is the Zip Code of your residence?

2. What type of transportation do you or other members of your household use in a typical week and for what purpose? Please check all that apply.

	Work	Social / Recreational	Shopping	Doctor / Medical	School/ Education	Other
a. Personal vehicle (as <i>Driver or Passenger</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. YCAT Fixed Route Bus Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. YCAT On-Call Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. YCAT Vanpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. YCAT NightCAT Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Regular Taxi or Ride Share Service (i.e. Uber, Lyft, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. a) If you now use YCAT bus service or have used it in the past, we want to know what you think of the transit service: (If you have never used YCAT transit bus service, please go to Question 4).

	Almost always	Often	Unsure	Not very often	Almost never
a. Service is convenient and easy to use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. The travel times are reasonable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. I feel safe on the transit service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Transit information is readily available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Transit arrives on schedule (is punctual)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Transit fares are reasonable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Transfers are convenient	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Overall, I am satisfied with the transit service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





**3.b) How do you typically locate information about YCAT transit services?**

- Transit Customer Service  
  Website  
  Facebook  
  Riders Guide  
  From the driver  
 At the bus stop  
  Other (specify) \_\_\_\_\_

**4. If you do NOT use YCAT transit service, why not? (Please check all that apply)**

- Infrequent service  
  I don't know what bus to take  
  I would not feel safe and secure on public transit or waiting for transit  
 It doesn't go close enough to where I travel to and from  
  Bus routes aren't direct enough  
  Other (please state) \_\_\_\_\_  
 It is too expensive  
  Transit doesn't operate the hours of the day or the days of week that I want to travel. Specify \_\_\_\_\_  
 It takes too long to travel by bus  
  I would not take transit under any circumstances  
 Buses are too crowded

**5. The types of YCAT transit service improvements that I would like to see: (Please check all that apply)**

- Better information on how to use transit  
  More shelters or benches at bus stops  
 Extended weekend service. Specify \_\_\_\_\_  
  Fewer transfers required  
 Later weeknight service. Specify \_\_\_\_\_  
  A mobile phone app for real-time information  
 Earlier weekday morning service  
  There was WIFI/wireless Internet access on the bus  
 On-demand ride hailing service (concept of subsidized, shared-ride sedan or van service requested through a Smart phone or tablet app)  
  Improved bus service to - specify location(s) \_\_\_\_\_  
 More bus stops  
  Other (please state) \_\_\_\_\_  
 More frequent bus service

**6. Please indicate how likely it is that you would use YCAT transit if the improvements you noted in Question 5 above were available.**

Based on the improvements noted in Q.5- above	Would Certainly Use	Would Likely Use	Might Use	Not Very Likely Use	Would Never Use	Would Not Make a Difference
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**IN THIS SECTION PLEASE TELL US ABOUT YOU AND YOUR HOUSEHOLD [OPTIONAL]**

**7.a) How many people live in your household? \_\_\_\_\_**      **7. b) How many cars/vehicles? \_\_\_\_\_**

**8. Which of the following categories best matches your annual household income?**

- Under \$20,000  
  \$21-\$34,000  
  \$35-\$50,000  
  over \$50,000  
  Prefer not to answer

**9. Which of the following age categories matches your age?**

- Under 18  
  19-35  
  36-59  
  60 or over  
  Prefer not to answer



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COMMENTS:

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*OPTIONAL*

Enter for Your Chance to Win a Valuable Gift Certificate from Local Shops & Restaurants

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

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**Appendix B:  
Consultation/Engagement  
Meeting Notes and  
Presentation Material**

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #1**  
**Tuesday, August 18, 2020 @ 9:00 a.m.**

**Microsoft Teams**

Participants:

- Dr. Michael Sabath, Associate Vice President & Campus Executive Officer - Northern Arizona University (NAU), Yuma campus
- Susanna Zambrano, Associate Dean for South County Services - Arizona Western College (AWC)

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- South County routes are the busiest – look at expansion in order to provide better access in the community.
  - Be more aggressive at outreach. There are still a number of households without Internet access.
  - Newer YCAT are very clean. Air conditioning issues during the summer. Ensure that the ride is comfortable.
  - The Silver Route goes to the Yuma AWC campus. Need better connectivity to other campuses as well as to major retail centers such as Walmart.
  - Eliminate the fear of using transit. Come up with more unique way of marketing and communication. Use images and videos.
  - High demand on the Yellow Route (95) to/from San Luis and Somerton.
  - A segment of the community sees the value of technology. Students would benefit from using a transit app.
  - A step-by-step transit tutorial is needed.
- 
- NAU students come from South County.
  - The Yellow Route (95) is very important.
  - San Luis is one the fastest growing cities in Arizona.
  - The Chamber of Commerce is interested in connecting the Marine Corps Air Station (MCAS) Yuma to downtown. Young military personnel need outlet beyond the MCAS. Mental health issues due to social isolation.

**Address parking challenges:**

- Parking constraints at the South County school campuses in San Luis and Somerton
- Overflow parking at local high school and middle school campuses.

**Online learning impacts due to COVID-19 quarantine measures:**

- In-person instruction works better
- AWC is looking to expand in the South County. The COVID-19 situation has caused delays.
- Serve on the AWC Facilities Master Plan Committee. *Would expansion take place within the 5-year horizon of the SRTP Update?*
- Remote/Distance learning will change how education is delivered.

**Next-Gen/Mobility-on-Demand:**

- There's potential. TNC rides are more expensive in the Yuma market. However, there are rideshare possibilities for the student population.
- The YCIPTA Board is very pragmatic and is open to solutions that are practical.
- There are a number of bike advocates/enthusiasts in Yuma.
- In favor of any type of interface that improves the transportation system. The Board would be receptive.

**Market Segments:**

Are there other markets?

- Snowbirds and year-round retirees.
- Persons with disabilities.
- Assisted living communities – *How to reach?*

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #2**  
**Tuesday, August 18, 2020 @ 11:00 a.m.**

**Microsoft Teams**

Participants:

- Lynne Pancrazi, Member Yuma County Board of Supervisors, District 5

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- Yuma region has a huge seasonal population. Would like to see automated vehicles.
  - YCAT does a good job getting students to class and riders to the International Border.
  - Look at serving medical tourism market in Algodones, Mexico (dental patients).
  - Consider service to the local Indian casinos (large senior market)
  - Service to the Yuma Proving Grounds (YPG) and the Marine Corps Air Station (MCAS) Yuma.
  - Agricultural industry provides its own transportation.
  - Lots of off-base (MCAS) housing. Residents could use transit to access grocery shopping and on-base services.
  - Many seniors live in the Fortuna Foothills. Potential market to provide service.
  - The existing bus stop below the Yuma Regional Medical Center is hard to access. Consider relocating stop to the front of the Medical Center and Cancer Center.
  - The Walmart Supercenter on South Avenue B is a very popular stop.
  - Runs take too long on certain routes. This is an impediment to using transit.
  - More shaded bus stops would help generate ridership. (passenger amenities). There are shaded bus stops at Target and the Yuma Palms Shopping Center.
  - Most people have mobile/smartphones. Riders can access free Wi-Fi. Consider on-board Wi-Fi.
- 
- Tried on-board Wi-Fi. Few passengers used it. Cost-prohibitive.
  - YCAT is implementing NextBus technology.

**Market Segments:**

- MCAS to the Yuma Palms Shopping Center.
- Run shuttle service to public events, e.g. Taco Festival, benefit concerts, etc.

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #3**  
**Wednesday, August 19, 2020 @ 9:00 a.m.**

**Microsoft Teams**

Participants:

- *No participants joined the chat*

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International



**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #4**  
**Wednesday, August 19, 2020 @ 11:00 a.m.**

**Microsoft Teams**

Participants:

- Brian Golding, Sr., EDA Director, Fort Yuma – Quechan Indian Tribe

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- No-touch pay systems are in high-demand.
- Recent Eastern Imperial County Transit Coordinating Committee meeting revealed:
  - 50 percent drop in ridership on the Blue and Turquoise Routes (5 & 10) since the COVID-19 pandemic outbreak.
  - YCAT stopped charging fares.
  - Taxi service still busy on the Fort Yuma Reservation.
  - More employees working from home is a key factor in the drop in ridership. Casino and Tribal government employees were furloughed with pay.
  - Tribal government was closed.
- Strong propensity among tribal members to prefer convenience of taxi service over the fixed route bus.
- Develop a service strategy that would subsidize taxis or support a Mobility on Demand (MoD) service component.
- Role of technology: accessible trip planning tools, touchless payment and real-time bus info (NextBus).
- Bus stops located on the Fort Yuma Reservation are based on trip generators and rider surveys.
- Perhaps split routes into two alternating bi-directional loops that would run on the hour or half-hour with fewer stops.
- The Quechan Tribe has been more pro-active in pursuing transit funding and resources.
  - Received discretionary funding from FTA for bus shelters.
  - Collaboration with YCIPTA for bus procurement.
- Consider alternating routes during periods of low demand.
- TNCs (Lyft/Uber) don't have much of any impact on travel demand on the Reservation. Tend to operate "under the radar."
  - The Tribe has a business permit law requirement - \$150/annually.
  - Presents regulatory challenges for TNC drivers, who are independent contractors.

- The Q Casino has been interested in running a shuttle on Friday and Saturday evenings between downtown Yuma and the casino until 2:00 a.m.
  - Courtesy shuttle
  - Looked at the implementation of extended hours on YCAT's Blue Route 5.

**Any Unmet Needs?**

- Have not heard any.

**First Mile/Last Mile Issues:**

- Have not heard any.

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #5**  
**Wednesday, August 19, 2020 @ 1:00 p.m.**

**Microsoft Teams**

Participants:

- Manny Sotelo, Transportation Director, Saguaro Foundation
- Amber Cygan, Registrar, Yuma Private Industry Council (YPIC) Charter High School
- Shawnita Miranda, Home Modification Manager/Advocate, SMILE Independent Living Center

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- Saguaro Foundation provides ADA paratransit services for the elderly/handicapped, who can't access the YCAT fixed route.
- Contracts with brokers to provide transportation to dialysis treatments and medical appointments.
- Also provide transport for persons with developmental disabilities.
- Saguaro does not offer mobility training but does offer a reduced rate to members.
- Some clients do use the YCAT service as well other methods of transportation. Use YCAT to the grocery store and to access other retail.
  
- Our students (Ages 16-21) quite often rely on YCAT. Our students face many barriers.
- We recapture second chance students that use their pass to get wherever they need to go -not just school. We've had occasional issues with the Green 4/4A Route but Carol (at YCAT) is a rockstar and figures things out for us.
- Issues with late arrivals/pick-ups and transfers on both sides of West 16<sup>th</sup> Street.
- Will Route 4A resume service?
  - *Shelly:* It would depend upon the COVID-19 situation and school reopenings.
  
- SMILE works with the elderly, disabled and veterans as in an advocacy role.
- Provides PPE boxes and meal delivery.
- Administer independent living program for youth.
- Offer on-demand mobility training.

- Clients have experienced issues with the transit system, in particular with YCAT OnCall paratransit.
  - Challenges with wheelchair access.
  - ADA application process is too cumbersome.
- Hard to access bus in the evenings. Client attending evening meeting could not access the bus because service stopped early. Had to get ride from someone else.
  - Extend hours of service in the evenings.
- Extend service to Tacna? Wellton?
  - *Shelly*: Wellton is served by the Gold Route (8)
- Is there a way to condense the ADA application and screening process? Less paperwork.
  - *Shelly*: YCAT offers courtesy rides for applicants to obtain their photo ID.
- Wheelchair students are unable to access YCAT bus stops due to sand along the shoulder of the roads. Students have to navigate wheelchairs on the road. *Safety and accessibility issue.*

### **Role of Technology:**

- Current use RouteMatch dispatching and scheduling software to track trips. There's an option for riders to track trips. Still working out the bugs.
- An app would be outstanding! Our kids are very tech savvy and would save calls to YCAT and me hopping on TripPlanner.

### **COVID-19 Pandemic Impacts:**

- The pandemic has had a major impact on ridership. There have been a number of late cancellations.
- We stay at about 110 students.
- We offer live streaming, independent online, packets with support and one-on-one tutoring until we are able to open up to a limited number of students. We do have about five students that are coming in person, but they have learning disabilities. We are still not sure when we will re-open to more.
- We are allowing our students and their families to choose how to blend these options, but they are all coming in at least once a week.

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #6**  
**Wednesday, August 19, 2020 @ 3:00 p.m.**

**Microsoft Teams**

**Participants:**

- Karen Watts, N.P., PLC, Deputy Mayor, City of Yuma
- Chris Hagen, Management Analyst, City of San Luis

**Staff:**

- Shelly Kreger, Transit Director – YCIPTA

**Consultant Team:**

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- Has family nurse practitioner medical office located on West 24<sup>th</sup> Street. See patients waiting in the hot sun for the bus.
- Need for more shelters and passenger amenities for the most vulnerable populations.
- Have several patients who use the OnCall paratransit service to access dialysis treatments.
- As Deputy Mayor, receive emails from constituents about empty buses, who don't normally use transit.

**Role of Technology:**

- Are there mobile apps?
  - *Shelly:* NextBus. Will be installing an upgrade.
- Any future developmental impacts on transit usage?

**COVID-19 Pandemic Impacts:**

- Open to Mobility on Demand (MoD) service options.
- Hope to keep the YCAT going.

## YCIPTA/YMPO Short-Range Transit Plan

### Public Outreach – Public Meeting #1

Thursday, August 20, 2020 @ 2:00 p.m.

#### Microsoft Teams

##### Participants:

- Gene Dalby, President, Yuma Regional Bicycle Coalition
- Daniel Landesman, Academic Youth Specialist, Yuma Private Industry Council (YPIC) Charter High School
- Mary McClendon, Associate Director, Catholic Community Services
- Gina Thompson, Superintendent, Yuma Union High School District
- Elizabeth Auturi, WIOA Programs Coordinator, Arizona Western College (AWC)
- Marty Rubino, Managing Principal, Big Cat Advertising (*YCAT advertising vendor*)
- Gary Knight, Councilmember, City of Yuma and Arizona State Transportation Board Member

##### Staff:

- Shelly Kreger, Transit Director – YCIPTA

##### Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

##### Comments:

- Home is located across the street from the Yuma Civic Center (*South Avenue A and 37<sup>th</sup> Street*); not able to find a direct bus connection to City Hall as per the YCAT route map.
  - *Steve: enhanced trip planning tools and look at streamlining of routes?*
- Consider time factor for waiting and traveling by bus – 30 minutes.
- Bikes present a wonderful opportunity to meet the First Mile/Last Mile gap. There's lots of potential.
  - May is Bike Month – Encourage biking to work.
  - Would be open to transporting bike on the bus to San Luis and ride through the Wetlands. *Steve: see opportunities for collaboration with YCAT.*
- Educating the public is key. See the trends of non-auto ownership/usage among Millennials.
- Transit is viewed as just being for the transit dependent and disabled.
- Incentivize transit usage: "You get to do this if you leave your cat at home."
  - Offer promotions and prizes to attract choice riders.
  - *Steve: offer wi-fi, more direct routes, passenger amenities and bus shelters.*
  
- Timing issues: Offer later running times weekend service and early morning runs.
- Most students take courses/enrolled in programs off site.

- Concerned how COVID-19 pandemic would affect the SRTP findings. How relevant would the findings and policies be post-pandemic?
  - *Steve: SRTP taking pandemic impacts into consideration. Looking at pre-pandemic ridership and recent trends.*
- Need to consider the needs of companies that locate to Yuma to ensure transit accessibility.
  - Schedule run times that would be compatible with company's hours of operation.
  - Prospective companies inquire about transit access.
  - Accommodate the needs of employees.
  - *Steve: the SRTP will look at trip generators and future areas of development. Transit can be seen as an economic engine.*
- Wi-fi connectivity would be a huge advantage on-board the bus and at the bus stops. Will help riders pass the time. Would be a huge draw.
  
- For the those enrolled in the Strategies for Success Program (*an educational option for those students under a long-term suspension*), YCAT has been wonderful to work with.
- High School District would like to further its partnership with YCAT.
  
- Work with GED preparation classes at YPIC Charter School.
- The late-night service, NightCAT, doesn't serve Somerton and the Downtown Yuma education centers.
- Shelters with benches and shade devices are needed and would be helpful (*passenger amenities*)
- Bus routing issues: On Route 6A, run times are longer coming from West Yuma.
- There is no peak service on the Green Route 4.
- Bikes on buses have worked well.

#### **OnCall Paratransit Service:**

- One student uses OnCall. Works well.
  
- Work with special needs clients.
- Provides the only adult day care services in Yuma.
- YCAT staff have been wonderful in understanding client needs. Clients feel safe using the service.
- North End Community Center (160 East 1<sup>st</sup> Street) houses congregant lunch program.
  - Meals-on-Wheels program from 8:00 a.m. to 12:00 noon
  - Clients use both the YCAT fixed-route and OnCall.
- Would like to see the transit service continue.



- Day program – transportation is covered by insurance. The Veteran’s Administration doesn’t cover transportation services.

**Technology:**

- Clients are not tech savvy (aged 70-100); however, their caregivers would appreciate technological tools.
  
- Would be a great option for clients/students. A trip planner would be helpful.
  
- Trip planner powered by Google Maps.
- Real-time bus info would also be helpful.
- Add text updates for the NightCAT service.
- Online booking for flex routes.

**Supplemental Service – Mobility on Demand:**

- Could be valuable for students taking late evening classes.

## YCIPTA/YMPO Short-Range Transit Plan

### Public Outreach – Public Meeting #2

Thursday, August 20, 2020 @ 7:00 p.m.

#### Microsoft Teams

##### Participants:

- Pat Albright, OnCall Paratransit User, Disabled
- Buna George, Executive Director, Greater Yuma Port Authority
- Melissa Ramos, Assistant Mobility Manager/Administrative Assistant, Yuma Metropolitan Planning Organization (YMPO)

##### Staff:

- Shelly Kreger, Transit Director – YCIPTA

##### Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

##### Comments:

- Found out about OnCall by accident. Circle K manager suggested using OnCall. Was using taxi previously.
  - Circle K was a YCAT ticket outlet.
- Interested in how to reach the nearest bus stop to my home (*First Mile/Last Mile*).
- What would happen if OnCall provided service to the Fortuna Foothills?
- Would not use YCAT fixed route on hilly inclines (i.e. South Avenue 8).
- Service currently works well. When first starting using service, it wasn't user-friendly. There were scheduling issues.
- Dispatcher/schedulers need to do ride-alongs with OnCall drivers for perspective.
  
- Working to foster development in the San Luis and commercial Port of Entry areas.
- No one wants to wait for a bus in the extreme summer heat. Air-conditioned waiting areas and bus shelters would help.
- Avenues D & E corridors in San Luis have development potential.
  - *Steve*: Consider employee-based shuttles and MoD solutions.
  - *Buna*: Would work better in the San Luis area. Uber could do well in San Luis.

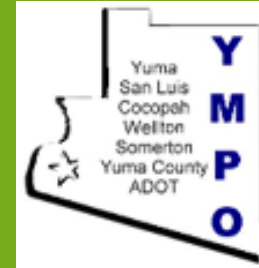
##### Role of Technology:

- The 30-minute pick-up window is one of the least convenient things about using OnCall.

- Would like to receive 10-15 minute notice by phone or text that ride is on the way.
- Look at the Tucson system (Sun Shuttle). However, the Sun Shuttle fleet are not equipped with wheelchair ramps.
  
- Are there partnerships with other local transportation service providers?
  - Grocery store runs.
  - Non-medical transportation.
  
- Define “Microtransit”
  - *Steve: a variation on vanpool service. Microtransit is more public and random.*
  - Pat: Concerned about issues with accommodating persons with disabilities and mobility aids (i.e. walker)

#### **Span of Service Enhancements:**

- Avenue B and 3<sup>rd</sup> Street.
  - Would like to see later OnCall service.
  - Nearest NightCAT bus stop is not close enough to walk to.
  - Would be open to paying a premium fare for later service options.
  
- Consult San Luis Transit Circulation Study (*June 2016*) for guidance. (<https://ympo.org/san-luis-transit-circulator-study/>)
- YCIPTA Community Transit Committee recruitment



# SHORT RANGE TRANSIT PLAN

## Public Meeting



August 2020

- **Overview of Work Plan & Schedule**
- **Existing Transit Services**
- **Opportunities – An Evolving Mobility Landscape**
- ***We Need Your Input!* Dialogue**



## ***Short Range Transit Plan***

- To determine how public transit may better meet the short-term and longer-term needs of the community
- An Action Plan to guide the implementation of transit service improvements over the next 5+ year period.



### **Analysis of Services:**

- Fixed route
- OnCall (Demand Response)
- Vanpool Program

Route Design?

Local vs. Regional Service?

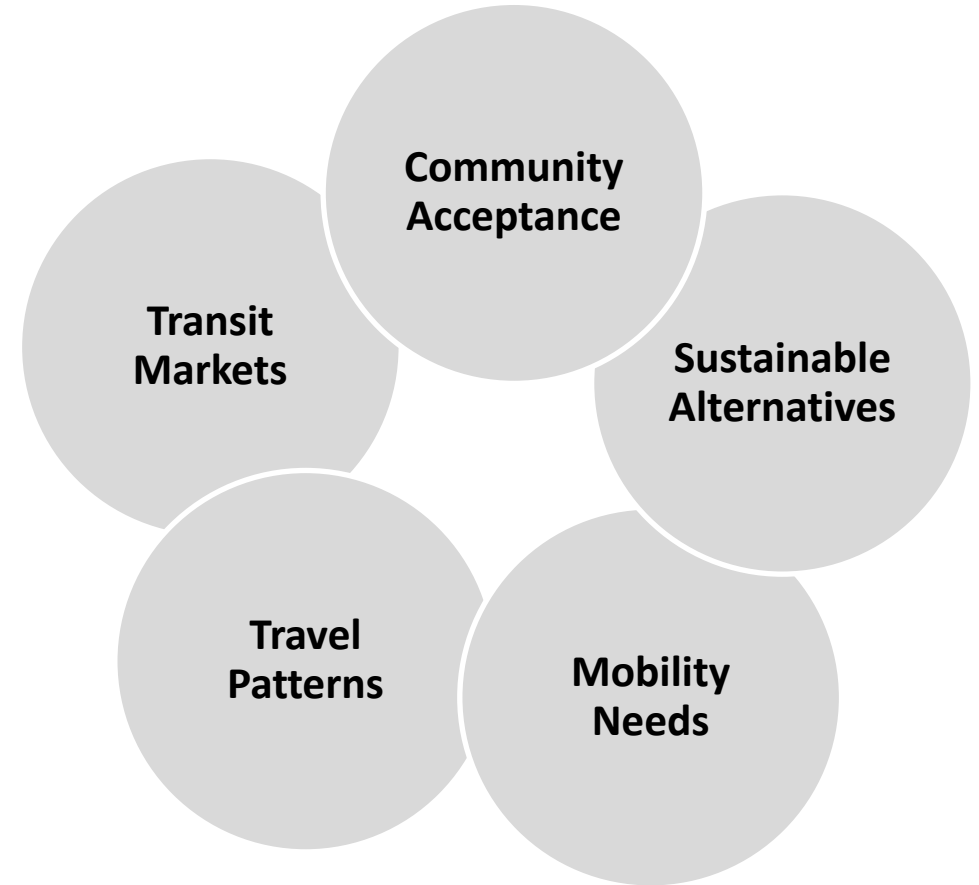
Fare Policy & Rates?

Enhancing Technology?



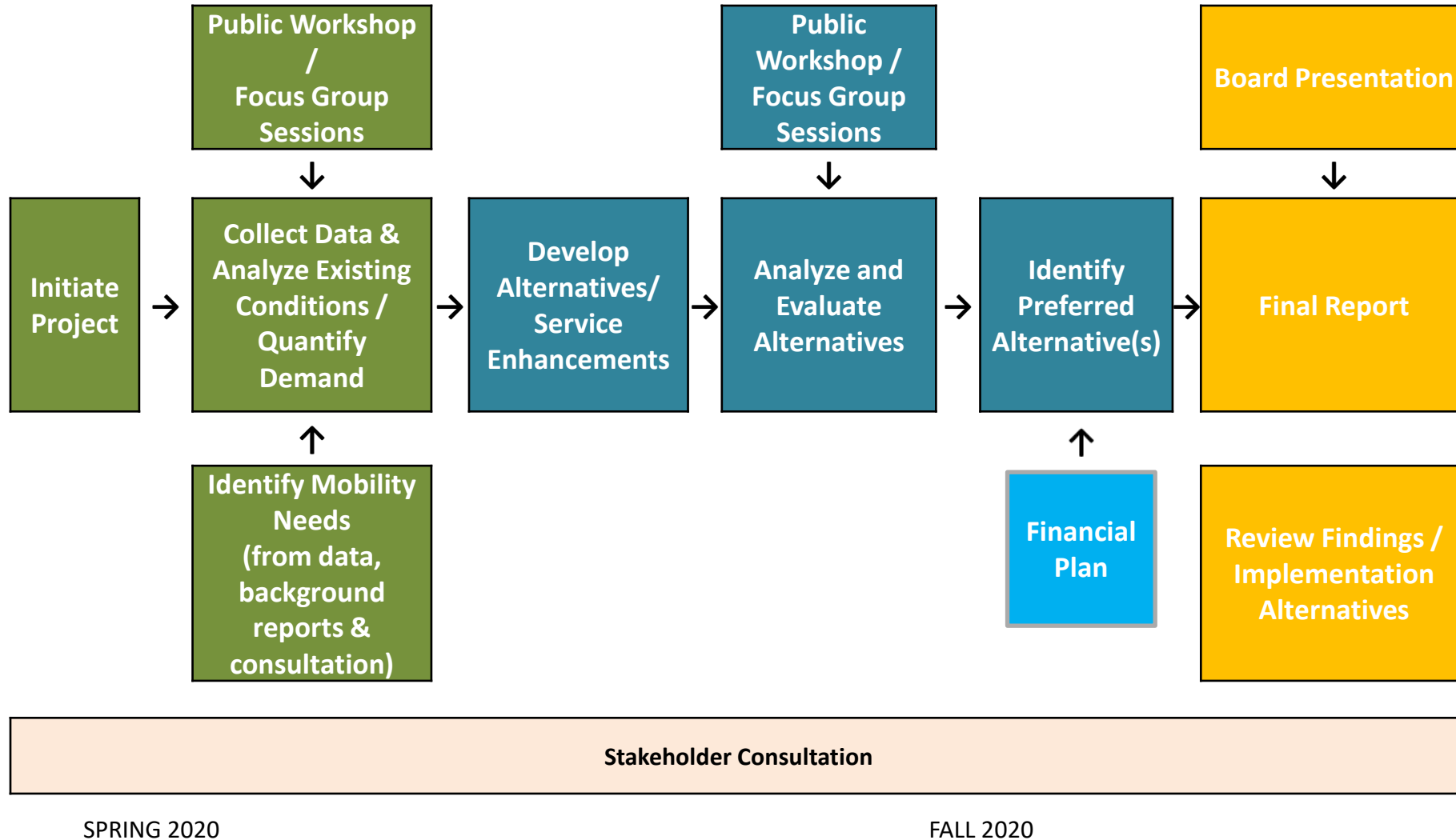
# Project Understanding & Approach – Key Considerations

- 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?





# Workflow



# Yuma County Area Transit (YCAT) – Current Operations

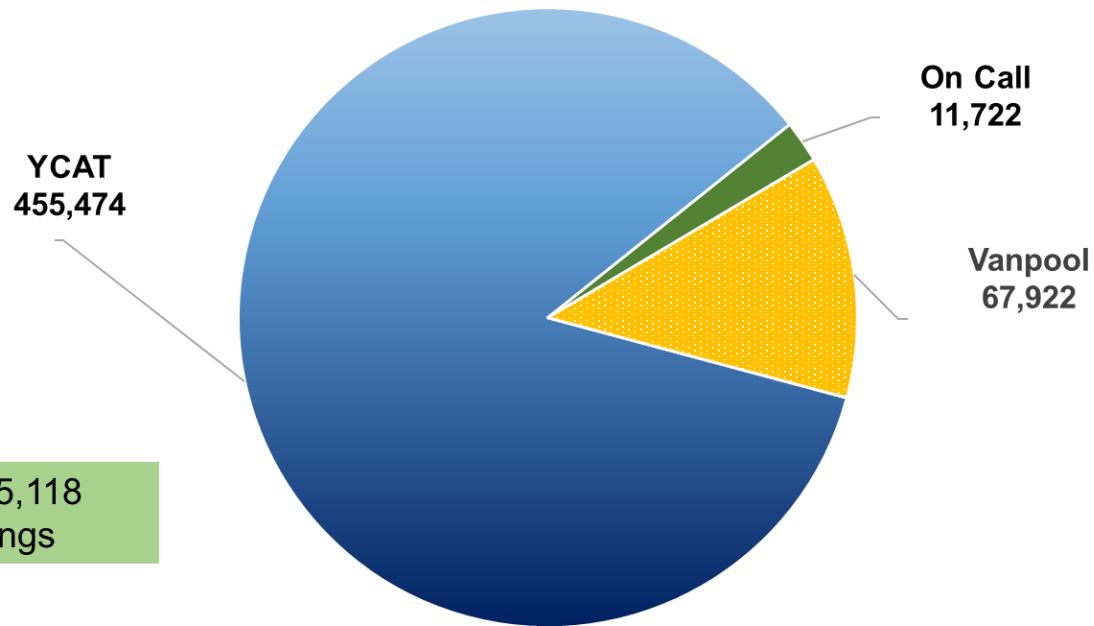
## YCAT

- 10 (weekday) bus routes
- Monday – Friday: 5:30am–10:45pm
  - NightCAT after 8:07pm
- Saturday: 9:15am – 6:30pm

## FIXED ROUTE

### OPERATING PERFORMANCE

- \$4.2m net annual operating cost
- \$9.01 cost/passenger



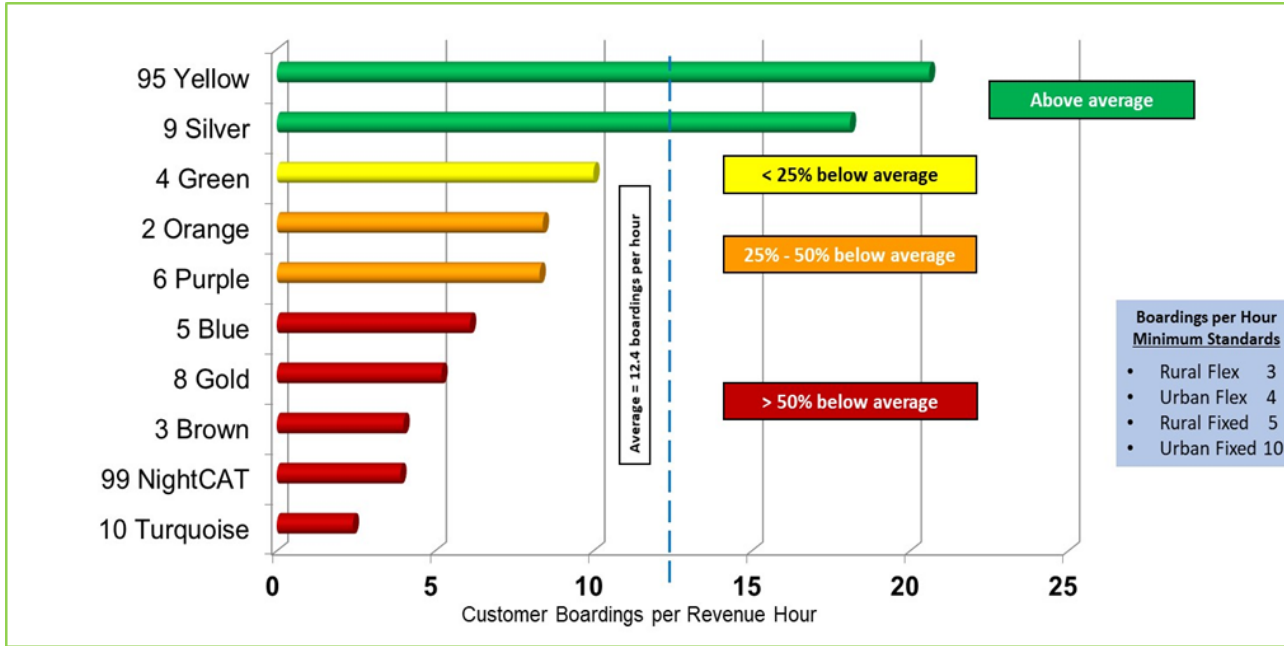
## OnCall

### OPERATING PERFORMANCE

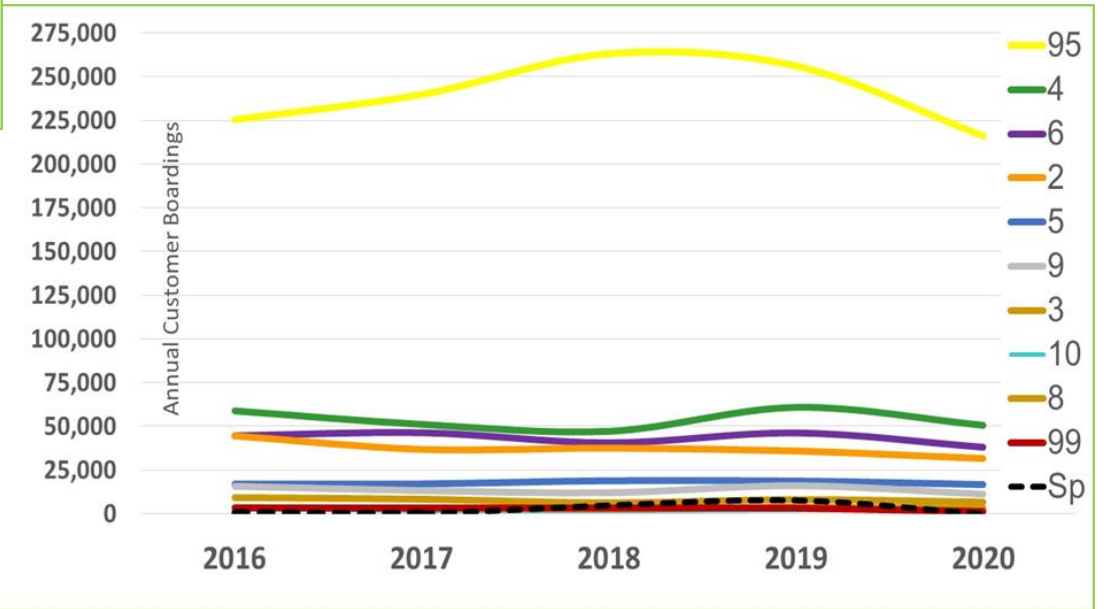
- \$232k net annual operating cost
- 2.0 trips/hour
- \$27.79 cost/passenger



# YCAT– Fixed Route



## YCAT Ranked Productivity by Route, FY 2020



## Fixed Route Ridership by Route



## Transit Agencies



## Supplemental / 3<sup>rd</sup> party Vendors



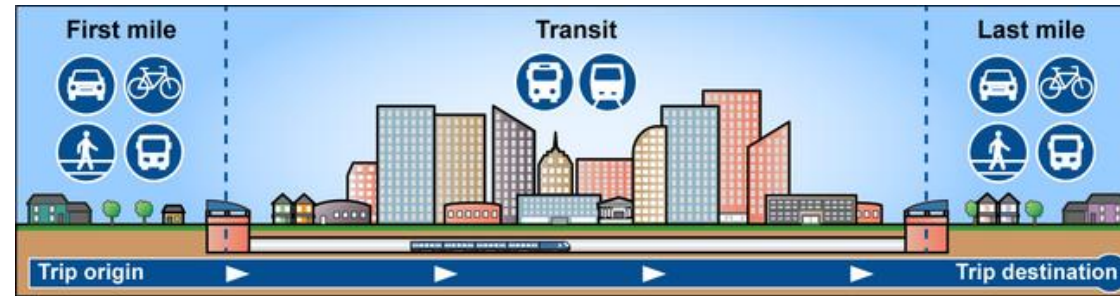
## Vehicle / Bike / e-Scooter Sharing



## Integrated Trip Planning Tools & Mobile Payment



*Expand mobility options where gaps exist in the transit network and to locations not easily served by fixed-route transit (First-Last Mile solutions).*



Source: GAO. | GAO-18-539

## **Why and When MoD services are implemented:**

- When regular service is not available (late nights & weekends)
- Extend service to lower-density suburban & rural areas
- Provide better connections to higher capacity transit services
- Potential to replace lower productive routes
- Supplement OnCall / Paratransit service

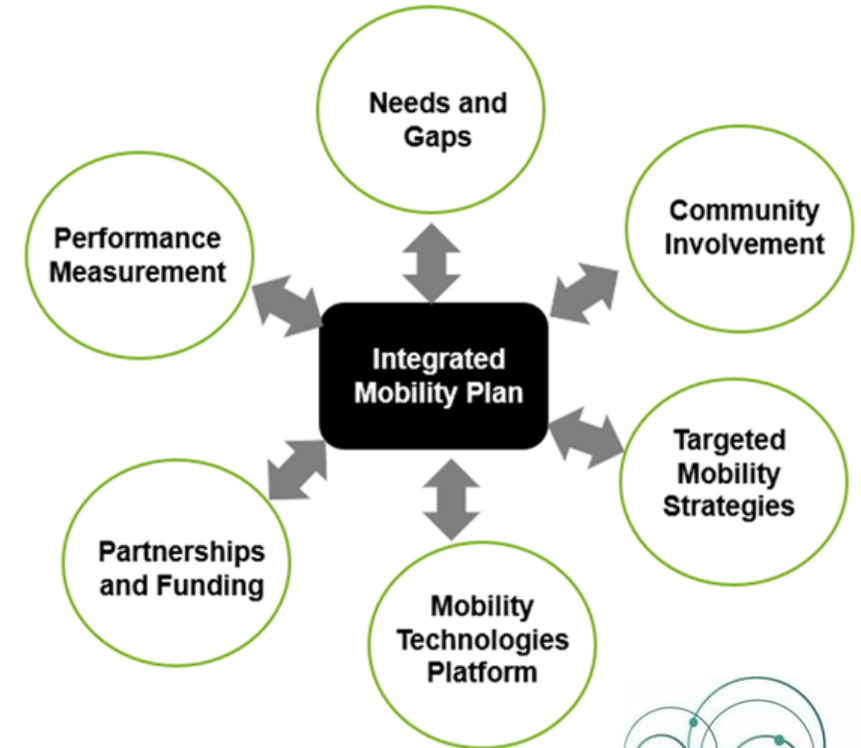
## Tell Us About:

- Any unmet needs?
- Obstacles to accessing transportation?
- Opportunities to expand the reach of fixed-route transit?
- Your thoughts on the role of technology?
- Strategies to address gaps or obstacles? Priorities?

## TARGETED MOBILITY SOLUTIONS?



- ISSUES & CHALLENGES ?
  - What works well? And not so well?
- TRAVEL NEEDS & REQUIREMENTS ?





What types of *YCAT* service improvements would you like to see?

- Better information on how to use *YCAT*?
- Later night service? or Earlier morning service?
- More bus stops? More shelters or benches?
- More frequent bus service? Local? Regional?
- Bicycles on transit?
- Accessibility on transit? Accessible paths of travel?
- Technology - opportunities?
- Improved bus service to (any specific location)?
- Other?

**OPPORTUNITIES TO  
BEST MEET YOUR  
TRANSIT/MOBILITY  
NEEDS**

**WHAT ATTRIBUTES  
WOULD ENCOURAGE YOU  
TO USE TRANSIT FOR  
SOME OF YOUR TRIPS?**

Cost? Convenience?

Travel Time? Flexibility?

Technology? Other?

**Thoughts on:**

- **Current route design?**
- **Technology – providing real-time customer information?**



“When barriers get in the way of people with disabilities participating fully in society as a result of their disabilities, everyone loses.”

## Americans with Disabilities Act (ADA)

Specific standards for fixed route and paratransit services

### What do you think about?

- Eligibility criteria?
- Availability of service?
- Advance booking requirements?
- On-time performance? Service reliability?
- Travel times?
- Fares?
- Passenger information?
- Ease of booking a trip?
- Technology - opportunities? A mobile phone app for real-time information?

*Anything else?*

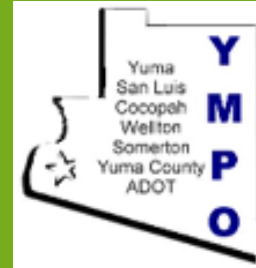
*What is an accessibility standard?*

**An accessibility standard is a rule (set of measures, policies & practices) that organizations have to follow to identify, remove and prevent barriers.**

**Shared ride public transit for those unable to use accessible fixed-route transit**







# SHORT RANGE TRANSIT PLAN

## THANK YOU



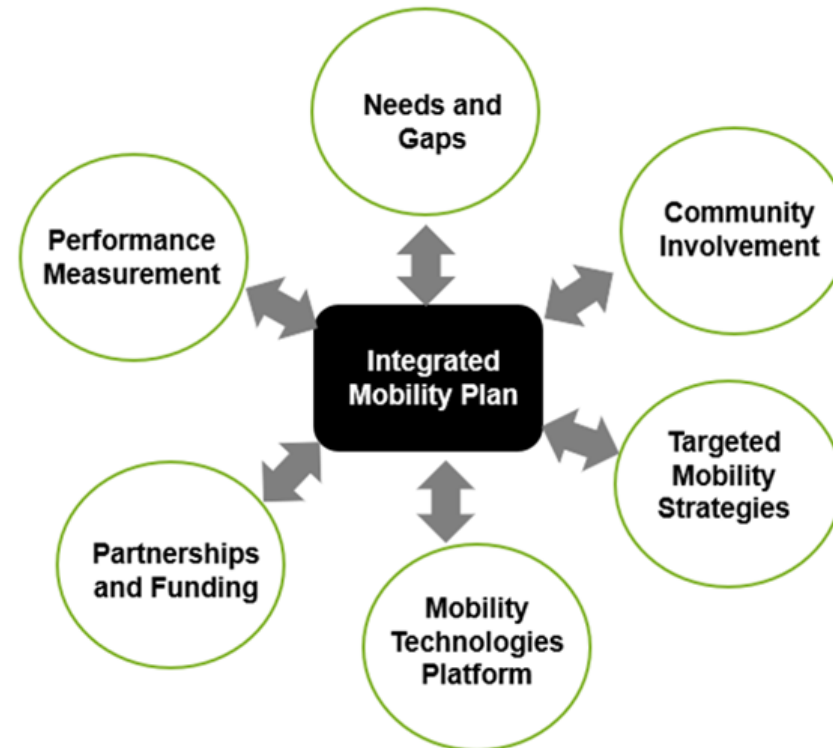
August 2020

## Digáanos sobre:

- ¿Hay necesidades de movilidad insatisfechas?
- ¿Obstáculos al acceso?
- ¿Oportunidades para expandir el alcance del tránsito de ruta fija?
- ¿Sus pensamientos sobre el papel de tecnología?
- ¿Estratégicos para resolver brechas u obstáculos?  
¿Prioridades?

**¿SOLUCIONES ENFOCADAS DE MOBILIDAD?**

- ¿TEMAS Y DESAFÍOS?
  - ¿Qué funciona bien o no funciona bien?
- ¿NECESIDADES Y REQUISITOS DE VIAJE?



¿Qué tipos de mejorados del servicio tránsito de YCAT le gustaría ver?

- ¿Mejor información en como usar a YCAT?
- ¿Servicio nocturno más tarde? ¿Servicio de mañana más temprano? ¿Servicio del fin de semana?
- ¿Más paradas de autobús? ¿Más paradas sombradas o asientos?
- ¿ Más servicio frecuente de autobús?  
¿Local? ¿Regional?
- ¿Tecnología - oportunidades?
- ¿Servicio mejorado de autobus al (cualquier destino)?
- ¿Otros?

**OPPORTUNITIES TO  
BEST MEET YOUR  
TRANSIT/MOBILITY  
NEEDS**

**WHAT ATTRIBUTES  
WOULD ENCOURAGE YOU  
TO USE TRANSIT FOR  
SOME OF YOUR TRIPS?**

Cost? Convenience?

Travel Time? Flexibility?

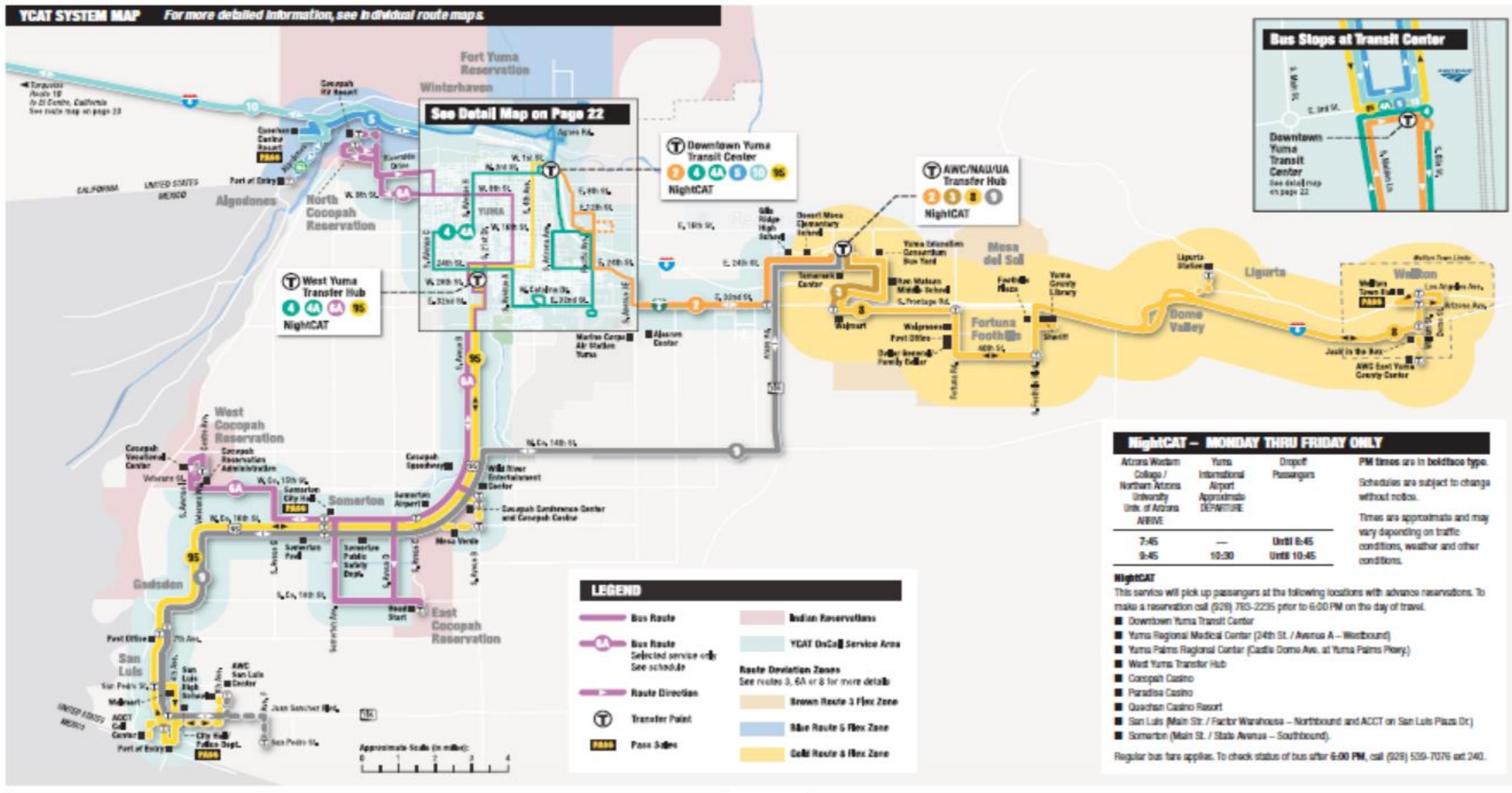
Technology? Other?

### Thoughts on:

- **Current route design?**
- **Technology – providing real-time customer information?**



# Yuma County Area Transit (YCAT)



## Fixed Route

Fare Type	Adult Fare	Discount Fare
Cash	\$2.00	\$1.00
Deviation (Routes 3, 6A, 5, 8, 10 in El Centro)	\$2.00	\$2.00
Route 10 Cash only	\$2.00	\$2.00
Day pass	\$5.00	\$2.50
10-Ride Pass	\$17.50	\$7.50
31-day pass	\$60.00	\$30.00
Child (age 5 & under) – up to four	NA	Free
Child (age 5 & under) – fifth or more	NA	\$1.00
AWC/NAU/UA	Free w/ ID	Free w/ ID
Cocopah Tribal member	Free w/ ID	Free w/ ID
High School	NA	Free w/ ID
Class Pass	NA	\$45.00

## OnCall

Fare Type	Fare
One-way	\$4.00
10-Ride Pass	\$35.00
YCAT Pass Upgrade	\$2.00
Buddy Fare (5+ traveling together)	\$2.00 per person
Transfer from Fixed Route	Free
Personal Care Attendant	Free
Child under 5 years old (up to four)	Free
Child under 5 years old (fifth or more)	\$2.00





# We Need Your Input!

- 1) How do we best position YCAT (in a dynamic operating environment) to complement other local and/or regional initiatives (current and future)?
- 2) How might YCAT enhance the travel/mobility needs of residents, employees and visitors?
- 3) If we were to meet – 3 to 5 years from now – what would the regional transit / transportation / mobility landscape look like? 5 to 10 years from now? YCAT specifically?



## **Opinion of YCAT service? Market segments served? (Who are the customers?)**

- Area of service? Hours of service? Safe, clean & comfortable? Affordable? Punctual/on-time? Convenient?

## **Role of transit / mobility?**

- Economic engine for Yuma region?
- General Plan – future development – residential, commercial, retail, entertainment/hospitality, etc.?



**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #1**  
**Wednesday, December 2, 2020 @ 9:00 a.m.**  
**Microsoft Teams**

Participants:

- Francisco Acedo, SPS+ Architects
- Rob Bass, Architect, SPS+ Architects
- Jerry Cabrera, City Manager, City of Somerton
- Brian Golding, Sr., Director of Economic Development, Fort Yuma Quechan Indian Tribe
- Allyson Hinz, Interior Designer, SPS+ Architects
- Veronica Menta, Economic Development Specialist, Fort Yuma Quechan Indian Tribe
- Jennifer Peters, SPS+ Architects
- Phillip Rodriguez, City Administrator, City of Yuma
- Amanda Skeene, Project Analyst, TransPro
- Susan Thorpe, County Administrator, County of Yuma
- Susanna Zambrano, Associate Dean for South County Services - Arizona Western College (AWC)

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- The enhancements in the draft service plan make a lot of sense.
- The Marine Corps Air Station (MCAS) – Yuma has been an issue. Important to enhance connectivity.
  - *Steve: Consideration for a MCAS pilot service destination-based service/e-hailing.*
- Pilot service sounds interesting and worth a try.



## Fort Yuma Quechan Reservation:

- Would be supportive of an e-hailing pilot based on the MCAS example with connections to downtown Yuma.
- Pilot service presents a unique solution that would be attractive to new riders at a lower cost and helps private enterprise in the area.
- Are there any other examples of competitive procurement models in other markets?
- I-8 Express Route – is this seen in the short-term as pilot or as a long-term deployment?
  - *Steve: I-8 Express would be implemented medium-term (3+ years).*
  - *Shelly: In the Post-COVID environment, YCAT won't be able to implement changes all at once.*
- Turquoise Route 10 – “Western I-8 Express”
  - *Steve: There's possible near-term implementation or introduce an e-hailing pilot.*
- The Tribe did experiment with route deviation; however, there were impacts to schedule adherence.
- Consider differences in the markets being served: MCAS versus the Reservation. Schedule different service times and design parameters. Perhaps run service for MCAS on evenings and weekends.

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #2**  
**Wednesday, December 2, 2020 @ 11:00 a.m.**

**Microsoft Teams**

Participants:

- Russell McCloud, Supervisor District 2, County of Yuma Board of Supervisors
- Lynne Pancrazi, Supervisor District 5, County of Yuma Board of Supervisors
- Catherine Pieratt, Director of Interiors, SPS+ Architects
- Amanda Skeene, Project Analyst, TransPro

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- On-demand service makes a lot of sense. Why does it have to wait? Would like to roll out service plan ASAP.
- See the potential to replace routes with lower productivity.
  - *Steve: There would be a more incremental roll-out of the service plan due to the impacts of COVID-19 and limited resources available to YCAT.*
- Electronic enhancements would help improve the customer experience.
  - *Shelly: YCAT recently upgraded its NextBus system. Customers are getting real-time data.*
- What is current fare policy?
  - *Steve: The current cash fare is \$2.00/trip. Other fares were reviewed.*
- How does YCAT compare to other areas? (e.g. Phoenix and Tucson)
  - *Steve: Would the community be prepared to pay a premium for MoD service?*
- Would be open to having a premium service at \$4.00/ride for the privilege and convenience.
  
- Would be in favor of an on-demand option.

- *Steve: It would be launched as a pilot program. Must consider Title VI policy regulations and ADA accessibility.*
  
- **RE: Hotel del Sol Project:** The potential of engaging the main street of Yuma and pedestrians is huge.
- Looking at various uses and circulation configurations/streetscapes
  - *Steve: Will the project incorporate loading zones and dockless bike infrastructure?*

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #3**  
**Wednesday, December 2, 2020 @ 1:00 p.m.**  
**Microsoft Teams**

Participants:

- Francisco Acedo, SPS+ Architects
- Rob Bass, Architect, SPS+ Architects
- Juan Castillo, Vice Mayor, City of Somerton
- Martha Garcia, City Councilmember, City of Somerton
- Allyson Hinz, Interior Designer, SPS+ Architects
- Kimberly Kahl, Executive Director, Yuma County Chamber of Commerce
- Gary Knight, City Councilmember, City of Yuma
- Cecilia McCollough, Mayor, Town of Wellton
- Douglas Nicholls, Mayor, City of Yuma
- Jennifer Peters, SPS+ Architects
- Karen Watts, Deputy Mayor, City of Yuma

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- Like the on-demand concept, including premium fares and online payment.
- More options for seniors and the disabled.
- Need more passenger amenities such as bus shelters.
  - *Steve: Need to acknowledge Title VI compliance for those without access to a smartphone or bank account.*
  
- Have you given any thought to designating a test area for autonomous vehicles as a part of the pilot?
  - *Steve: This won't happen in the 5-year plan horizon. Could make mention.*

- Would the on-demand option be competitive with Uber and Lyft?
  - *Steve: The transit agency would subsidize the trip in partnership with the transportation network companies.*
  - *Transit agencies generally purchase a third-party platform to schedule and dispatch trips.*
- Would existing providers be used as contractors?
- Open to partnering on the subsidy model.
  
- How would disabled and wheelchair-bound passengers be accommodated on-demand?
  - *Steve: There may be potential ADA compliance issues to consider.*

**On-Demand Consumer Choice Program:**

***How would the community respond to paying a premium?***

- If it's priced only a dollar more (over the OnCall fare?), it would be an attractive alternative.
  
- It would be a good incentive to get people out of their cars.

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #4**  
**Thursday, December 3, 2020 @ 9:00 a.m.**

**Microsoft Teams**

Participants:

- Francisco Acedo, SPS+ Architects
- Allyson Hinz, Interior Designer, SPS+ Architects
- Catherine Pieratt, Director of Interiors, SPS+ Architects
- Amanda Skeene, Project Analyst, TransPro
- Paul Soto, Director of Planning, Cocopah Indian Tribe

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- Not privy to any issues regarding transit accessibility on the Cocopah Indian Reservation.

## YCIPTA/YMPO Short-Range Transit Plan

### Public Outreach – Focus Group Meeting #5

Friday, December 4, 2020 @ 11:00 a.m.

#### Microsoft Teams

#### Participants:

- Oliver Cromwell, General Manager, YCAT – RATPDev
- Brian Golding, Sr., Director of Economic Development, Fort Yuma Quechan Indian Tribe
- Veronica Menta, Economic Development Specialist, Fort Yuma Quechan Indian Tribe
- Virgil Smith, Vice President, Fort Yuma Quechan Indian Tribe

#### Staff:

- Shelly Kreger, Transit Director – YCIPTA

#### Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

#### Comments:

- Boardings per hour – When was the data compiled?
  - *Steve: Ridership data was compiled pre-COVID.*

#### Fort Yuma Quechan Reservation:

- e-Bikes and scooters on the Reservation.
  
- Would be in favor/open to the MoD concept.
- Apps are a great idea.
  
- Blue/Turquoise Routes consolidation – delays may be an issue with route deviation.
- Excited about the prospect of trips to Andrade/Port of Entry and El Centro.
- I-8 Express (Gold Route) concept is intriguing. Better Arizona Western College access.
- Subsidized taxi service pilot – How do we fairly procure a service provider? Sole source?
- What is the potential liability that YCIPTA may face with such an arrangement?
  - *Steve: Implement competitive procurement instruments.*

**YCIPTA/YMPO Short-Range Transit Plan**  
**Public Outreach – Focus Group Meeting #6**  
**Friday, December 4, 2020 @ 9:00 a.m.**

**Microsoft Teams**

Participants:

- Francisco Acedo, SPS+ Architects
- Robert Dueñas, ACHIEVE Human Services
- Marcus Haley, HOPE Inc.
- Allyson Hinz, Interior Designer, SPS+ Architects
- Catherine Pieratt, Director of Interiors, SPS+ Architects

Staff:

- Shelly Kreger, Transit Director – YCIPTA

Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

*Comments:*

- How are rural areas being addressed, such as Somerton and South County?
  - *Steve: There are opportunities to expand Route 95.*
- On-demand services would be better.
- Work with a revolving door of clients in a 90-day program.
- Organization (HOPE Inc) is an FTA Section 5310 recipient.
- Are there any shuttle services from Yuma to Tucson?
  - *Robert Dueñas: Supreme Transport runs between Yuma and Tucson.*
- There is an app option available for Sun Tran in Tucson (Go Tucson). One click/one call mobile access.



## YCIPTA/YMPO Short-Range Transit Plan

### Public Outreach – Public Meeting #1

Thursday, December 3, 2020 @ 2:00 p.m.

#### Microsoft Teams

##### Participants:

- Francisco Acedo, SPS+ Architects
- Gene Dalby, President, Yuma Regional Bicycle Coalition
- Allyson Hinz, Interior Designer, SPS+ Architects

##### Staff:

- Shelly Kreger, Transit Director – YCIPTA

##### Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

##### Comments:

- As a 28-year resident of Yuma, noticed that the city has become larger with a unique set of qualities.
- What is the capacity of the buses? Are they ever full?
  - *Steve: The SRTP gauged boardings, alightings, and those remaining on board.*
- If the larger buses are being used, perhaps use smaller vehicles to allow for greater frequencies.
- In favor of expanding transit but concerned about cost issues.
  - *Steve: There are times of day when larger capacity vehicles are needed.*
  - *Driver wages are factored into the costs. Prospects of an e-bike partnership.*
- The coalition interviewed an e-bike company and the bikes came out to \$3,000/unit. May not be beneficial.
- Bikes are not seen as a viable part of the transportation system in Yuma.
- NextBus/real time data would be great.
- Consider have a “No Drive Day” in Yuma to encourage transit and alternative transportation modes.
- There is no way of securing bikes at bus stop.
  - *Steve: Look at infrastructure needed to make Yuma more bike friendly. Consider bike lockers and other passenger amenities.*
- Include the bus system as part of visitor information and marketing efforts.
  - Wayfinding
  - Highlight points of interests around Yuma
  - Promote transit in lieu renting a car

- Consider the needs of ADA/disabled riders.
- The coalition is working with the County on the development of a Countywide Bike Plan that addresses coordination with transit.

## YCIPTA/YMPO Short-Range Transit Plan

### Public Outreach – Public Meeting #2

Thursday, December 3, 2020 @ 7:00 p.m.

#### Microsoft Teams

##### Participants:

- Pat Albright, OnCall Paratransit User, Disabled

##### Staff:

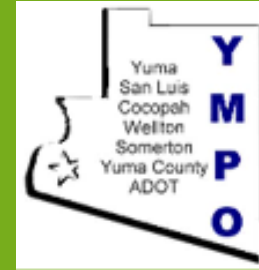
- Shelly Kreger, Transit Director – YCIPTA

##### Consultant Team:

- Steve Wilks, IBI Group
- Rick Williams, Michael Baker International

##### Comments:

- Where is the West Yuma Transit Center?
  - *Shelly: Walmart on Avenue B*
- The mobile app is an excellent concept.
- Is YCAT financially sound? What part of YCAT is financially sound?
  - *Consultant team and Shelly explained how the transit system is financially sustained through a mix of fare revenues and government grants.*
- Targeted marketing of choice riders.
- In favor of stored mobile payment system.
- Dispatcher/schedulers are doing an excellent job.
- Is there a Citizen's Advisory Committee?
  - *Shelly: There is the Community Transit Committee. Will forward an application for membership.*
- Target doctors' offices and hospital for focus groups and transit marketing.



# SHORT RANGE TRANSIT PLAN

## Public Meeting



December 2020

- **Re-Cap: Overview of Work Plan & Schedule**
- **Existing Transit Services**
- **Outreach/Consultation & Community Survey – *What We Heard?***
- **Opportunities – An Evolving Mobility Landscape**
- **Service Enhancements – *An Eye on the Future***
- ***We Need Your Input!* Dialogue**



## ***Short Range Transit Plan***

- To determine how public transit may better meet the short-term and longer-term needs of the community
- An Action Plan to guide the implementation of transit service improvements over the next 5+ year period.



### **Analysis of Services:**

- Fixed route
- OnCall (Demand Response)
- Vanpool Program

Route Design?

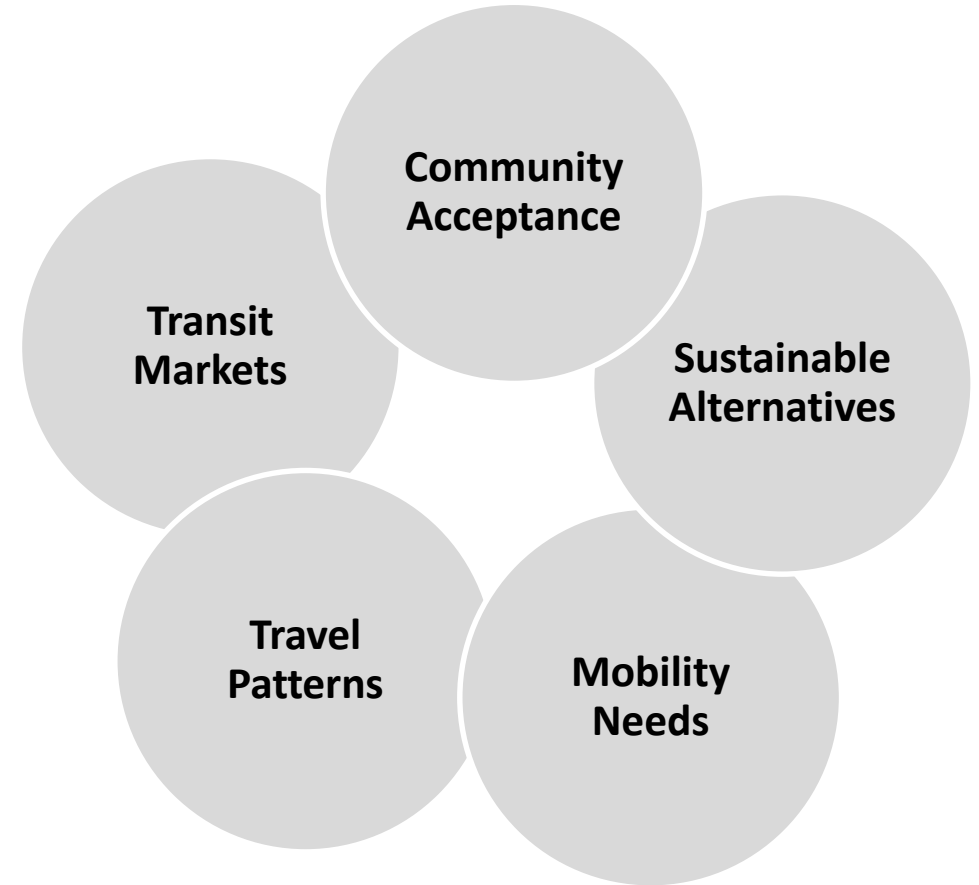
Local vs. Regional Service?

Fare Policy & Rates?

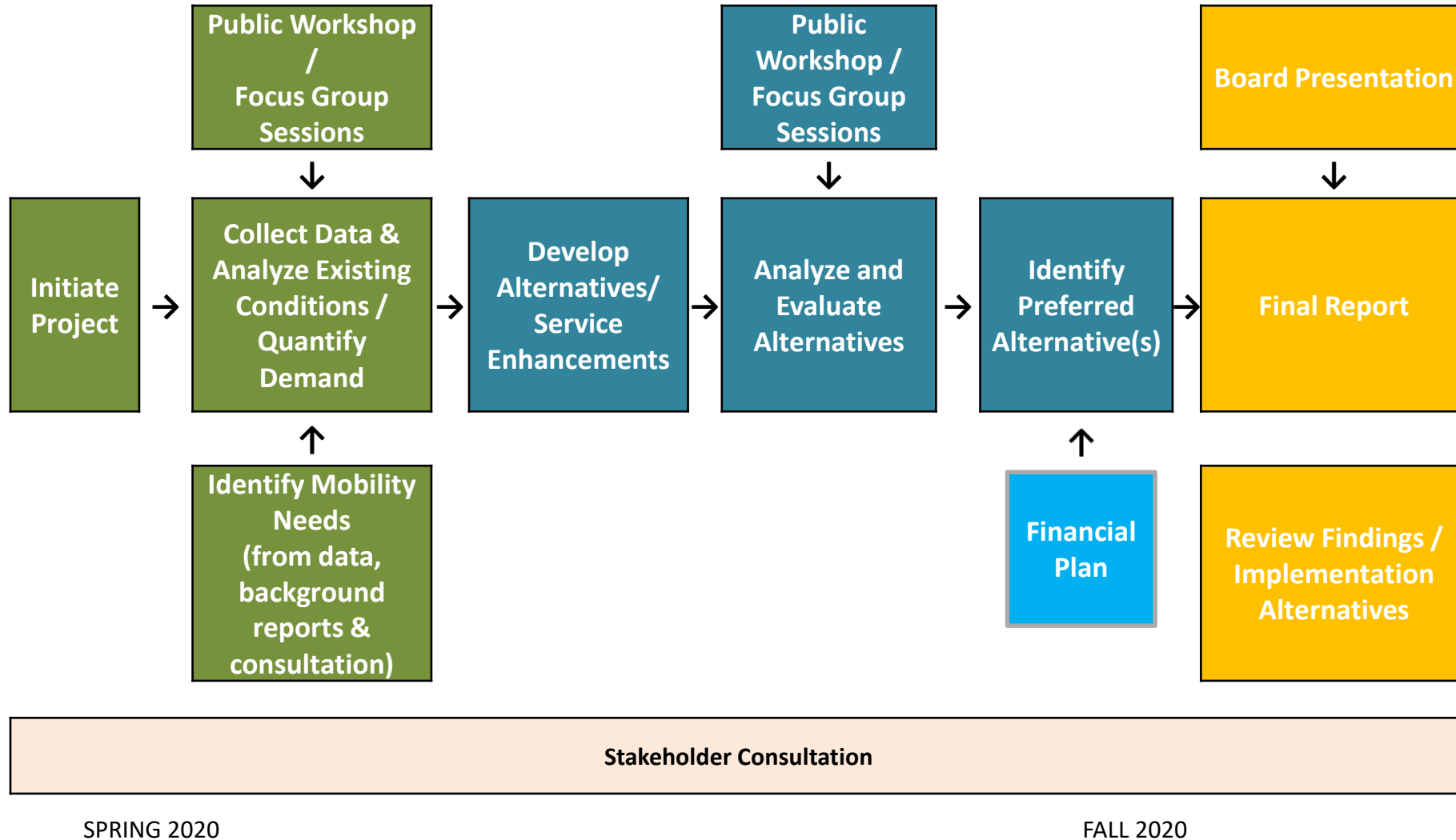
Enhancing Technology?

# Project Understanding & Approach – Key Considerations

- 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?



# Workflow





# Yuma County Area Transit (YCAT) – Current Operations

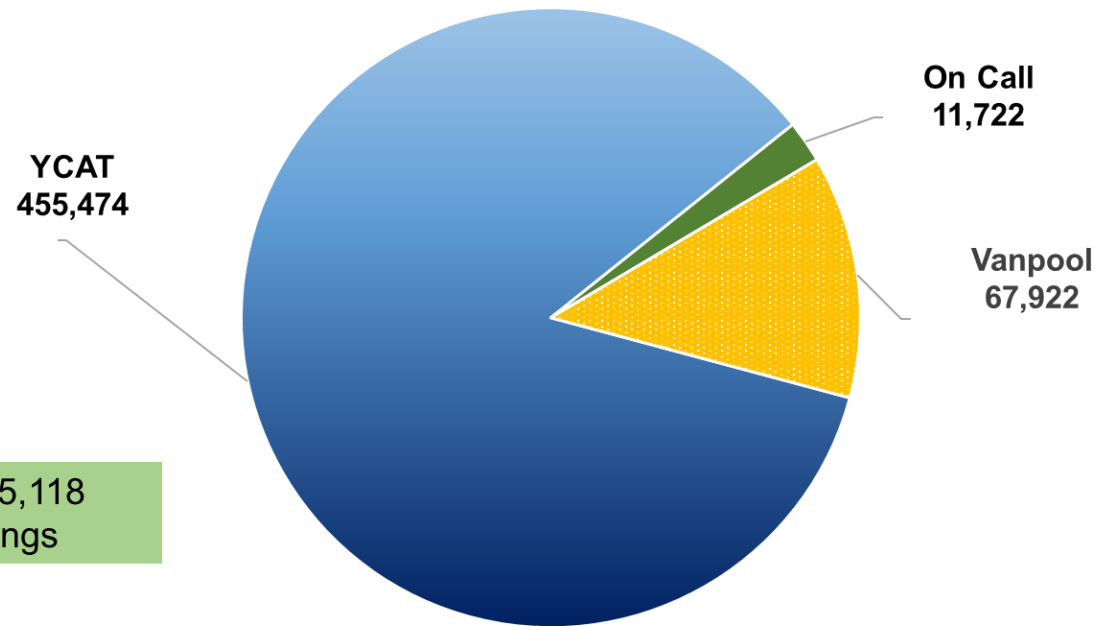
## YCAT

- 10 (weekday) bus routes
- Monday – Friday: 5:30am–10:45pm
  - NightCAT after 8:07pm
- Saturday: 9:15am – 6:30pm

## FIXED ROUTE

### OPERATING PERFORMANCE

- \$4.2m net annual operating cost
- \$9.01 cost/passenger



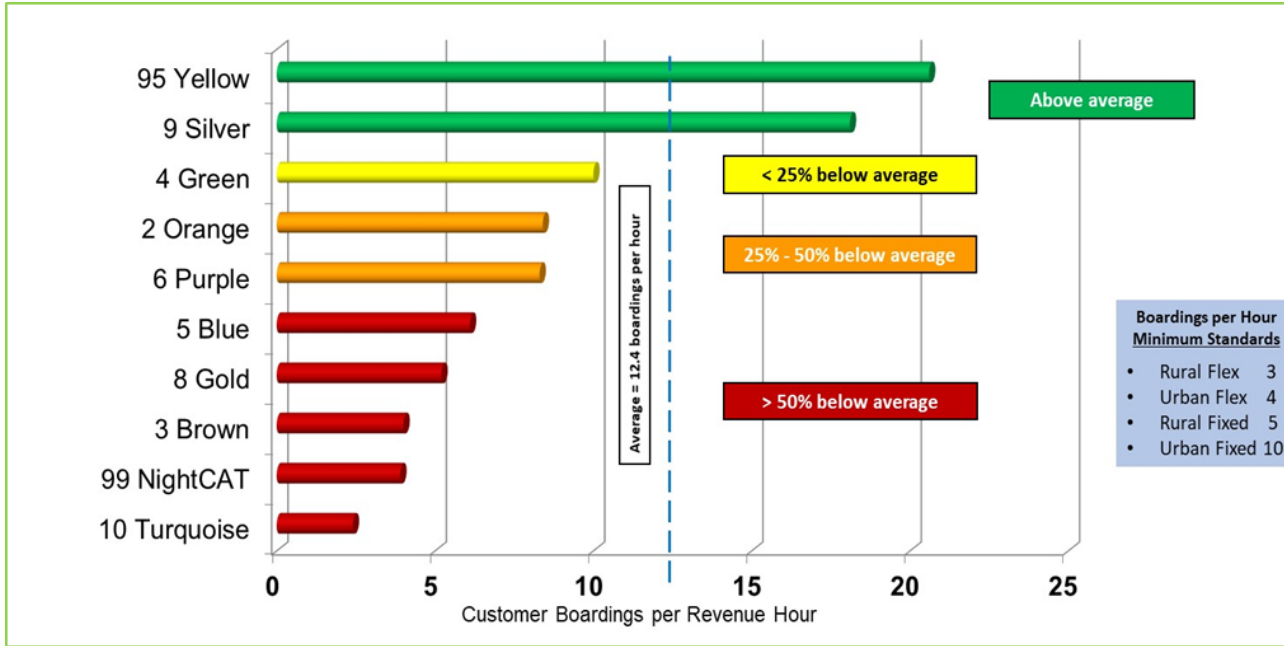
## OnCall

### OPERATING PERFORMANCE

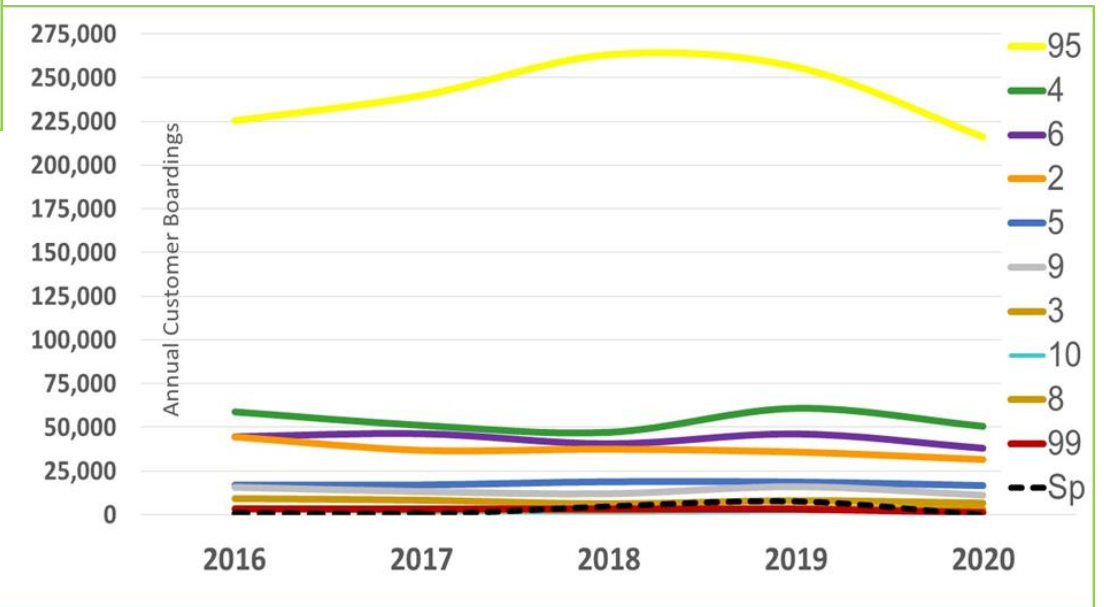
- \$232k net annual operating cost
- 2.0 trips/hour
- \$27.79 cost/passenger



# YCAT– Fixed Route



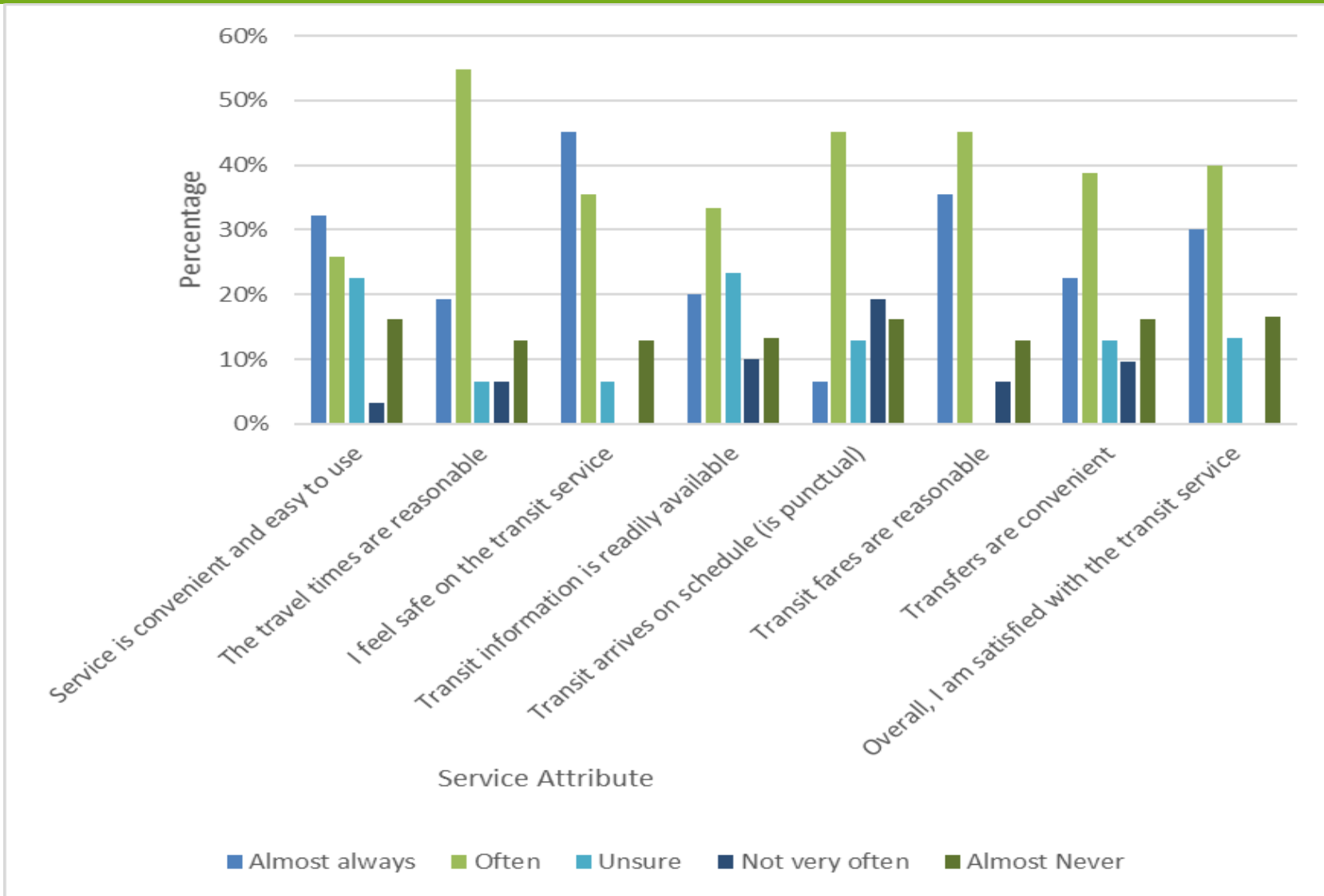
## YCAT Ranked Productivity by Route, FY 2020



## Fixed Route Ridership by Route



# OUTREACH/CONSULTATION & COMMUNITY SURVEY – *WHAT WE HEARD?*



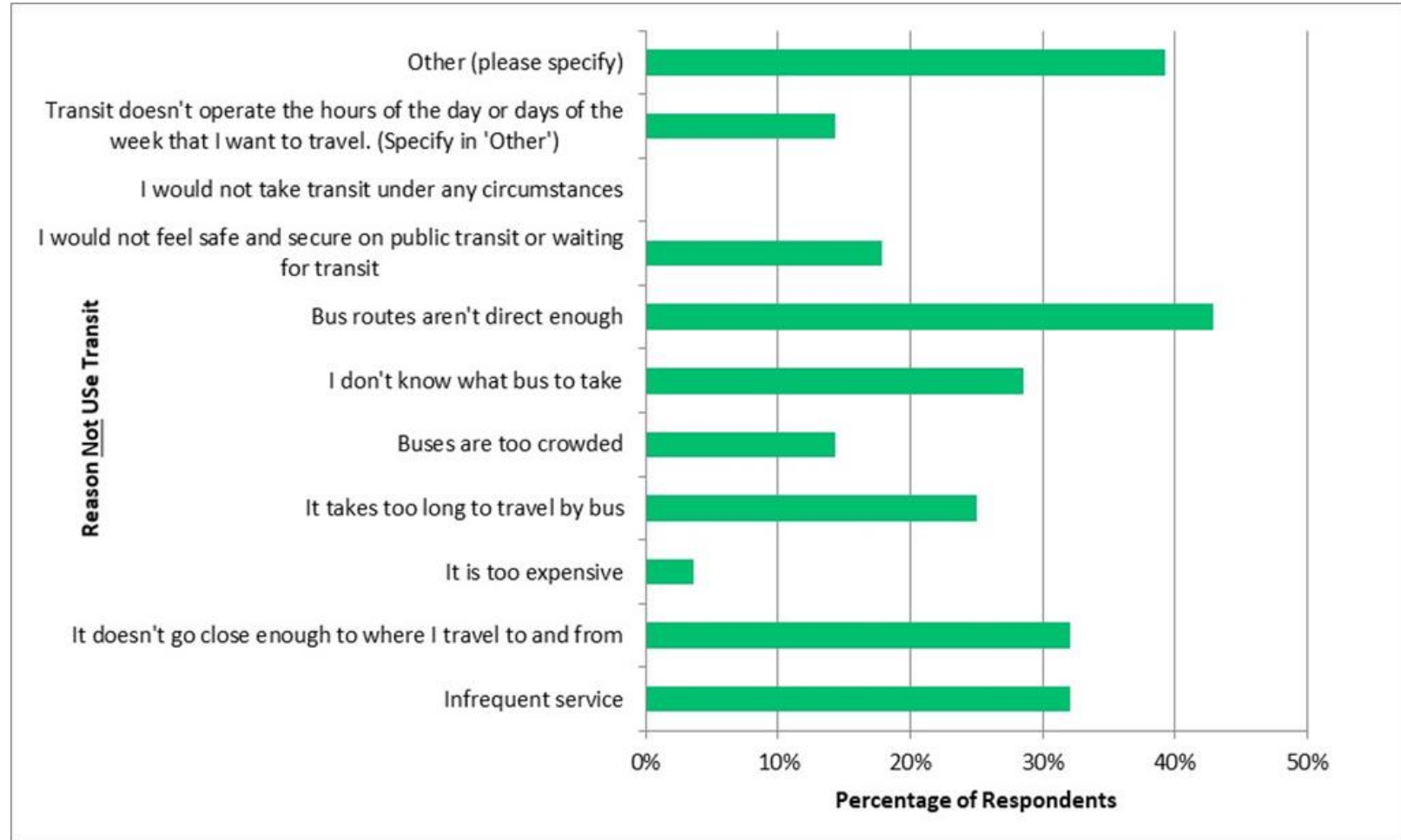
## Current Service Attributes:

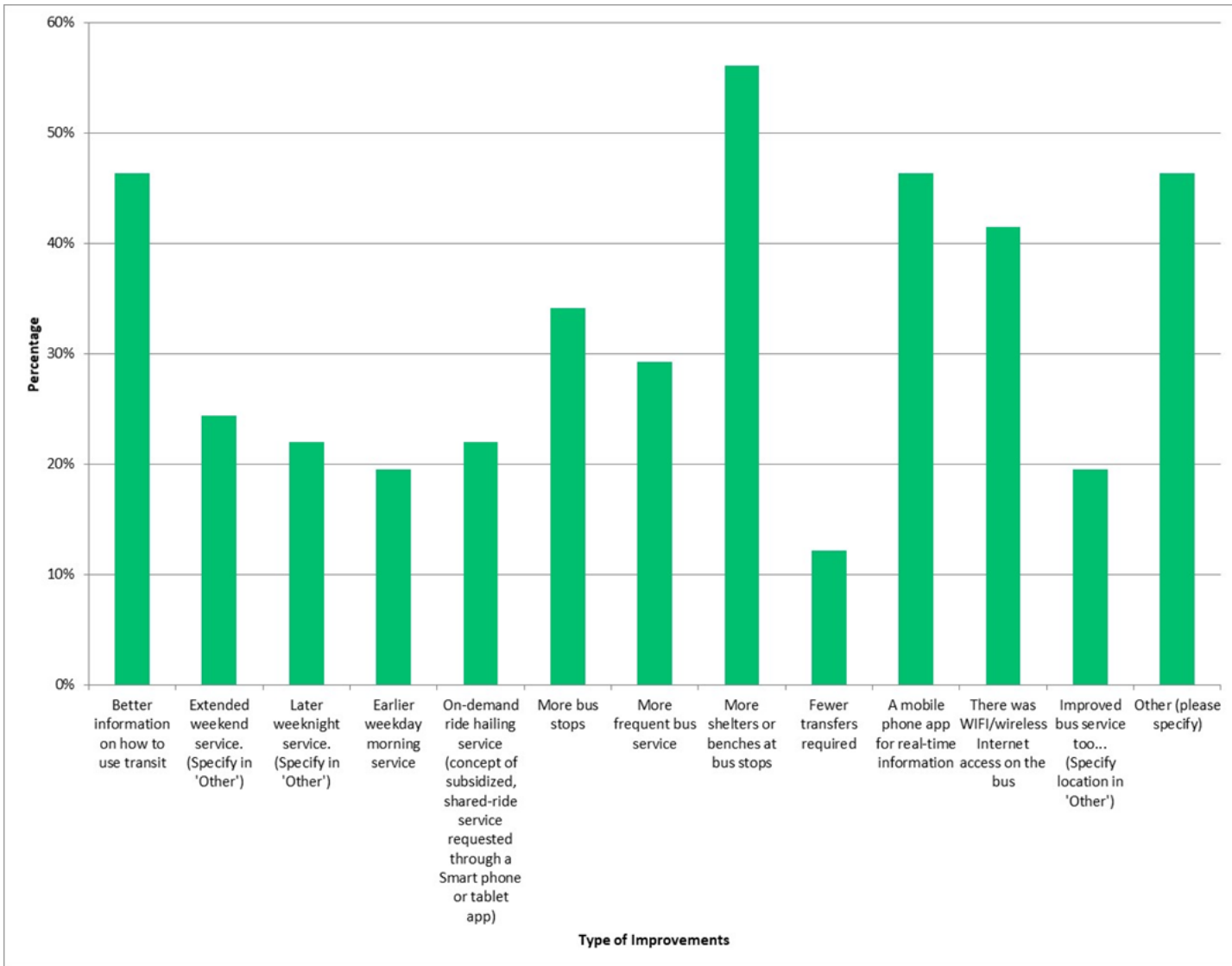
- All received favorable ratings
- Drivers & staff viewed favorably



## If NOT Use, Why Not?

- Bus routes aren't direct enough (43%)
- Not go close enough to where travel to and from (32%)
- Infrequent service (32%)
- Don't know what bus to take (29%)
- It takes too long to travel by bus (25%)
- I would not feel safe and secure on public transit or waiting for transit (18%)
- Other (please specify) (14%)
- Buses are too crowded (14%)
- Transit doesn't operate the hours of the day or days of the week that I want to travel. (Specify in 'Other') (14%)
- I would not take transit under any circumstances (14%)
- It is too expensive (4%)



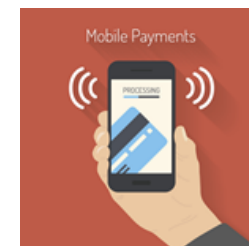
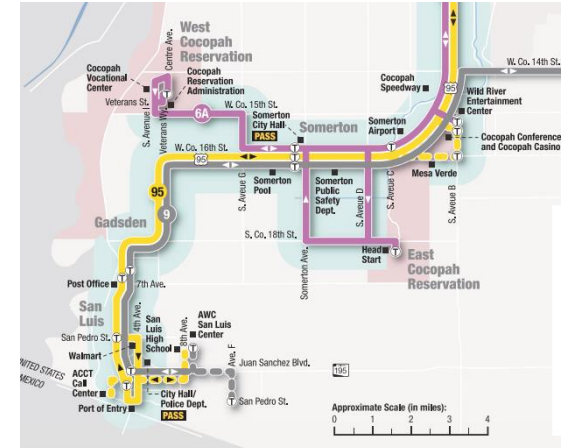


## Type of Improvements Would Like to See:

- More shelters or benches at bus stops (56%)
- Better information on how to use transit (46%)
- A mobile app for real-time information (46%)
- Other (46%)
  - Later evening service
  - Sunday service
  - Improved service to MCAS & Yuma Proving Grounds
  - Improved service - Foothills

# OUTREACH/CONSULTATION – *WHAT WE HEARD?* (cont.)

- South County routes are the busiest – look at expansion in order to provide better access in the community.
- Better connectivity to Marine Corps Air Station (MCAS) & Yuma Proving Grounds (YPG).
- Eliminate the fear of using transit – marketing & communications strategy.
- A segment of the community sees the value of technology. Students would benefit from using a transit app.
- Strong propensity among tribal members (Quechan) to prefer convenience of taxi service over fixed route bus.
- Develop strategy for subsidized taxis or support a Mobility on Demand (MoD) service component.
- Role of technology: accessible trip planning tools, touchless payment and real-time bus info (NextBus).





## Transit Agencies



## Supplemental / 3<sup>rd</sup> party Vendors



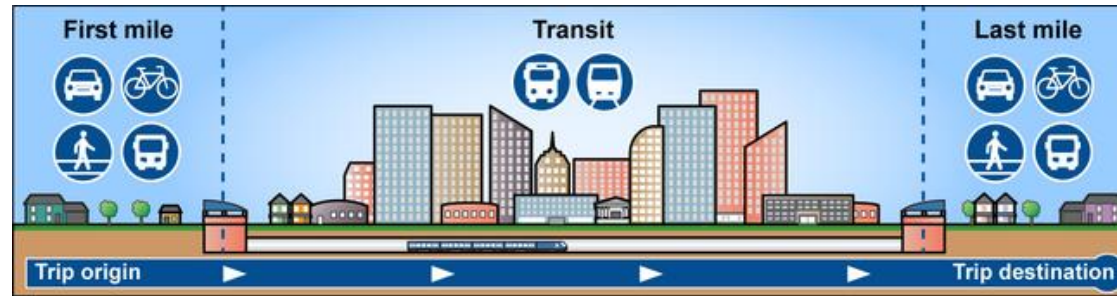
## Vehicle / Bike / e-Scooter Sharing



## Integrated Trip Planning Tools & Mobile Payment



*Expand mobility options where gaps exist in the transit network and to locations not easily served by fixed-route transit (First-Last Mile solutions).*



Source: GAO. | GAO-18-539

## **Why and When MoD services are implemented:**

- When regular service is not available (late nights & weekends)
- Extend service to lower-density suburban & rural areas
- Provide better connections to higher capacity transit services
- Potential to replace lower productive routes
- Destination specific – MCAS & YPG
- Supplement OnCall / Paratransit service



- **Near Term Focus on Incremental Improvements**
  - Restore late afternoon schedule integrity
  - Mitigate selected overcrowding on board YCAT buses
  - Consolidate timetables
  - Adjust FLEX coverage to reach new customers
  - Expand on-street presence and customer amenities at West Yuma Transit Hub (WYTH)
- **Full System Restructuring Concepts**
  - East Side Service Redesign
  - Central Yuma Grid Network
  - US 95 Corridor Service Integration

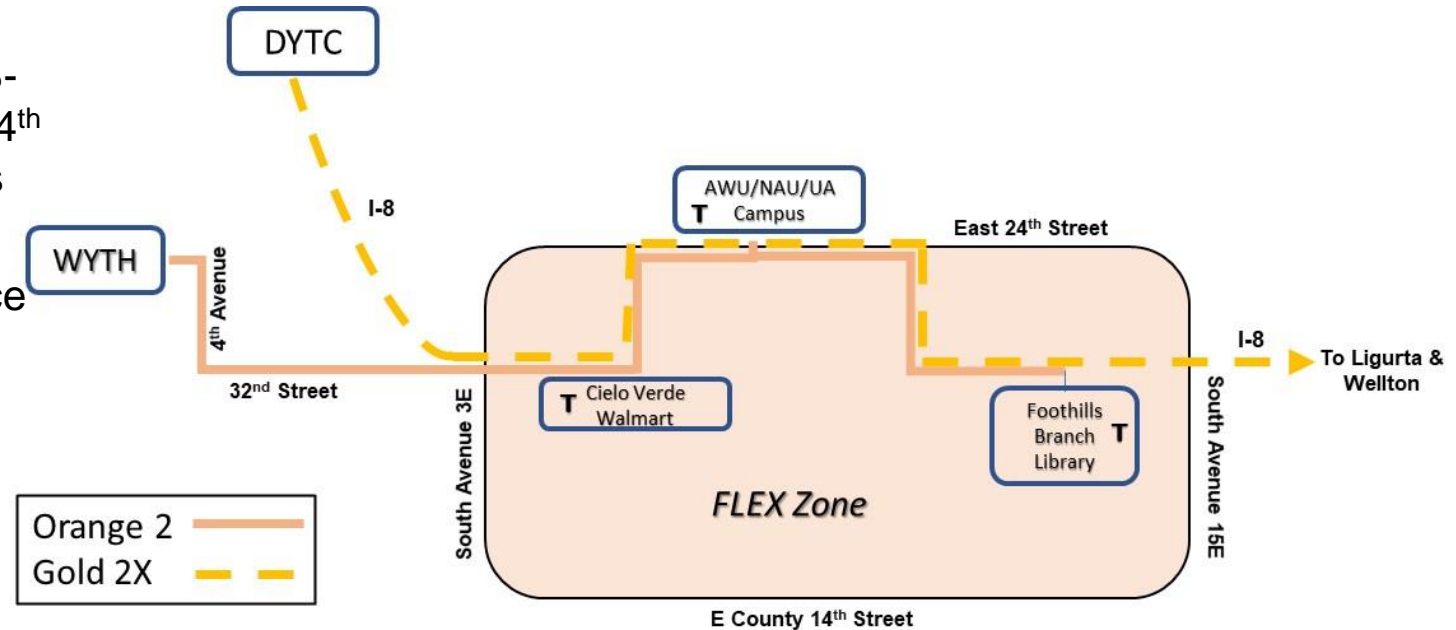
# NEAR TERM SERVICE IMPROVEMENTS

- **Orange 2 – FLEX Zone Modifications**
  - Extend FLEX coverage to MCAS gate on Avenue 3E one mile south of 32<sup>nd</sup> Street
  - Discontinue FLEX coverage to YCAT office and relocate pass sales outlet
- **Green 4A - Catalina Loop FLEX**
  - Convert fixed route coverage to FLEX deviation
  - Provides more running time to address chronic schedule adherence concerns
- **Integrate Blue 5 & Turquoise 10**
  - Common timetable
  - Increase capacity for FLEX option on Quechan Reservation
  - Extend additional trips to Andrade Port of Entry and/or El Centro
- **Yellow 95 Capacity Increase**
  - Add PM trip to accommodate student ridership on school days



# EAST SIDE SERVICE REDESIGN

- Consolidate Orange 2 and Brown 3 into a common line
  - Fixed route coverage between West Yuma transit hub and Foothills Branch Library via 32<sup>nd</sup> Street and the AWC/NAU/UA campus.
- Convert Gold 8 to I-8 Express to Downtown Yuma
  - Key stops in Wellton, Ligurta, Foothills Branch Library, South Fortuna Road, AWC/NAU/UA campus, and 16<sup>th</sup> Street.
  - Operate via E 16<sup>th</sup> Street and Redondo Center Drive to DYTC.
- Expand FLEX zone coverage in East Yuma and Fortuna Foothills
  - First-last mile feeder connections to local Orange 2 & Gold 2X fixed routes within a 48-square mile zone bounded north-south by 24<sup>th</sup> and 32<sup>nd</sup> Streets, and east-west by Avenues 3E and 15E
  - Phone app-based “e-hail” on-demand service

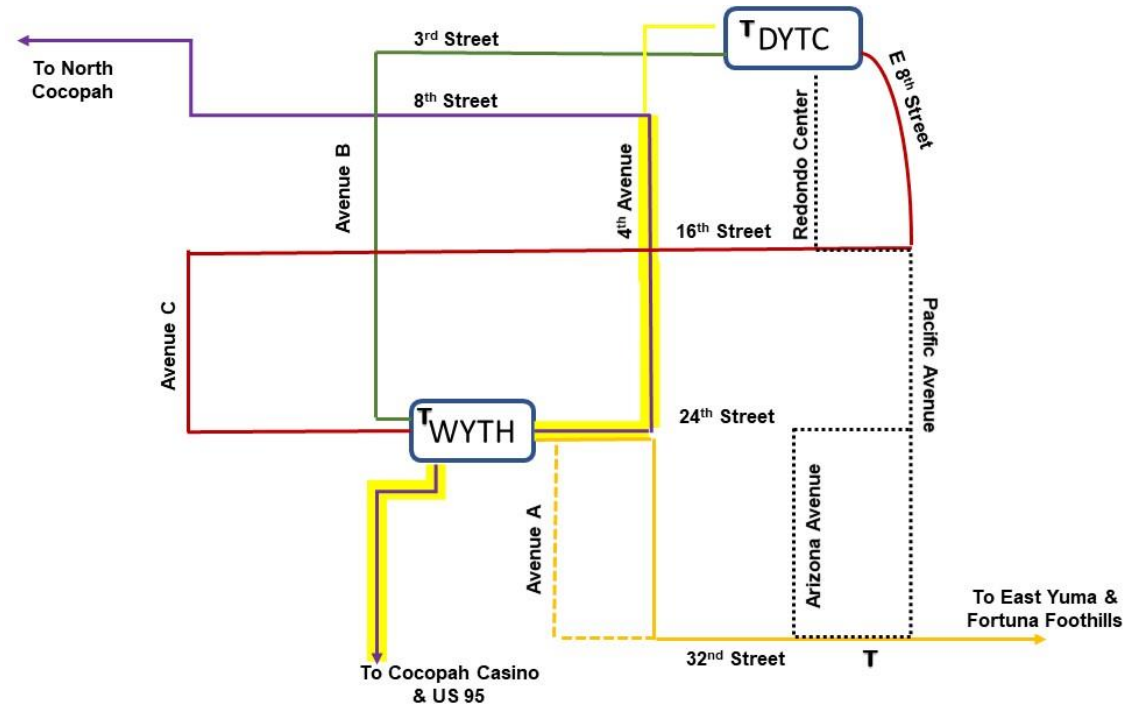


*A fresh product design may stimulate ridership by improving connectivity and reducing transit travel times.*



# CENTRAL YUMA “DUAL-HUB” GRID NETWORK

- Provide high-frequency transit connection between Downtown and West Yuma transit centers on 4<sup>th</sup> Avenue
  - Shift Purple 6 from Avenue A to 4<sup>th</sup> Avenue between 8<sup>th</sup> and 24<sup>th</sup> Streets
  - Coordinate Yellow 95 and Purple 6 schedules between 8<sup>th</sup> Street and WYTH
  - Upgrade frequency to 15 minutes south of 8<sup>th</sup> Street
  - Upgrade frequency to 30 minutes on 8<sup>th</sup> Street to North Cocopah with FLEX option on Reservation
- Focus capital improvements at 12 priority locations
  - West Yuma Transit Hub (WYTH) - expand on-street presence on W 26<sup>th</sup> Street – currently the busiest stop in the YCAT system
  - Downtown Yuma Transit Center (DYTC) – under development
  - Six southbound bus stops on 4<sup>th</sup> Avenue at 3<sup>rd</sup>, 8<sup>th</sup>, 10<sup>th</sup>, 16<sup>th</sup>, 19<sup>th</sup>, and 24<sup>th</sup> Streets
  - Two northbound bus stops on 4<sup>th</sup> Avenue at 18<sup>th</sup> and 24<sup>th</sup> Streets
  - Two westbound bus stops on 24<sup>th</sup> Street at Avenue A and 21<sup>st</sup> Drive
- Replace Green 4/4A loop circulator with a grid network:
  - East-west lines on 3<sup>rd</sup>/8<sup>th</sup>, 16<sup>th</sup>, 24<sup>th</sup> and 32<sup>nd</sup> Streets
  - North-south coverage on Pacific Avenue and Avenue B



*Applies industry best practices to YCAT service design.*

*Focuses fixed route resources in higher density area*



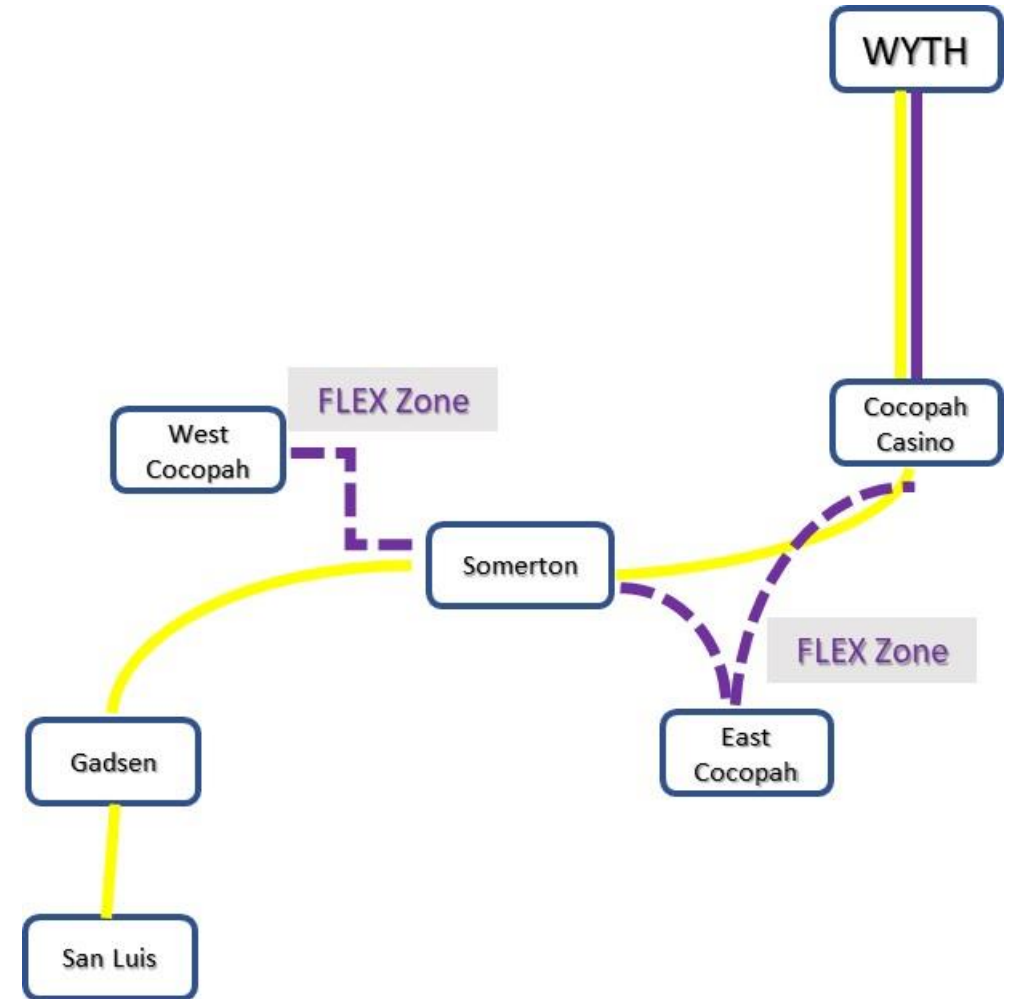
# US 95 CORRIDOR SERVICE INTEGRATION

- Coordinate Purple 6 and Yellow 95 schedules
  - 15-minute trunk line between WYTH and Somerton via Cocopah Casino
  - 30-minute branch service to West Cocopah and East Cocopah Reservation
  - 30-minute branch service to Gadsden and San Luis
    - Continue selected trips via AWC San Luis Center, ACCT Call Center
- Maintain connectivity between North, East and West Cocopah Reservation lands
  - Improve frequency to 30 minutes
  - Expand FLEX option on Reservation
- Replace Silver 9 with Yellow 95 - Orange 2 connection at WYTH
  - Greater travel flexibility for San Luis, Gadsden and Somerton students

*Improves service frequency for many YCAT customers.*

*Improves customer travel experience by balancing passenger loads between existing routes.*

*Invests resources in YCAT's most successful fixed route market.*

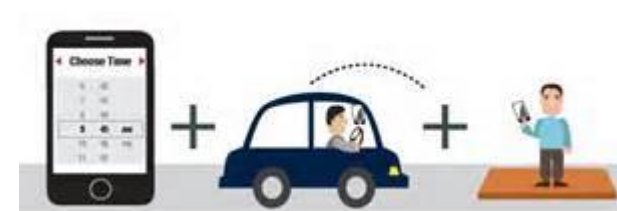


*Expand mobility options where gaps exist in the transit network and to locations not easily served by fixed-route transit (First-Last Mile solutions).*

Pilot with one or more non-dedicated service providers. Customers can book trips right from their smartphone, instantly—or call in for reservation service. Cost effectiveness and enhanced customer experience borne out by analysis and peer experience.

## **Why and When MoD services are implemented:**

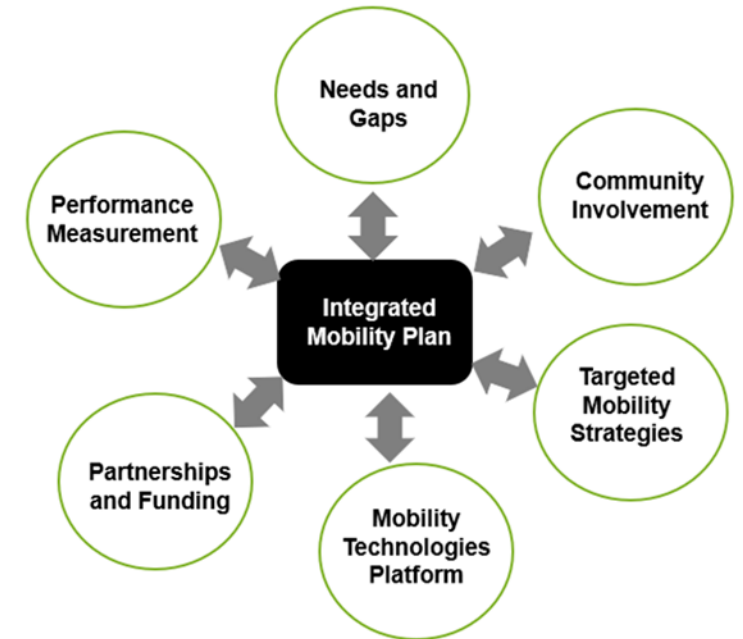
- When regular service is not available (late nights & weekends)
- Extend service to lower-density suburban & rural areas - Foothills
- Provide better connections to higher capacity transit services
- Potential to replace lower productive routes
- Destination specific – MCAS & YPG
- Supplement OnCall / Paratransit service

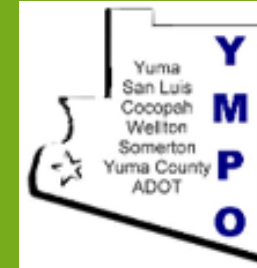


## Your Thoughts?

- Possible Service Enhancements?
- On Demand/Consumer Choice – Pilot Program?
- Fare Policy: Current fares?
  - Fare/subsidy for *On-Demand Pilot* – fare policy to influence travel behavior
- Technology: Real-time customer information, mobile payment options?

## TARGETED MOBILITY SOLUTIONS?





# SHORT RANGE TRANSIT PLAN

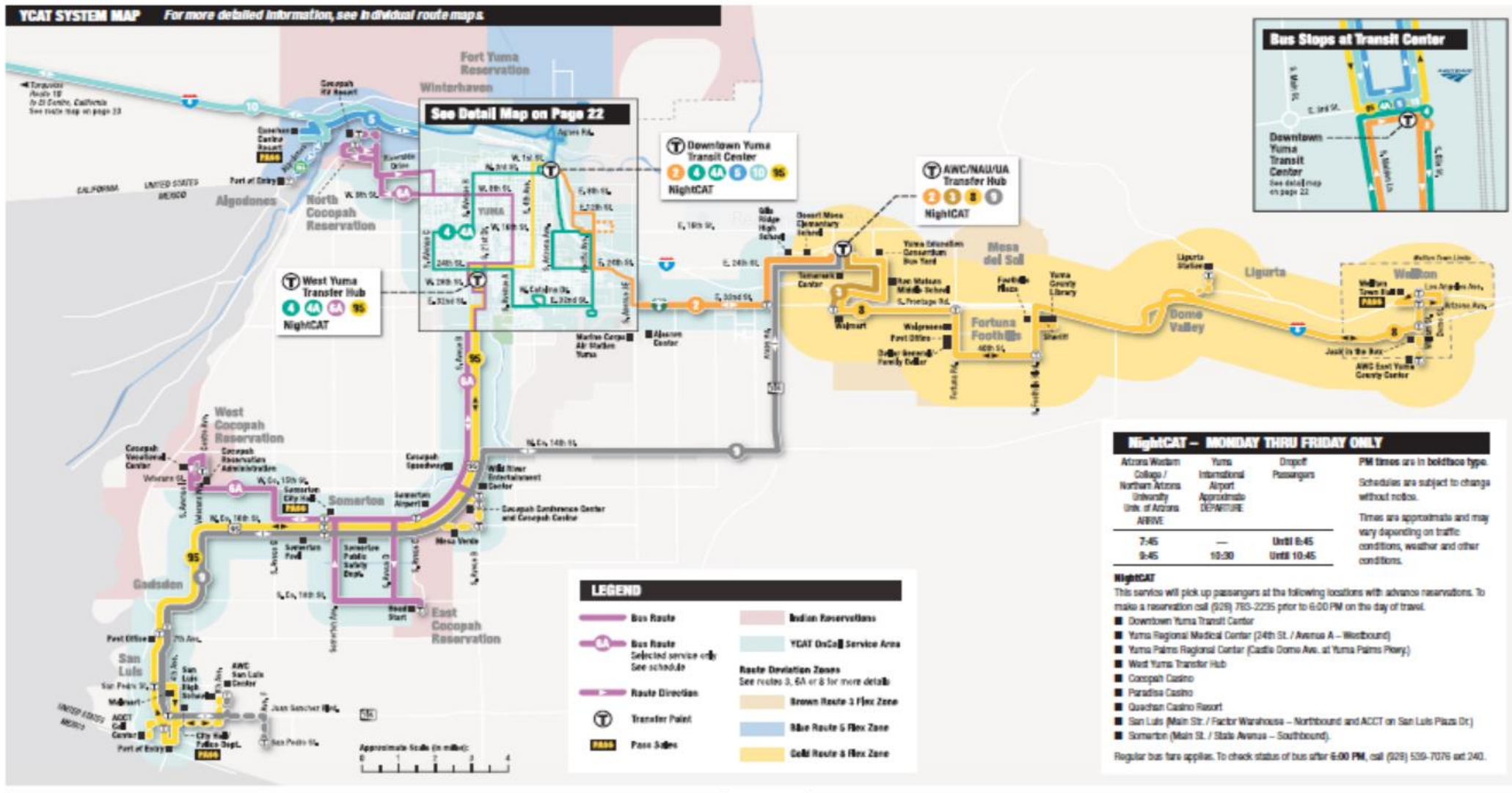
## THANK YOU



December 2020



# Yuma County Area Transit (YCAT)



## Fixed Route

Fare Type	Adult Fare	Discount Fare
Cash	\$2.00	\$1.00
Deviation (Routes 3, 6A, 5, 8, 10 in El Centro)	\$2.00	\$2.00
Route 10 Cash only	\$2.00	\$2.00
Day pass	\$5.00	\$2.50
10-Ride Pass	\$17.50	\$7.50
31-day pass	\$60.00	\$30.00
Child (age 5 & under) – up to four	NA	Free
Child (age 5 & under) – fifth or more	NA	\$1.00
AWC/NAU/UA	Free w/ ID	Free w/ ID
Cocopah Tribal member	Free w/ ID	Free w/ ID
High School	NA	Free w/ ID
Class Pass	NA	\$45.00

## OnCall

Fare Type	Fare
One-way	\$4.00
10-Ride Pass	\$35.00
YCAT Pass Upgrade	\$2.00
Buddy Fare (5+ traveling together)	\$2.00 per person
Transfer from Fixed Route	Free
Personal Care Attendant	Free
Child under 5 years old (up to four)	Free
Child under 5 years old (fifth or more)	\$2.00



# **Appendix C: Compiled Boardings and Alightings by Route and Direction**



Route 2 Orange - East Yuma  
 Weekday Boardings and Alightings - EASTBOUND  
 July 2019 - February 2020

Bus Stop	Total		From 95nb @ 6:15 am			From 95nb @ 7:15 am			From 95nb @ 7:40 am			8:20 AM			9:20 AM			10:20 AM			11:20 AM			12:20 PM			1:20 PM			2:20 PM			3:20 PM			4:20 PM			5:20 PM			6:20 PM			6:40 PM			7:15 PM			8:10 PM		
	ON	OFF	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB									
3RD ST @ GILA ST (DTC)	44	44	2	2		4	4		1	1		6	6		3	3		4	4		4	4		3	3		2	2		3	3		4	4		3	3		2	2		1	1		1	1		0	0				
GISS PKWY @ 7TH ST	0	44	0	2		0	4		0	1		0	6		0	3		0	4		0	4		0	3		0	2		0	3		0	4		0	3		0	2		0	1		0	1		0	0				
12TH ST @ CASTLE DOME AVE	4	30	0	2		0	3		0	1		0	5		0	2		1	3		0	3		1	3		1	2		0	2		1	2		1	2		0	1		0	1		0	0		0	0				
12TH ST @ HARKINS	2	28	0	2		0	3		0	0		0	5		0	1		0	3		0	1		0	1		0	2		1	0		1	0		1	0		1	0		0	0		0	0		0	0				
PACIFIC AVE OPP 14TH ST	2	26	0	2		1	4		0	0		0	5		0	0		0	3		0	1		0	1		0	1		0	1		1	1		1	1		1	1		0	0		0	0		0	0				
ATLANTIC AVE @ 14TH ST	7	20	0	1		1	4		1	0		0	6		0	1		0	2		0	1		0	1		1	2		0	1		1	1		1	1		2	2		1	1		0	0		0	0				
PACIFIC AVE @ 16TH ST	0	17	0	1		0	3		0	1		0	5		0	0		0	0		0	0		0	0		0	1		0	1		0	1		0	1		0	0		0	0		0	0		0	0				
PACIFIC AVE @ 20TH ST	0	17	0	1		0	3		0	0		0	5		0	1		0	0		0	0		0	0		0	1		0	0		0	1		0	0		0	0		0	0		0	0		0	0				
24TH ST @ PACIFIC AVE	2	19	0	1		0	3		0	0		0	5		0	1		0	0		0	0		0	0		0	1		0	0		1	2		0	0		0	0		0	0		0	0		0	0				
24TH ST @ MELODY LN	7	26	1	2		1	4		2	0		1	0		1	0		1	2		0	0		1	0		1	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
24TH ST @ ENGLER AVE	3	29	0	2		0	4		0	0		0	7		2	0		0	2		1	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
24TH ST OPP AVE 2.5	0	29	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
AVE 3E @ 24TH ST	0	29	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
AVE 3E @ PALO VERDE ST	0	29	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ AVE 3E	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ AVE 3.5E	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ AVE 4E	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ ROADRUNNER LN	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ AVE 5E	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ AVE 5.5E	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ COUNTRY ROADS BL	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
32ND ST @ AVE 6E	0	28	0	2		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
ARABY RD @ 32ND ST	1	29	1	3		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
24TH ST @ ARABY RD	0	29	0	3		0	4		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	3		0	0		0	0		0	0				
24TH ST @ COLLEGE AVE	0	26	0	1		0	3		0	0		0	7		0	3		0	2		0	0		0	1		0	0		0	1		0	0		2	0		0	1		0	0		0	0		0	0				
AWC NAU UA PARKING LOT	26	0	2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0		2	0				
<b>Total</b>	<b>75</b>	<b>75</b>	<b>4</b>	<b>4</b>		<b>7</b>	<b>7</b>		<b>1</b>	<b>1</b>		<b>9</b>	<b>9</b>		<b>6</b>	<b>6</b>		<b>6</b>	<b>6</b>		<b>5</b>	<b>5</b>		<b>5</b>	<b>5</b>		<b>4</b>	<b>4</b>		<b>7</b>	<b>7</b>		<b>6</b>	<b>6</b>		<b>7</b>	<b>7</b>		<b>4</b>	<b>4</b>		<b>1</b>	<b>1</b>		<b>1</b>	<b>1</b>		<b>1</b>	<b>1</b>		<b>0</b>	<b>0</b>	

to 2wb @ 6:57a to 2wb @ 7:57a P1

Route 3 Brown - Fotuna Foothills Shuttle

Weekday Boardings and Alightings

July 2019 - February 2020

Bus Stop	Total			6:55 AM			7:57 AM			8:57 AM			9:57 AM			10:57 AM			11:57 AM			12:57 PM			1:57 PM			2:57 PM			3:57 PM			4:57 PM			5:57 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB			
AWC NAU UA PARKING LOT	25	0	25				2		2	1		1	2		2	2		2	3		3	2		2	3		3	4		4	0		0	4		4	2		2
24TH ST @ TAMARACK CENTER	1	1	25				0	0	2	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	1	2	0	0	4	1	0	1	0	0	4	0	0	2
24TH ST @ OTONDO DR	0	0	25				0	0	2	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	4	0	0	2
24TH ST @ VISTA DE CASTILLO	0	0	25				0	0	2	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	4	0	0	2
AVENUE 9E @ 24TH ST	0	1	24				0	0	2	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	1	3	0	0	2
AVENUE 9E @ 28TH ST	0	0	24				0	0	2	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	3	0	0	2
AVENUE 9E @ 31ST ST	0	0	24				0	0	2	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	3	0	0	2
32ND ST @ AVENUE 8E	4	5	23				0	2	0	4	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	2	1	0	1	1
S FRONTAGE @ DESERT AIR	1	1	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	1	1	4	0	0	1	0	0	1	0	0	1
S FRONTAGE @ AVENUE 9E	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
S FRONTAGE @ WESTWIND	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
S FRONTAGE @ FORTUNA RD	1	1	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	1	1	4	0	0	1	0	0	1	0	0	1
FORTUNA ROAD @ 35TH PLE	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
FORTUNA ROAD @ 38TH PL	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
40TH ST @ FORTUNA RD	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
40TH ST OPP SCOTSDALE	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
40TH ST @ AVENUE 12E	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
40TH ST OPP BONNIE AVE	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
40TH ST OPP CASSIDY DR	0	0	23				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	4	0	0	1	0	0	1	0	0	1
FOOTHILLS BLVD @ 40TH ST	0	1	22				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	1	3	0	0	1	0	0	1	0	0	1
FOOTHILLS BLVD @ 38TH PL	0	0	22				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	3	0	0	1	0	0	1	0	0	1
FOOTHILLS BLVD @ TIFFANY	0	2	20				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	1	2	0	0	1	0	1	0	0	0	
FOOTHILLS BLVD @ 34TH ST	0	0	20				0	0	0	0	0	5	0	0	2	0	0	2	0	0	3	0	0	2	0	0	2	0	0	2	0	0	1	0	0	0	0	0	
YUMA COUNTY LIBRARY FOOTHILLS	0	10	10									2	3					2			2	1		1	1				1	1			1	0			1	0	
EAST TO WELTON	0	3																																					
WEST FROM WELTON	4	0	4	3	0	3																																	
YUMA COUNTY LIBRARY FOOTHILLS	7	0	18	0	0	3	0		0	0	3	0		0	0	2	0		0	0	1	1		2	2		4	1	0	2	1		1	2		2			
FOOTHILLS BLVD @ S FRONTAGE	2	0	20	1	0	4	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	1	0	3	0	0	3	0	0	1	0	0	2			
FOOTHILLS BLVD @ TIFFANY	1	0	21	1	0	5	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	3	0	0	3	0	0	1	0	0	2			
FOOTHILLS BLVD @ 38TH PL	1	0	22	1	0	6	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	3	0	0	3	0	0	1	0	0	2			
40TH ST @ FOOTHILLS BLVD	2	1	23	1	0	7	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	1	0	4	0	1	0	0	0	0	2					
40TH ST @ CASSIDY DR	0	0	23	0	0	7	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	4	0	0	4	0	0	0	0	0	2			
40TH ST @ AVENUE 12E	0	0	23	0	0	7	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	4	0	0	4	0	0	0	0	0	2			
40TH STREETS/SCOTSDALE DRIVE	0	0	23	0	0	7	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	4	0	0	4	0	0	0	0	0	2			
FORTUNA RD @ 40TH ST	0	0	23	0	0	7	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	4	0	0	4	0	0	0	0	0	2			
FORTUNA ROAD @ 38TH PL	0	1	22	0	0	7	0	0	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	4	0	1	3	0	0	0	0	0	2			
FORTUNA ROAD @ 35TH PLE	2	1	23	0	0	7	1	0	1	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	1	1	3	0	0	0	0	0	2					
S FRONTAGE @ FORTUNA RD	1	0	24	1	0	8	0	0	1	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	3	0	0	0	0	0	0	2				
32ND ST @ AVENUE 8E	2	2	24	0	1	7	0	0	1	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	1	1	3	1	0	1	0	0	2					
AVENUE 9E @ 31ST ST	0	0	24	0	0	7	0	0	1	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	3	0	0	1	0	0	2					
AVENUE 9E @ 28TH ST	0	0	24	0	0	7	0	0	1	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0	3	0	0	1	0	0	2					
24TH ST @ AVENUE 9E	1	0	25	0	0	7	1	0	2	0	0	3	0	0	0	2	0	0	1	0	0	2	0	0	4	0	0												

Route 4 Green - Central Yuma Circulator  
 Weekday Boardings and Alightings - CLOCKWISE  
 July 2019 - February 2020

Bus Stop	Total		6:53am		7:53		8:53 AM		9:53 AM		10:53 AM		11:53 AM		12:53 PM		1:53 PM		2:53 PM		3:53 PM		4:53 PM		5:53 PM		6:53 PM						
	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF			
20TH ST @ 23RD AVE (WYTH)	47	47	6	6	4	4	3	3	4	5	3	4	3	5	4	5	2	3	7	8	5	6	2	3	3	4	1	2					
24TH ST @ AVE B	0	47	0	6	0	4	0	3	0	5	0	4	0	5	0	5	0	3	0	8	0	6	0	3	0	4	0	2					
24TH ST @ 34TH DR	0	1	0	6	0	4	0	3	0	5	0	4	0	5	0	5	0	3	0	1	7	0	6	0	3	0	4	0	2				
24TH ST @ 37TH AVE	0	1	0	6	0	4	0	3	0	5	0	4	0	1	4	0	5	0	0	7	0	6	0	3	0	4	0	2					
AVE C @ 24TH ST	1	0	0	6	0	4	0	3	0	5	0	4	0	4	0	5	1	4	0	0	7	0	6	0	3	0	4	0	2				
AVE C @ 21ST LN	1	1	1	7	0	1	3	0	3	0	5	0	4	0	4	0	5	0	4	0	7	0	6	0	3	0	4	0	2				
AVE C @ 20TH ST	1	6	0	4	0	3	0	3	0	5	0	4	0	4	0	5	0	4	0	1	6	0	6	1	1	3	0	4	0	2			
AVE C @ 18TH ST	0	0	0	4	0	3	0	3	0	5	0	4	0	4	0	5	0	4	0	0	6	0	6	0	3	0	4	0	2				
16TH ST @ AVE C	3	4	1	1	4	0	3	0	3	0	5	0	4	0	4	0	5	1	2	3	0	6	1	5	1	0	4	0	2				
16TH ST @ 31ST DR	3	0	43	1	4	0	3	0	3	0	5	0	4	0	4	0	5	1	0	4	0	6	1	0	6	0	4	0	2				
16TH ST @ ARCADIA LN	1	6	38	0	4	0	3	0	3	0	5	0	4	0	4	0	4	1	0	7	0	2	4	0	4	0	4	0	2				
AVE B @ 16TH ST	1	3	36	0	1	4	0	3	0	3	0	5	0	4	1	1	3	0	0	1	6	0	4	0	4	0	4	0	2				
AVENUE B12TH STREET	0	0	36	0	3	0	3	0	3	0	5	0	4	0	3	0	0	1	0	0	4	0	6	0	4	0	4	0	2				
AVE B @ DEL VALLE MHP	0	1	35	0	3	0	3	0	3	0	5	0	4	0	3	0	0	1	0	0	6	0	4	0	4	0	4	0	2				
AVE B @ 8TH ST	2	1	36	0	4	1	3	0	3	0	5	0	4	0	4	0	0	1	0	0	6	0	1	3	0	4	0	1	2				
AVE B @ IMMACULATE CON	1	0	36	0	4	0	3	0	3	0	5	0	4	1	0	4	0	0	1	0	6	0	4	0	4	0	3	0	2				
AVE B OPP 5TH ST	3	7	32	0	4	2	5	0	3	0	2	3	0	2	1	1	4	0	0	1	5	0	1	3	0	4	0	3	0	2			
3RD ST @ 24TH AVE	3	4	31	1	0	5	0	5	0	3	1	0	4	0	0	1	0	0	1	0	4	0	2	2	0	0	3	0	0	2			
3RD ST @ 20TH AVE	1	0	32	0	5	0	5	0	3	0	4	0	0	2	0	4	0	0	1	0	4	1	0	2	0	3	0	0	2				
3RD ST @ 17TH AVE	1	1	32	0	5	0	5	0	3	0	4	0	0	2	0	4	0	0	1	0	3	0	0	2	0	0	3	0	0	2			
3RD ST @ 15TH AVE	8	4	35	0	5	1	0	6	1	0	4	1	0	5	0	0	2	0	1	3	1	1	3	0	0	3	1	0	4	0	2		
3RD ST @ 13TH AVE	1	2	34	0	5	0	6	0	4	0	5	0	0	2	0	0	3	0	0	3	0	0	2	0	0	3	0	0	4	0	2		
3RD ST @ AVE A	0	2	32	0	5	0	6	0	4	0	5	0	0	2	0	0	3	0	0	3	0	0	2	0	0	3	0	0	4	0	2		
3RD ST @ 8TH AVE	3	2	33	1	0	6	1	0	4	1	0	5	0	0	2	0	3	1	0	4	0	2	0	0	3	0	0	4	0	2			
3RD ST @ 6TH AVE	3	5	31	0	6	0	1	6	0	1	4	0	0	5	0	0	2	0	0	4	2	1	3	0	0	3	0	0	3	1	1		
GISS PKWY @ 4TH AVE	0	1	30	0	6	0	0	6	0	4	0	0	5	0	0	3	0	0	3	0	0	2	0	0	2	0	0	3	0	1	0		
1ST AVE @ 3RD ST CITY HALL	0	1	28	0	6	0	0	6	0	4	0	1	4	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0	0	0		
2ND ST @ 15TH AVE	0	1	28	0	6	0	0	5	0	0	4	0	1	4	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0	0	0	
2ND ST @ MAIN ST	0	1	27	0	6	0	0	5	0	0	3	0	0	4	0	0	2	0	0	3	0	0	1	0	0	1	0	0	2	0	0	0	
GILA ST @ 3RD ST (DTC)	15	18	23	1	2	4	2	2	5	1	1	3	2	1	5	1	1	3	1	1	3	2	3	0	1	2	1	1	3	0	0	0	
REDONDO CTR DR OPP FURNITURE	0	1	22	0	4	0	0	5	0	0	3	0	0	5	0	0	2	0	0	3	0	0	0	0	1	0	0	1	0	0	3		
REDONDO CTR DR OPP SOC SEC	3	4	21	0	4	0	1	4	0	0	3	0	0	4	0	0	2	1	0	3	1	1	0	0	1	0	0	1	0	0	3		
16TH ST OPP REDONDO CTR	1	2	21	0	4	0	0	4	0	0	3	0	0	4	1	0	3	0	0	2	0	0	0	0	0	0	0	1	0	0	3		
16TH ST @ SUNRIDGE DR	1	2	19	0	4	0	0	4	0	0	3	0	0	4	0	0	2	0	0	3	0	0	0	0	0	0	0	1	0	0	3		
PACIFIC AVE @ 16TH ST	3	2	20	0	4	0	0	4	0	0	3	0	0	4	0	0	2	0	0	1	0	0	1	1	1	0	1	1	0	4			
PACIFIC AVE @ 20TH ST	0	0	20	0	4	0	0	4	0	0	3	0	0	4	0	0	2	0	0	1	0	0	0	1	0	0	2	0	0	4			
PACIFIC AVE @ 24TH ST	3	4	20	1	1	4	1	0	5	0	0	3	0	0	5	0	0	2	0	0	1	0	0	2	0	0	1	0	0	4			
PACIFIC AVE @ SAN MARCOS DR	0	1	19	0	4	0	0	5	0	0	3	0	0	5	0	0	3	0	0	1	0	0	2	0	0	0	1	0	0	4			
PACIFIC AVE @ PALO VERDE ST	2	4	17	0	4	0	1	4	0	0	3	0	0	4	0	0	2	0	0	1	0	0	2	0	0	1	0	0	2	0	4		
PACIFIC AVE @ WALMART	0	0	17	0	4	0	0	4	0	0	3	0	0	4	0	0	2	0	0	1	0	0	2	0	0	0	0	0	2	0	4		
YUMA INTERNATIONAL AIRPORT	0	0	17	0	4	0	0	4	0	0	3	0	0	4	0	0	2	0	0	1	0	0	2	0	0	0	0	0	2	0	4		
32ND ST @ PACIFIC AVE	8	7	19	0	4	1	1	4	1	1	3	1	1	4	1	1	2	0	0	3	1	1	1	0	0	2	0	0	1	0	4		
32ND ST @ FORTUNA AVE	0	1	18	0	4	0	1	3	0	0	3	0	0	4	0	0	2	0	0	3	0	0	1	0	0	2	0	0	0	4			
32ND ST @ CHIQUITA DR	1	0	19	0	4	0	0	3	0	0	3	0	0	4	1	0	3	0	0	1	0	0	2	0	0	1	0	0	2	0	4		
32ND ST @ ARIZONA AVE	0	0	19	0	4	0	0	3	0	0	3	0	0	4	0	0	3	0	0	1	0	0	2	0	0	1	0	0	2	0	4		
32ND ST @ CATALINA DR	1	2	18	0	4	0	0	3	0	0	3	0	0	4	0	0	3	0	0	0	0	0	2	0	0	1	0	0	2	0	4		
4TH AVE EXT @ 32ND ST	13	3	28	0	4	0	0	3	0	0	3	0	0	4	1	0	4	1	0	4	3	0	3	1	0	2	7	0	6	0	4		
32ND ST @ 4TH AVE	2	1	29	0	4	0	0	3	0	0	3	0	0	4	0	0	4	1	0	4	0	0	2	1	0	6	0	0	0	2	0	4	
32ND ST @ 8TH AVE (VHS)	22	1	51	0	4	0	0	3	0	0	3	0	0	4	0	0	4	1	0	5	5	0	9	7	0	9	6	0	12	1	0	5	
AVE A @ 32ND ST	5	4	52	0	1	3	0	1	2	0	3	0	0	4	0	0	4	1	0	5	2	0	11	1	0	10	1	0	12	0	3	0	

Route 4A Green - Central Yuma Circulator  
 Weekday Boardings and Alightings - COUNTER CLOCKWISE  
 July 2019 - February 2020

Bus Stop	Total			6:58 AM			7:58 AM			8:58 AM			9:58 AM			10:58 AM			11:58 AM			12:58 PM			1:58 PM			2:58 PM			3:58 PM			4:58 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB			
26TH ST @ 23RD AVE (WYTH)	51		51	2		2	8		8	10		12	7		11	4		11	3		9	4		7	3		6	5		6	2		3	3		4
AVE B @ 24TH ST	10	9	51	0	0	2	0	0	8	0	0	12	0	0	11	0	0	11	6	5	10	0	0	7	0	0	6	2	2	6	2	1	3	0	1	3
24TH ST @ 21ST DR	0	1	50	0	0	2	0	0	8	0	0	12	0	0	11	0	0	11	0	1	9	0	0	7	0	0	6	0	0	6	0	0	3	0	0	3
24TH ST @ 18TH AVE	0	1	50	0	0	2	0	0	8	0	0	12	0	0	11	0	1	10	0	0	9	0	0	7	0	0	6	0	0	7	0	0	3	0	0	3
24TH ST @ YUMA REG MED CTR	0	5	44	0	0	2	0	0	8	0	0	12	0	1	10	0	3	7	0	1	8	0	0	7	0	0	6	0	0	7	0	0	3	0	0	3
AVE A @ YRMC GARAGE	1	1	44	0	0	2	0	0	8	0	0	12	0	0	10	1	0	8	0	0	8	0	1	6	0	0	6	0	0	7	0	0	3	0	0	3
AVE A @ YRMC WESTRIDGE DR	0	0	44	0	0	2	0	0	8	0	0	12	0	0	10	0	0	8	0	0	8	0	0	6	0	0	6	0	0	7	0	0	3	0	0	3
AVE A @ OPP 28TH ST	0	0	44	0	0	2	0	0	8	0	0	12	0	0	10	0	0	8	0	0	8	0	0	6	0	0	6	0	0	7	0	0	3	0	0	3
AVE A @ KOFA HS DR	1	1	44	0	1	1	0	0	8	0	0	12	0	0	10	0	0	8	0	0	8	0	0	6	0	0	6	1	0	7	0	0	3	0	0	3
32ND ST @ AVE A	1	1	44	0	0	1	0	0	8	0	0	12	0	0	10	0	0	8	0	0	8	0	0	6	0	0	6	1	1	7	0	0	3	0	0	2
32ND ST @ 8TH AVE	1	1	44	0	0	1	0	0	8	0	0	12	0	0	10	0	0	8	0	0	8	0	0	6	0	0	6	0	0	7	1	0	4	0	0	2
4TH AVE EXT @ 32ND ST	0	1	43	0	0	1	0	0	8	0	0	12	0	0	10	0	0	8	0	0	8	0	0	6	0	0	6	0	0	7	0	0	4	0	0	2
CATALINA DR @ 4TH AVE	3	3	43	0	1	0	0	0	8	0	0	12	0	0	10	1	1	8	1	0	8	0	0	6	0	0	6	1	1	7	0	1	3	0	0	2
CATALINA DR @ CATALINA SQ	1	3	41	1	0	0	0	0	8	0	0	12	0	0	10	0	1	8	0	0	8	0	1	6	0	0	6	0	1	6	0	1	3	0	0	2
CATALINA DR @ OPP COUNTRY CLUB	1	2	40	0	0	0	0	1	7	0	0	12	0	0	10	0	0	8	0	0	8	1	1	6	0	0	6	0	0	6	0	0	3	0	0	2
32ND ST @ CATALINA DR	0	0	40	0	0	0	0	0	7	0	0	12	0	0	10	0	0	8	0	0	8	0	0	6	0	0	6	0	0	6	0	0	3	0	0	2
32ND ST @ CHEVY LN	1	1	40	0	0	0	0	0	7	1	0	13	0	0	10	0	0	7	0	0	7	0	0	6	0	0	5	0	0	6	0	0	3	0	0	2
32ND ST @ CREST DR	3	1	42	0	0	0	1	0	8	1	1	13	1	0	11	0	0	7	0	0	9	0	0	6	0	0	5	0	0	5	0	0	3	0	0	2
YUMA INTERNATIONAL AIRPORT	5	6	41	0	0	0	2	1	9	0	0	13	0	0	11	1	0	8	0	2	7	0	0	6	0	0	5	0	0	5	0	1	2	1	1	2
PACIFIC AVE @ 32ND ST	1	2	41	0	0	0	0	0	9	0	0	13	0	0	11	0	0	8	0	1	6	0	0	6	0	0	5	0	0	5	0	0	3	0	0	2
PACIFIC AVE @ FAIRGROUNDS	0	2	39	0	0	0	0	0	9	0	1	12	0	0	11	0	0	8	0	0	6	0	0	6	0	0	5	0	0	5	0	0	3	0	0	2
PACIFIC AVE @ PALO VERDE ST	1	0	40	0	0	0	0	0	9	0	0	12	0	0	11	0	0	8	1	0	6	0	0	6	0	0	5	0	0	5	0	0	3	0	0	2
PACIFIC AVE @ SAN MARCOS DR	0	1	39	0	0	0	0	0	9	0	0	12	0	0	11	0	0	8	0	0	6	0	0	6	0	0	5	0	0	5	0	0	3	0	0	2
24TH ST @ PACIFIC AVE	3	6	37	0	0	0	1	1	9	0	1	11	0	0	11	1	0	9	1	1	6	0	1	5	0	1	4	0	0	5	0	0	3	0	0	2
24TH ST @ OLIVIA AVE	1	1	37	0	0	0	0	0	9	0	0	11	0	0	11	0	0	9	0	0	6	0	0	5	0	0	4	0	0	5	0	0	3	0	0	2
24TH ST @ KENNEDY LN	1	1	37	0	0	0	0	0	9	0	0	11	0	0	11	0	0	9	0	0	6	0	0	5	0	0	4	0	0	5	0	0	3	0	0	2
24TH ST @ ARIZONA AVE	5	4	37	1	0	0	1	0	10	0	1	10	0	0	11	0	0	9	0	0	6	0	1	5	1	0	5	0	1	4	0	0	2	0	0	2
ARIZONA AVE @ 22ND ST	1	2	37	1	0	1	0	0	10	0	0	10	0	0	11	0	0	9	0	0	6	0	0	4	0	0	4	0	0	4	0	0	2	0	0	1
ARIZONA AVE @ 20TH ST	1	1	37	0	0	1	0	0	10	0	0	10	0	0	11	0	0	9	0	0	6	1	0	5	0	0	4	0	0	4	0	0	2	0	0	1
ARIZONA AVE @ 18TH ST	0	0	37	0	0	1	0	0	10	0	0	10	0	0	11	0	0	9	0	0	6	0	0	5	0	0	4	0	0	4	0	0	2	0	0	1
16TH ST @ ARIZONA AVE	1	1	37	0	0	2	0	0	10	0	0	10	0	0	11	0	0	9	0	0	6	0	0	4	0	0	4	0	0	4	0	0	2	0	0	1
REDONDO CTR DR @ 16TH ST	1	1	36	0	0	2	0	0	10	0	0	10	0	0	11	0	0	8	0	0	6	0	0	4	0	0	4	0	0	4	0	0	2	0	0	1
REDONDO CTR DR @ PLAZA CI	2	4	34	0	0	2	0	1	9	0	0	10	0	0	11	0	1	8	0	1	6	0	0	4	0	0	4	0	1	3	0	0	2	0	0	2
REDONDO CTR DR @ FURNITURE	1	0	34	0	0	2	0	0	9	0	0	10	0	0	11	0	0	8	0	0	6	0	0	4	0	0	4	0	0	4	0	0	2	0	0	2
GISS PKWY @ GILA ST	0	0	34	0	0	2	0	0	9	0	0	10	0	0	11	0	0	8	0	0	6	0	0	4	0	0	5	0	0	3	0	0	2	0	0	2
GILA ST @ 3RD ST (DTC)	22	14	43	1	1	2	1	1	9	2	1	11	2	1	11	2	1	9	2	1	7	2	1	6	4	2	6	3	1	5	3	1	4	1	1	2
GISS PKWY @ GILA ST	0	0	43	0	0	2	0	0	9	0	0	11	0	0	11	0	0	9	0	0	7	0	0	6	0	0	6	0	0	5	0	0	4	0	0	2
GISS PKWY @ 1ST AVE	0	1	42	0	0	2	0	0	9	0	0	11	0	0	11	0	0	8	0	0	7	0	0	6	0	0	5	0	0	5	0	0	4	0	0	2
3RD ST @ 4TH AVE	1	2	41	0	0	2	0	0	9	0	1	10	0	0	11	0	0	8	0	0	7	0	0	6	0	0	5	0	0	5	0	0	4	0	0	2
3RD ST @ 6TH AVE	1	0	42	0	0	2	0	0	9	0	0	10	0	0	11	1	0	9	0	0	7	0	0	6	0	0	5	0	0	5	0	0	4	0	0	2
3RD ST @ 8TH AVE	0	0	42	0	0	2	0	0	9	0	0	10	0	0	11	0	0	9	0	0	7	0	0	6	0	0	5	0	0	5	0	0	4	0	0	2
3RD ST @ AVE A	0	1	42	0	0	2	0	0	9	0	0	10	0	0	11	0	0	9	0	0	6	0	0	6	0	0	5	0	0	5	0	0	4	0	0	2
3RD ST @ 13TH AVE	1	1	43	0	0	3	0	0	9	0	0	10	0	0	11	0	0	9	0	0	6	0	0	6	0	0	5	0	0	5	0	0	4	0	0	2
3RD ST @ 15TH AVE	2	2	43	1	0	3	1	0	9	0	0	10	0	0	11	0	0	9	0	0	6	0	0	6	0	0	5	0	0	5	0	0	3	0	0	2
3RD ST @ 17TH AVE	1	1	43	0	0	4	0	0	9	0	0	10	0	0	12	0	0	9	0	0	6	0	0	6	0	0	5	0	0	4	0	0	3	0	0	1
3RD ST @ 20TH AVE	1	3	41	0	0	3	0	1	8	0	1	10	0	0	12	0	0	9	0	0	6	0	0	6	0	0	5	0	0	4	0	0	3	0	0	1
3RD ST @ 24TH AVE	2	1	42	1	0	4	0	0	8	1	0	10	0	0	12	0	0	9	0	0	6	0	0	6	0	0	5	0	0	4	0	0	3	0	0	1
AVE B @ 4TH ST	0	1	42	0	0	4	0	0	8	0	0	10	0	0	12	0	0	9	0	0	6	0	0	6	0	0	5	0	0	4	0	0	3	0	0	1
AVE B @ BAIRD LN	2	1	43	0	0	4	1	0	9	0	0	10	0	0	12	0	0	9	0	0	6	0	0	6	0	0	5	0	0	4	0	0	3	0	0	1
AVE B @ 8TH ST	5	4	43	0	0	4	1	0	10	1	0	11	0	0	12	1	1	9	0	1	6	0	0													



Route 5 Blue - Quechan Shuttle  
 Weekday Boardings and Alightings  
 July 2019 - February 2020

Bus Stop	Total			7:19 AM			8:19 AM			9:19 AM			10:19 AM			11:19 AM			12:19 PM			1:19 PM			2:19 PM			3:19 PM			4:19 PM			5:19 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB			
3RD ST @ GILA ST (DTC)	25		25	2		2	2		2	2		2		2	2		2	3		3	2		2	2		2	3		3	2		2	3		3	
GILA ST @ 1ST ST	1	0	26	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	3	1	0	3	0	0	2	0	0	3	0	0	2	0	0	3
QUECHAN DR OPP INDIAN HILL RD	6	6	26	0	0	2	0	0	2	0	1	1	0	0	2	1	1	2	1	1	3	0	1	2	1	1	2	1	0	4	1	1	2	1	0	4
QUECHAN DR @ SAPPHIRE LN	3	8	21	0	0	2	1	0	3	0	1	0	0	1	1	1	1	2	0	1	2	0	1	1	0	0	2	0	1	3	1	1	2	0	1	3
OPP QUECHAN COMMUNITY CENTER	0	0	21	0	0	2	0	0	3	0	0	0	0	0	1	0	0	2	0	0	2	0	0	1	0	0	2	0	0	3	0	0	2	0	0	3
BASELINE RD @ SAN PASQUAL SC	1	1	21	0	0	2	0	1	2	0	0	0	0	0	1	0	0	2	0	0	2	1	0	2	0	0	2	0	0	3	0	0	2	0	0	3
IRONWOOD DR @ IRONWOOD TER	1	4	18	0	0	2	0	0	2	1	0	1	0	0	1	0	1	1	0	1	1	0	0	2	0	1	1	0	0	3	0	0	2	0	1	2
ARNOLD RD @ COCOPAH RD	1	0	19	0	0	2	0	0	2	0	0	1	1	0	2	0	0	1	0	0	1	0	0	2	0	0	1	0	0	3	0	0	2	0	0	2
ARNOLD RD @ BASELINE RD	0	0	19	0	0	2	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0	0	1	0	0	3	0	0	2	0	0	2
SAN PASQUAL SCHOOL RD @ PICASHO RD	0	0	19	0	0	2	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0	0	1	0	0	3	0	0	2	0	0	2
WINTERHAVEN DR @ RAILROAD AVE	3	10	12	0	0	2	0	1	1	1	1	1	0	1	1	0	1	0	0	1	0	0	1	1	0	1	0	1	1	3	1	1	2	0	1	1
WINTERHAVEN DR @ JIMBOS TOWING	0	0	12	0	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	2	0	0	1
QUECHAN CASINO RESORT	11	8	15	1	0	3	1	1	1	1	1	1	1	1	1	1	1	0	1	1	0	1	0	2	1	1	0	1	0	4	1	1	2	1	1	1
QUECHAN CASINO EMPLOYEE ENT	0	1	14	0	1	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	2	0	0	1
QUECHAN CASINO RESORT SOUTH	0	0	14	0	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	2	0	0	1	
SR 186 ANDRADE PORT OF ENTRY	12	12	14	4	2	4			1	2	2	1			2	1	1			2	2	2					1	3	2				1	2	0	
WINTERHAVEN DR @ SANS END RVP	0	0	14				0	0	1	0	0	1	0	0	1			0	0	0				0	0	0				0	0	2	0	0	0	
WINTERHAVEN DR @ 2ND AVE	4	0	18				1	0	2	1	0	2	1	0	2			0	0	0				1	0	1				0	0	2	0	0	0	
AGNES RI @ INDIAN HILL RD	0	0	18				0	0	2	0	0	2	0	0	2			0	0	0				0	0	1				0	0	2	0	0	0	
AGNES RD @ QUECHAN DR	0	0	18				0	0	2	0	0	2	0	0	2			0	0	0				0	0	1				0	0	2	0	0	0	
PARADISE CASINO	8	2	24				1	1	2	1	0	3	1	0	3			1	0	1				1	0	2				1	1	2	2	0	2	
QUECHAN DR @ INDIAN HILL RD	0	0	24				0	0	2	0	0	3	0	0	3			0	0	1				0	0	2				0	0	2	0	0	2	
1ST ST @ GILA ST	4	5	23	0	0	4	0	0	2	1	1	3	0	1	2	1	0	2	0	0	1	1	1	2	0	0	2	1	1	2	0	0	2	0	1	1
3RD ST @ GILA ST (DTC)			23		4	0	0	2	0	3	0		2	0		2	0		1	0		2	0		2	0		2	0		2	0		1	0	
<b>Total</b>	<b>80</b>	<b>80</b>		<b>7</b>	<b>7</b>		<b>6</b>	<b>6</b>		<b>10</b>	<b>10</b>		<b>6</b>	<b>6</b>		<b>8</b>	<b>8</b>		<b>6</b>	<b>6</b>		<b>8</b>	<b>8</b>		<b>6</b>	<b>6</b>		<b>8</b>	<b>8</b>		<b>7</b>	<b>7</b>		<b>8</b>	<b>8</b>	

Route 6 - Cocopah Reservation  
 Westbound/Southbound Weekday Boardings and Alightings  
 July 2019 - February 2020

Bus Stop	Total			6:57 AM			7:57 AM			8:57 AM			9:57 AM			10:57 AM			11:57 AM			12:57 PM			1:57 PM			2:57 PM			3:57 PM			4:57 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB			
CHAPAY ST @ QUAIL RUN	12	0	22	1		1	1		1		1	1		1	1		1		1		2		2	1		2	1		3	1		3	1		2	
STRAND AVE @ CHAPAY ST	0	0	21	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	3	0	0	2
RIVERSIDE DR @ HOPE WAY	1	1	21	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	3	1	0	3	
AVE E C @ 4TH PL	1	1	22	1	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	2	0	0	2	0	0	3
AVE C @ AMADOR LN	1	1	22	0	0	2	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	3
8TH ST @ AVE C	6	2	27	1	1	2	1	0	2	0	0	0	1	0	2	1	0	1	1	0	2	0	0	2	1	0	3	1	0	3	1	0	3	0	0	3
8TH ST @ DATE AVE	3	0	29	1	0	3	0	0	2	1	0	1	0	0	2	0	0	1	0	0	2	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
8TH ST @ LAZY S MHP	1	0	30	0	0	3	0	0	2	0	0	1	0	0	2	0	0	1	0	0	2	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
8TH ST @ AVE B	1	1	30	0	0	3	0	0	2	0	0	1	0	0	2	0	0	1	0	0	2	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
8TH ST @ DORA AVE	1	0	30	0	0	3	0	0	2	0	0	2	0	0	2	0	0	1	0	0	2	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
8TH ST @ MAGNOLIA AVE	1	0	32	1	0	4	0	0	2	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
8TH ST @ 14TH AVE	1	0	32	0	0	4	0	0	2	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
AVE A @ 8TH ST	2	1	33	1	0	5	0	0	2	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
AVE A @ 10TH ST	0	0	33	0	0	5	0	0	2	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0	0	3	0	0	3	0	0	3	0	0	3
AVE A @ 12TH ST	1	0	34	0	0	5	0	0	2	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3
AVE A @ 14TH ST	0	0	34	0	0	5	0	0	2	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3
AVE A @ 16TH ST	0	0	34	0	0	5	0	0	1	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3
AVE A @ 18TH ST	0	2	33	0	1	4	0	0	1	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3
AVE A @ 20TH PL	0	1	33	0	0	4	0	0	1	0	0	2	0	0	3	0	0	1	0	0	3	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3
AVE A @ 22ND ST	0	1	32	0	0	4	0	0	1	0	0	2	0	0	3	0	0	0	0	2	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3	
24TH ST @ AVE A	2	3	31	0	1	3	0	0	1	0	0	2	0	0	3	0	0	0	0	2	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3	
24TH ST @ RIDGEVIEW DR	1	1	31	0	0	3	0	0	1	0	0	2	0	0	3	0	0	0	0	2	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3	
24TH ST @ CAMINO ALAMEDA	0	0	31	0	0	3	0	0	1	0	0	2	0	0	3	0	0	0	0	2	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3	
21ST DR @ 24TH ST	0	1	30	0	0	3	0	0	1	0	0	2	0	0	2	0	0	0	0	2	0	0	3	0	0	4	0	0	3	0	0	4	0	0	3	
26TH ST @ 23RD AVE (WYTH)	17	15	32	0	2	1	1	1	1	0	0	2	1	2	2	1	1	0	2	2	2	2	1	4	4	2	5	3	1	4	4	2	5	0	0	3
23RD AVE @ 28TH ST	3	4	32	0	0	1	0	0	0	1	2	1	0	0	2	0	0	0	0	2	0	0	4	0	0	5	0	0	4	0	0	5	2	1	4	
21ST DR OPP LIBRARY	1	1	31	0	0	1	0	0	0	0	0	1	0	0	2	0	0	-1	0	0	2	0	0	4	0	0	5	0	0	5	0	0	5	0	0	4
21ST DR @ 32ND ST	0	0	31	0	0	1	0	0	0	0	0	0	0	0	2	0	0	-1	0	0	2	0	0	4	0	0	5	0	0	5	0	0	5	0	0	4
AVE B @ 32ND ST	0	0	31	0	0	1	0	0	0	0	0	0	0	0	2	0	0	-1	0	0	2	0	0	4	0	0	5	0	0	5	0	0	5	0	0	4
HWY 95 @ PATRICIA LN	0	0	31	0	0	1	0	0	0	0	0	0	0	0	2	0	0	-1	0	0	2	0	0	4	0	0	5	0	0	5	0	0	5	0	0	4
HWY 95 @ COUNTY 15TH ST	0	0	31	0	0	1	0	0	0	0	0	0	0	0	2	0	0	-1	0	0	2	0	0	4	0	0	5	0	0	5	0	0	5	0	0	4
COCOPAH CASINO MAIN ENT	11	8	33	1	2	0	1	1	0	0	0	0	1	1	2	1	1	0	1	1	3	1	1	4	1	1	6	1	0	6	2	1	7	0	0	4
HWY 95 @ AVE C	3	1	35	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	3	0	0	4	0	0	6	0	0	6	0	0	7	2	0	5
COTTONWOOD @ SALT CEDAR AVE	6	4	36	1	0	1	1	0	1	0	0	0	0	0	2	1	0	0	1	0	3	1	1	5	1	1	5	0	1	5	0	1	6	0	0	5
COTTONWOOD @ HEAD START	1	4	34	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	3	0	0	5	0	0	5	0	0	5	0	0	5	0	2	3
COTTONWOOD LOOP	3	2	35	1	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	3	0	0	6	0	0	5	0	0	4	0	0	6	0	0	3
COTTONWOOD @ SALT CEDAR AVE	7	5	37	1	0	3	0	0	1	0	0	1	1	0	2	1	0	0	1	1	3	1	1	6	1	1	5	1	1	4	0	1	5	0	0	3
SOMERTON AVE @ 14TH ST	1	1	37	0	0	3	0	0	1	1	0	1	0	0	2	0	0	0	0	0	3	0	0	6	0	0	5	0	0	4	0	0	5	1	1	3
SOMERTON AVE @ PATRICIA ST	0	0	37	0	0	3	0	0	1	0	0	1	0	0	2	0	0	0	0	0	3	0	0	6	0	0	5	0	0	4	0	0	5	0	0	3
SOMERTON AVE @ GARVIN ST	0	1	36	0	0	3	0	0	1	0	0	1	0	0	2	0	0	0	0	0	3	0	0	5	0	0	5	0	0	4	0	0	5	0	0	3
SOMERTON AVE @ JOSHUA ST	0	1	35	0	0	3	0	0	1	0	0	1	0	0	2	0	0	0	0	0	3	0	0	5	0	0	5	0	0	4	0	0	4	0	0	3
SOMERTON AVE @ CRANE ST	0	0	35	0	0	3	0	0	1	0	0	1	0	0	2	0	0	0	0	0	3	0	0	5	0	0	5	0	0	4	0	0	4	0	0	2
SOMERTON AVE @ EUCALYPTUS ST	0	2	33	0	0	3	0	0	1	0	0	1	0	0	1	0	0	0	0	0	3	0	1	5	0	0	5	0	0	4	0	0	4	0	0	2
MAIN ST SOMERTON @ STATE AVE	8	6	35	0	1	2	0	0	1	0	0	1	1	0	2	1	1	0	1	1	4	1	0	6	2	1	6	1	1	4	1	1	4	0	0	2
MAIN ST SOMERTON @ CARLISTE	2	2	35	0	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0	5	0	0	6	0	0	4	0	1	4	2	0	4
MAIN ST SOMERTON @ CESAR CHAVEZ	1	3	33	0	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0	5	0	1	5	0	0	4	0	0	4	0	0	4
VETERANS PL OPP POLICE	0	2	32	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	4	0	0	5	0	0	5	0	0	4	0	0	4	0	0	4
VETERANS PL @ TRIBAL OFFICE	0	4	27		0	0		1	0		0	1		0	1		0	0	0		2		0	5		0	5		0	4		0	4		0	4
<b>Total</b>	<b>102</b>	<b>85</b>		<b>10</b>	<b>10</b>		<b>5</b>	<b>5</b>		<b>7</b>	<b>6</b>		<b>7</b>	<b>6</b>		<b>6</b>	<b>7</b>		<b>10</b>	<b>9</b>		<b>12</b>	<b>8</b>		<b>12</b>	<b>9</b>		<b>10</b>	<b>8</b>		<b>12</b>	<b>10</b>		<b>10</b>	<b>8</b>	

# Route 6 - Cocopah Reservation

Eastbound/Northbound Weekday Boardings and Alightings

July 2019 - February 2020

Bus Stop	Total			8:02 AM			9:02 AM			10:02 AM			11:02 AM			12:02 PM			1:02 PM			2:02 PM			3:02 PM			4:02 PM			5:02 PM			6:02 PM			
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	
VETERANS PL @ TRIBAL OFFICE	6	0	34	0		0	1		1	0		1	0		1	1		1		3	0		5	1		6	1		5	1		5	0		4		
CENTRE AVE OPP KWAPA APTS	17	13	37	2	0	2	2	0	3	1	0	2	1	1	1	2	1	1	1	1	3	2	2	6	1	2	5	2	2	4	2	2	5	1	2	2	
CENTRE AVE OPP HAVA ST	9	7	39	1	1	2	1	0	3	1	0	2	1	1	1	1	1	1	1	1	3	1	0	6	1	1	6	1	1	4	1	0	6	0	1	2	
CENTRE AVE @ STEAMBOAT ST	6	4	41	1	0	3	0	0	3	1	0	3	0	1	0	1	0	2	0	1	2	0	0	6	1	1	6	1	1	4	1	1	6	0	0	2	
STEAMBOAT ST @ ORANGE GROVE	7	5	43	1	0	4	0	1	3	1	0	4	1	0	1	1	1	1	0	0	2	1	1	6	0	1	5	1	0	5	1	1	6	0	1	1	
AVE I @ COCOPAH VTC	0	1	42	0	0	4	0	0	3	0	0	4	0	0	1	0	0	1	0	0	2	0	0	6	0	0	6	0	0	5	0	0	6	0	0	1	
MAIN ST SOMERTON @ CESAR CHAVEZ	3	3	43	1	1	4	0	0	3	1	0	4	0	0	1	0	0	1	0	0	2	0	0	6	0	0	6	0	0	5	0	0	6	0	0	1	
MAIN ST SOMERTON @ FEDERAL	0	0	42	0	0	4	0	0	3	0	0	4	0	0	1	0	0	1	0	0	2	0	0	6	0	0	6	0	0	5	0	0	6	0	0	1	
MAIN ST SOMERTON OPP STATE	8	5	46	1	0	5	0	0	3	1	1	5	1	1	1	1	1	1	1	0	3	1	1	6	0	0	6	1	1	5	1	1	6	0	0	2	
MAIN ST SOMERTON @ SOMERTON AVE	3	4	45	0	1	4	0	0	3	1	0	6	0	0	1	0	0	1	0	0	2	0	1	6	0	0	6	0	1	4	0	0	6	0	0	2	
MAIN ST SOMERTON @ BINGHAM	7	2	50	1	0	5	0	1	3	1	1	6	1	0	2	1	0	2	1	0	3	1	1	6	1	0	7	0	0	4	0	0	6	0	0	2	
MAIN ST SOMERTON @ CHOLLA	0	0	49	0	0	5	0	0	3	0	0	6	0	0	2	0	0	2	0	0	3	0	0	6	0	0	7	0	0	4	0	0	6	0	0	2	
HWY 95 @ AVE D	0	0	49	0	0	5	0	0	3	0	0	6	0	0	2	0	0	2	0	0	3	0	0	6	0	0	7	0	0	4	0	0	6	0	0	2	
HWY 95 @ AVE C	0	0	49	0	0	5	0	0	3	0	0	6	0	0	2	0	0	2	0	0	3	0	0	6	0	0	7	0	0	4	0	0	6	0	0	2	
COCOPAH CASINO MAIN ENT	7	15	42	0	1	4	0	1	2	0	2	5	1	1	2	1	1	2	1	1	2	1	1	5	1	2	5	1	2	4	1	2	5	0	1	1	
HWY 95 @ COUNTY 15TH ST	0	0	42	0	0	4	0	0	2	0	0	5	0	0	2	0	0	2	0	0	2	0	0	5	0	0	6	0	0	4	0	0	5	0	0	1	
COUNTY 16TH STREET @ PATRICIA	0	0	42	0	0	4	0	0	2	0	0	5	0	0	2	0	0	2	0	0	2	0	0	5	0	0	6	0	0	4	0	0	5	0	0	1	
32ND ST @ AVE B	0	0	42	0	0	4	0	0	2	0	0	5	0	0	2	0	0	2	0	0	2	0	0	5	0	0	6	0	0	4	0	0	5	0	0	1	
21ST DRIVE32ND STREET	0	0	42	0	0	4	0	0	2	0	0	5	0	0	2	0	0	2	0	0	2	0	0	5	0	0	6	0	0	4	0	0	5	0	0	1	
21ST DR @ LIBRARY	3	1	43	0	0	4	0	0	2	0	0	5	1	0	3	0	0	2	0	0	3	0	0	5	0	0	6	0	0	4	0	0	5	0	0	1	
21ST DR @ YUMA CATHOLIC HS	0	0	43	0	0	4	0	0	2	0	0	5	0	0	3	0	0	2	0	0	3	0	0	5	0	0	6	0	0	4	0	0	5	0	0	1	
26TH ST @ 23RD AVE (WYTC)	22	28	37	1	3	2	1	2	1	1	4	2	1	3	1	2	3	1	3	3	3	4	3	6	4	3	6	3	2	5	2	2	5	0	1	0	
AVE B @ 24TH ST	0	0	37	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	3	0	0	6	0	0	6	0	0	5	0	0	5				
24TH ST @ 21ST DR	0	0	37	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	3	0	0	6	0	0	6	0	0	5	0	0	5				
24TH ST @ 18TH AVE	0	0	37	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	3	0	0	6	0	0	6	0	0	5	0	0	5				
24TH ST @ YUMA REG MED CTR	2	2	37	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	3	0	0	6	0	0	6	0	0	5	0	0	6				
AVE A @ 24TH ST	1	1	36	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	4	0	0	5	0	0	6	0	0	5	0	0	5				
AVE A @ 22ND ST	0	1	36	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	4	0	0	5	0	0	6	0	0	5	0	0	5				
AVE A @ 20TH ST	0	2	35	0	0	2	0	0	1	0	0	2	0	0	1	0	0	1	0	0	3	0	0	5	0	0	6	0	0	5	0	0	5				
AVE A @ 18TH ST	1	1	35	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	3	0	0	5	0	0	6	0	0	5	0	0	5				
AVE A @ 16TH ST	0	1	34	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	3	0	0	5	0	0	6	0	0	5	0	0	5				
AVE A @ 14TH ST	0	0	34	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	3	0	0	5	0	0	6	0	0	5	0	0	5				
AVE A @ 12TH ST	0	2	32	0	1	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	5	0	0	5	0	0	5	0	0	5				
AVE A @ 10TH ST	0	1	31	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	5	0	0	5	0	0	5	0	0	5				
8TH ST @ 12TH AVE	1	3	29	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	1	4	0	0	5	0	1	5	0	0	5				
8TH ST @ 14TH AVE	0	1	29	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	4	0	0	5	0	0	5	0	0	5				
8TH ST @ MAGNOLIA AVE	1	1	29	0	0	1	0	0	1	0	0	1	0	0	1	1	0	2	0	0	2	0	0	4	0	0	5	0	0	4	0	0	5				
8TH ST @ DORA AVE	0	1	29	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	4	0	0	5	0	0	4	0	0	5				
8TH ST @ AVE B	1	1	29	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	4	0	0	4	0	0	4	0	0	5				
8TH ST @ CLIFFORD WY	0	0	29	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	4	0	0	4	0	0	4	0	0	5				
8TH ST @ MAY AVE	0	1	28	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	4	0	0	4	0	0	5				
8TH ST @ PALM LN	0	4	24	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	1	2	0	1	3	0	1	3	0	1	3	0	1	4			
8TH STREETAVENUE C	0	2	22	0	0	1	0	0	1	0	0	1	0	0	1	0	1	1	0	0	2	0	0	3	0	0	3	0	0	3	0	0	4				
COUNTY 8TH ST @ PRITCHARD AVE	0	0	22	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	3	0	0	4				
COUNTY 8TH ST OPP APACHE LN	0	0	22	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	4				
COUNTY 8TH ST OPP YAVAPAI LN	0	0	22	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	4				
HOPE WY @ COUNTY 8TH ST	0	0	22	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	4				
HOPE WY @ RIVERSIDE DR	0	0	22	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	4				
CHAPAY WY @ LEVEE RD	0	0	22	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	0	0	3	0	0	2	0	0	4				
CHAPAY ST @ QUAIL RUN	0	9	12																																		
<b>Total</b>	<b>109</b>	<b>124</b>		<b>9</b>	<b>9</b>		<b>8</b>	<b>8</b>		<b>10</b>	<b>10</b>		<b>8</b>	<b>9</b>		<b>11</b>	<b>10</b>		<b>10</b>	<b>11</b>		<															



Route 95 Highway 95 Northbound  
 Weekday Boardings and Alightings  
 July 2019 - February 2020

Bus Stop	Total			5:56 AM			6:09 AM			6:39 AM			7:09 AM			8:06 AM			8:39 AM			9:06 AM			10:06 AM			11:06 AM			12:06 PM			1:06 PM			2:06 PM			3:02 PM			4:06 PM			5:02 PM			5:36 PM			6:06 PM			7:06 PM			
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB										
2ND AVE @ B ST	304	0	304	0	27	0	27	22	0	22	25	0	25	28	0	28	23	0	23	11	0	11	24	0	24	21	0	21	19	0	19	17	0	17	19	0	19	15	0	15	14	0	14	12	0	12	10	0	10	8	0	8	9	0	9			
ADVANCED CALL CENTER	0	0	304	0	0	0	27	0	0	22	0	0	22	0	0	22	0	0	23	0	0	23	0	0	23	0	0	21	0	0	19	0	0	19	0	0	15	0	0	14	0	0	12	0	0	10	0	0	8	0	0	9	0	9				
MAIN ST @ JUAN SANCHEZ BL	12	2	314	0	0	0	27	1	0	23	1	1	25	2	0	29	0	0	23	1	0	12	1	0	25	1	0	22	1	0	20	1	0	18	1	0	19	1	0	16	0	0	14	1	0	13	0	0	10	0	0	8	0	0	9	0	9	
HWY 95 @ LAKIN DR	4	3	315	0	0	0	27	0	0	23	1	1	25	1	0	30	1	0	24	0	0	12	0	0	25	0	0	22	0	0	20	0	0	18	0	0	20	0	0	16	0	0	14	0	0	13	0	0	10	0	0	8	0	0	9	0	9	
HWY 95 @ ESTIBELLA DR	2	2	316	0	0	0	27	0	0	23	0	1	25	0	0	30	1	0	25	0	0	12	0	0	25	0	0	22	0	0	20	0	0	18	0	0	20	0	0	16	0	0	14	0	0	13	0	0	10	0	0	8	0	0	9	0	9	
HWY 95 @ PICENO AVE	0	0	316	0	0	0	27	0	0	23	0	0	25	0	0	30	0	0	25	0	0	12	0	0	25	0	0	22	0	0	20	0	0	18	0	0	20	0	0	16	0	0	14	0	0	13	0	0	10	0	0	8	0	0	9	0	9	
HWY 95 @ WALMART	20	23	313	0	3	0	30	1	1	23	3	1	26	1	2	30	1	1	25	1	1	11	1	3	23	1	3	20	1	3	18	1	2	17	1	2	19	1	1	16	1	1	14	1	1	13	0	1	10	0	0	8	0	0	9	0	9	
HWY 95 @ COUNTY 20 1/2	0	1	312	0	0	0	30	0	0	23	0	0	26	0	0	30	0	1	24	0	0	11	0	0	23	0	0	20	0	0	18	0	0	17	0	0	19	0	0	16	0	0	14	0	0	13	0	0	10	0	0	8	0	0	9	0	9	
MAIN ST GARDEN @ COUNTY 1	1	4	309	0	0	0	29	0	0	23	0	0	26	0	0	30	0	0	24	0	0	11	0	0	23	0	0	20	0	0	18	0	1	16	0	1	18	0	0	16	0	0	14	0	0	13	0	0	10	0	0	8	0	0	9	0	9	
MAIN ST @ 5TH AVE	1	4	306	0	0	0	29	0	0	23	0	0	26	0	0	30	0	0	24	0	0	11	0	1	23	0	1	20	0	0	18	0	0	16	0	0	18	0	0	15	0	0	14	0	0	13	0	0	10	0	0	8	0	0	9	0	9	
MAIN ST @ 1ST AVE	4	9	301	0	1	0	30	0	0	23	0	0	26	0	0	30	0	2	22	0	0	12	0	0	23	0	1	19	0	1	18	0	1	15	0	1	17	1	1	16	0	0	14	0	1	12	0	1	9	0	0	8	0	0	9	0	9	
HW 95 @ COUNTY 18TH ST	0	1	300	0	0	0	30	0	0	23	0	0	26	0	0	30	0	1	21	0	0	12	0	0	23	0	0	19	0	0	18	0	0	15	0	0	17	0	0	16	0	0	14	0	0	12	0	0	9	0	0	8	0	0	9	0	9	
HWY 95 OPP HOUSING SUB	4	3	301	0	0	0	30	0	0	23	1	0	27	1	0	30	0	0	21	0	0	12	0	0	23	0	0	19	0	0	17	0	0	15	0	0	17	0	1	15	0	0	14	0	0	12	0	0	9	0	0	8	0	0	9	0	9	
MAIN ST SOMERTON @ CESAR CHAVEZ	3	11	295	0	0	0	30	1	0	23	1	0	28	0	1	30	0	0	21	0	0	12	0	1	22	0	1	19	0	1	17	0	1	15	0	1	16	0	1	14	0	1	13	0	1	11	0	0	9	0	0	7	0	1	8	0	1	8
MAIN ST SOMERTON @ FEDERAL	5	9	288	0	1	0	31	0	0	23	1	0	28	0	1	30	0	0	21	0	0	11	0	1	21	0	1	18	0	1	17	0	1	14	0	1	16	0	1	14	0	1	12	0	1	10	0	0	9	0	0	7	0	0	8	0	1	8
MAIN ST SOMERTON OPP STATE	18	30	276	0	1	1	31	1	1	23	3	1	30	2	2	29	1	2	20	1	1	12	1	2	20	1	2	17	1	2	15	1	3	12	1	3	14	1	3	12	1	2	11	1	2	9	0	1	8	0	1	7	0	1	7			
MAIN ST SOMERTON @ SOMERTON AVE	6	32	251	0	1	8	24	1	6	18	1	7	24	1	2	28	0	1	19	0	1	11	1	1	19	0	0	17	0	1	15	0	1	11	0	1	13	0	1	11	0	1	10	0	1	8	0	0	8	0	0	6	0	0	7	0	7	
MAIN ST SOMERTON @ BINGHAM	15	23	243	0	1	1	24	0	1	17	2	3	23	1	3	26	1	1	19	1	1	11	1	2	18	1	2	16	1	2	14	1	2	11	2	2	14	2	2	11	0	1	9	1	1	8	0	0	8	0	0	6	0	0	7	0	7	
MAIN ST SOMERTON @ CHOLLA	1	2	242	0	0	0	24	0	0	17	0	0	23	0	0	26	0	0	19	0	0	11	0	0	18	0	0	16	0	0	14	0	0	10	0	0	14	0	0	11	0	0	10	0	0	8	0	0	8	0	0	6	0	0	7	0	7	
HWY 95 @ AVE D	0	0	241	0	0	0	24	0	0	17	0	0	23	0	0	26	0	0	19	0	0	11	0	0	18	0	0	16	0	0	14	0	0	10	0	0	14	0	0	11	0	0	10	0	0	8	0	0	8	0	0	6	0	0	7	0	7	
HWY 95 @ AVE C	0	2	240	0	0	0	24	0	0	17	0	0	23	0	0	26	0	0	19	0	0	11	0	0	18	0	0	16	0	0	14	0	0	10	0	0	14	0	0	11	0	0	9	0	0	8	0	0	8	0	0	6	0	0	7	0	7	
COUNTY 16TH ST @ RINCON DE ESLANA	0	0	240	0	0	0	24	0	0	17	0	0	23	0	0	26	0	0	19	0	0	11	0	0	18	0	0	16	0	0	14	0	0	10	0	0	14	0	0	11	0	0	9	0	0	8	0	0	8	0	0	6	0	0	7	0	7	
COUNTY 16TH ST @ PASO DESCANSO	0	0	240	0	0	0	24	0	0	17	0	0	23	0	0	26	0	0	19	0	0	11	0	0	18	0	0	16	0	0	14	0	0	10	0	0	14	0	0	11	0	0	9	0	0	8	0	0	8	0	0	6	0	0	7	0	7	
COUNTY 16TH ST @ AVE B	1	2	239	0	0	0	24	0	0	17	0	0	23	0	0	26	1	0	20	0	0	11	0	0	17	0	0	16	0	0	14	0	0	10	0	0	13	0	0	10	0	0	9	0	0	8	0	0	8	0	0	6	0	0	6	0	1	7
COCOPAH CASINO MAIN ENT	17	19	238	0	1	1	24	0	0	17	1	1	23	1	1	25	0	1	19	1	1	11	1	1	17	1	1	16	1	1	14	1	1	10	1	1	13	2	2	11	2	2	9	2	1	7	2	1	6	1	1	7	0	0	6	0	0	7
HWY 95 @ COUNTY 15TH ST	0	1	237	0	0	0	24	0	0	17	0	0	23	0	0	25	0	0	19	0	0	11	0	0	17	0	0	15	0	0	14	0	0	10	0	0	13	0	0	11	0	0	9	0	0	8	0	0	7	0	0	6	0	0	7	0	7	
COUNTY 16TH STREET @ PATRICIA	0	1	237	0	0	0	24	0	0	17	0	0	23	0	0	25	0	0	19	0	0	11	0	0	17	0	0	16	0	0	14	0	0																									



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