

# SHORT RANGE TRANSIT PLAN

## YCIPTA Board of Directors



March 22, 2021

- **Overview of Work Plan**
- **Existing Transit Services**
- **Outreach/Consultation & Community Survey – *What We Heard?***
- **Opportunities – An Evolving Mobility Landscape**
- **Service Enhancements – *An Eye on the Future***
- **Next Steps**



## ***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.



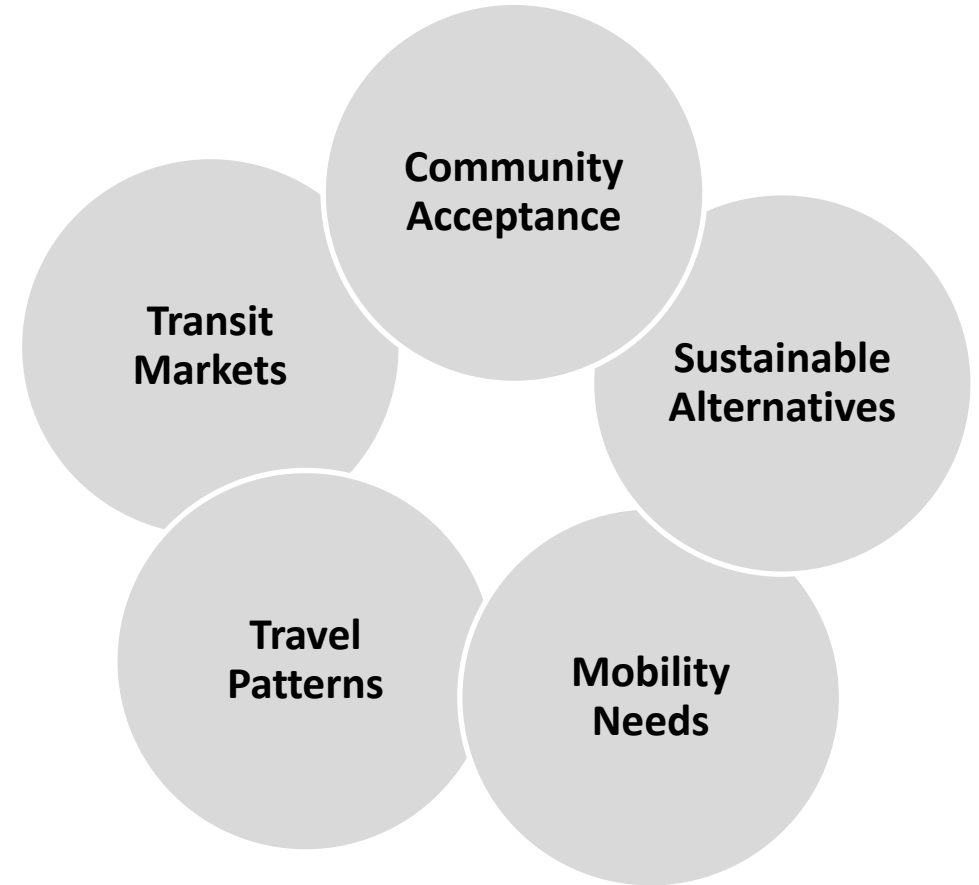
### **Analysis of Services:**

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

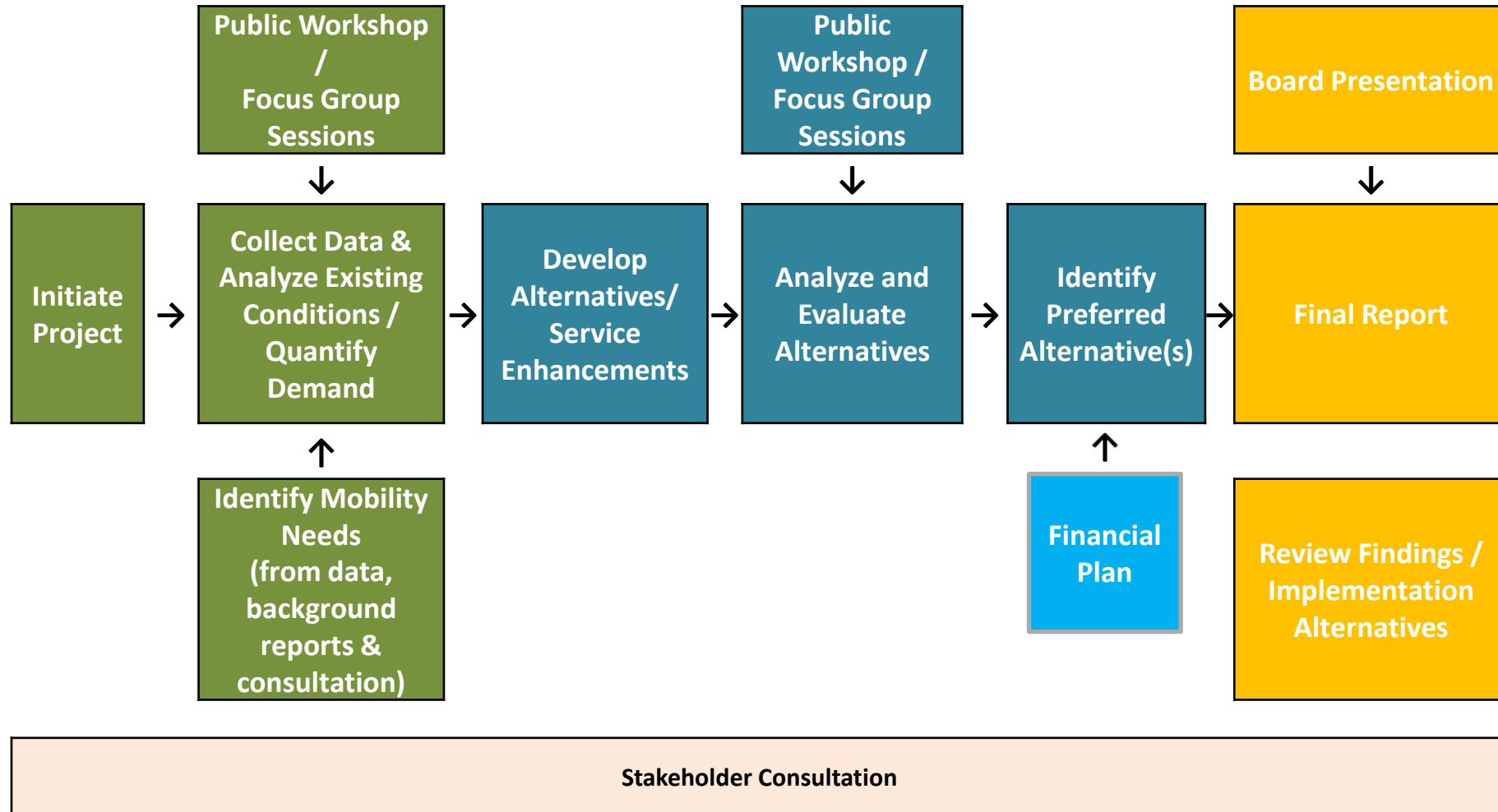
- Route Design?
- Local vs. Regional Service?
- Fare Policy & Rates?
- Enhancing Technology?

# 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

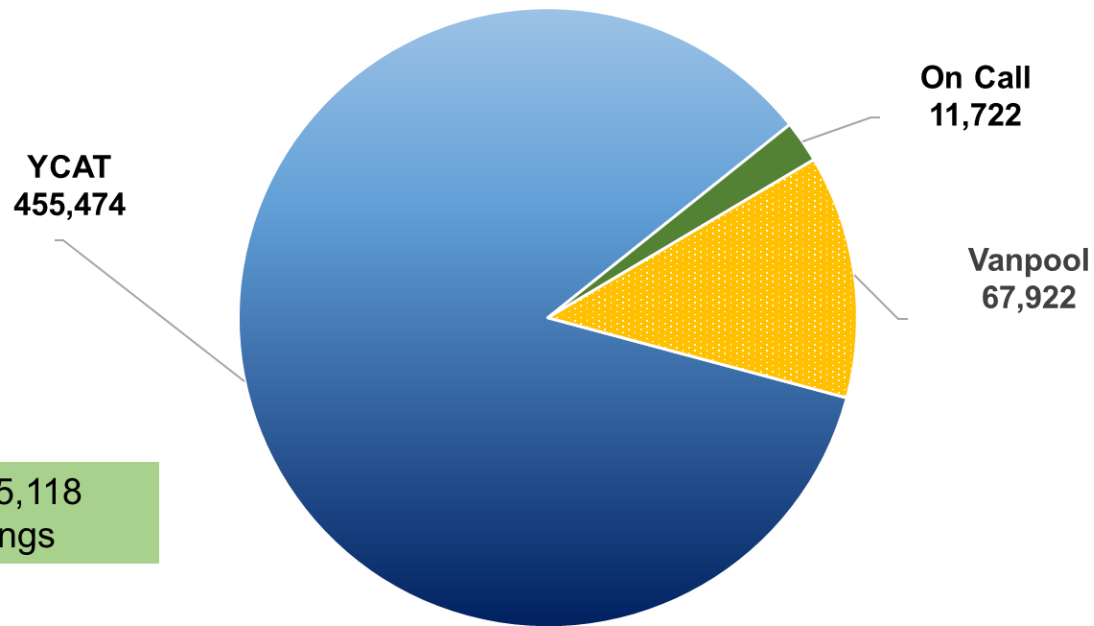
## YCAT

- 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



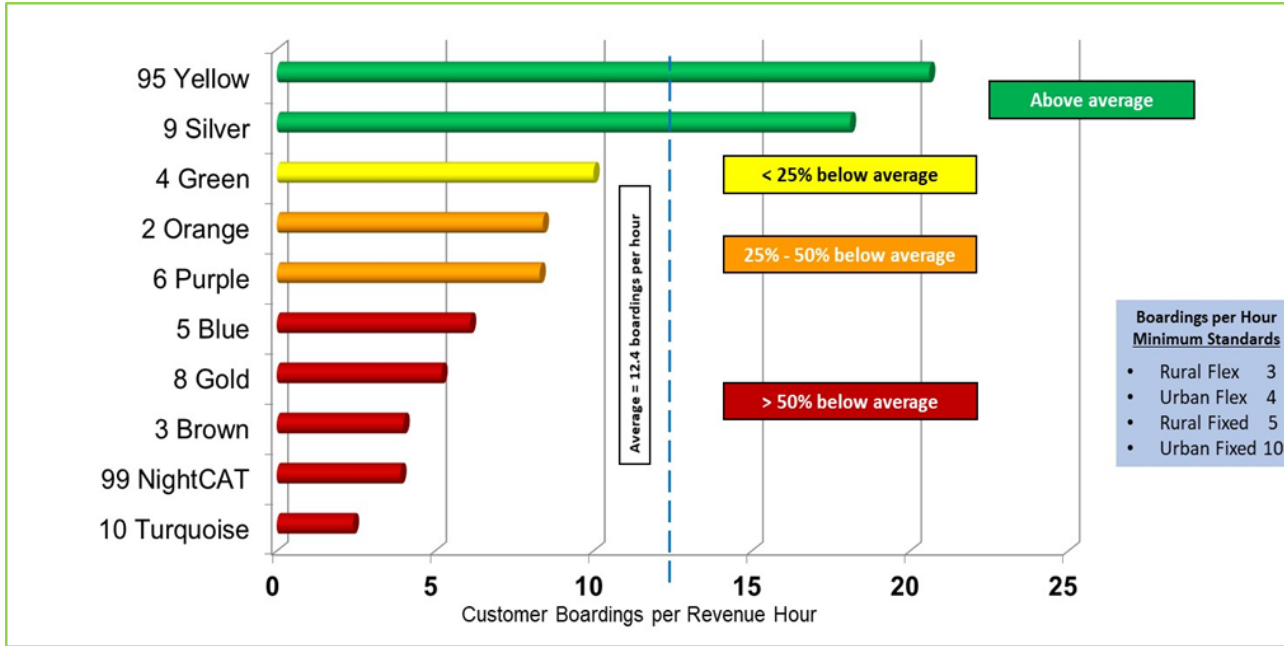
## OnCall

### OPERATING PERFORMANCE

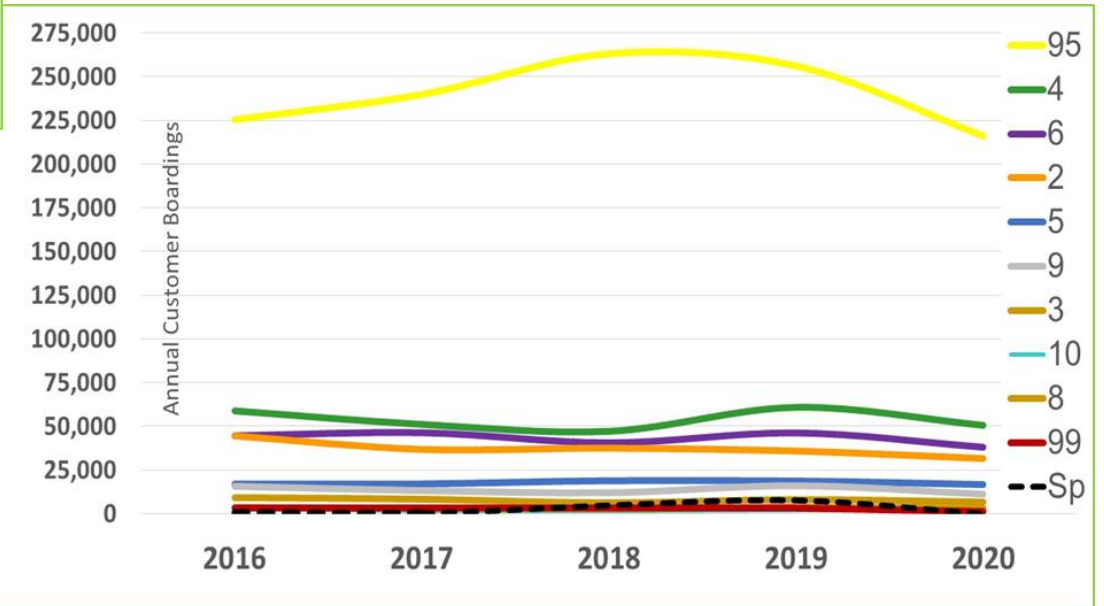
- \$232k net annual operating cost
- 2.0 trips/hour
- \$27.79 cost/passenger



# YCAT– Fixed Route



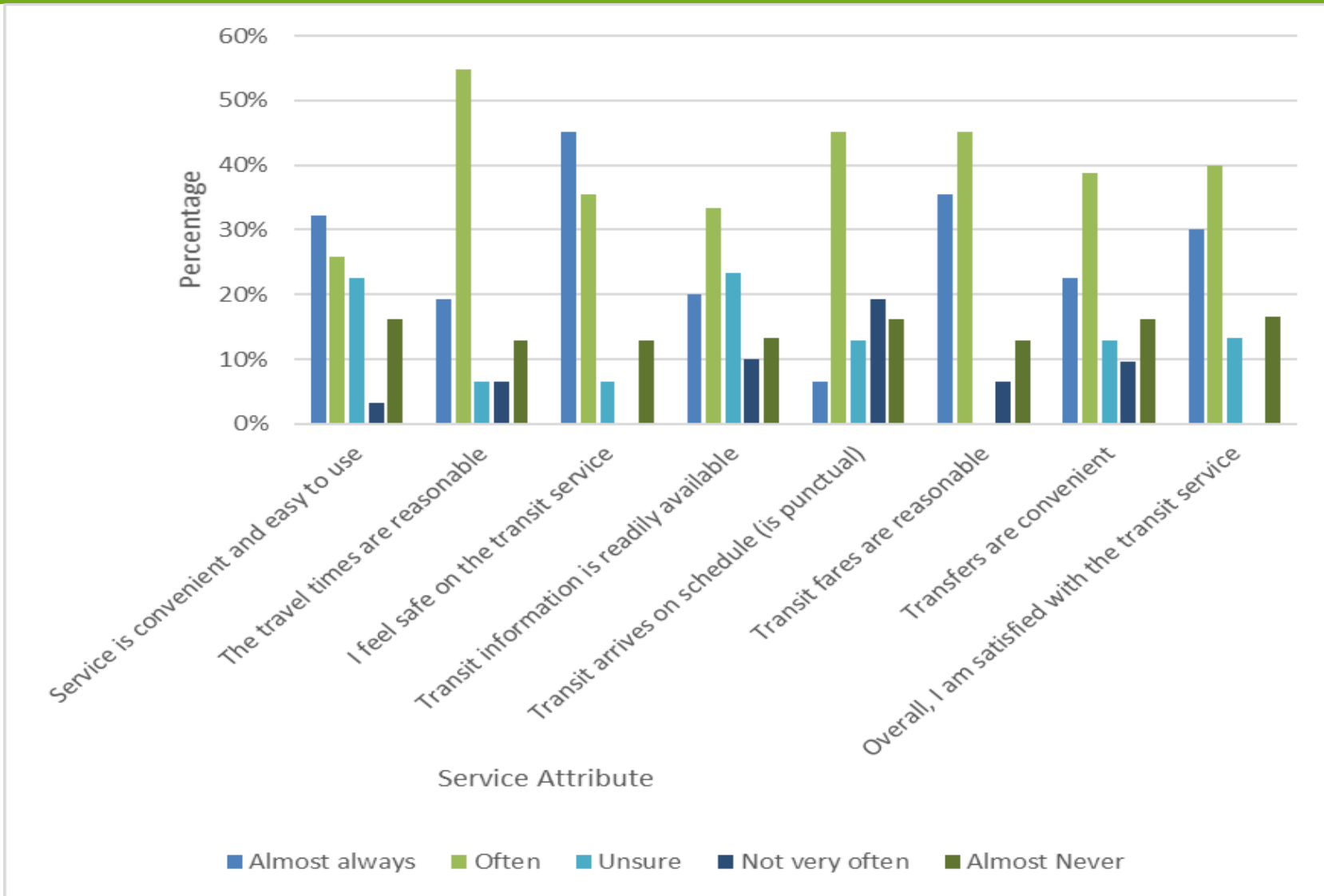
## YCAT Ranked Productivity by Route, FY 2020



## Fixed Route Ridership by Route



# OUTREACH/CONSULTATION & COMMUNITY SURVEY – *WHAT WE HEARD?*



## Current Service Attributes:

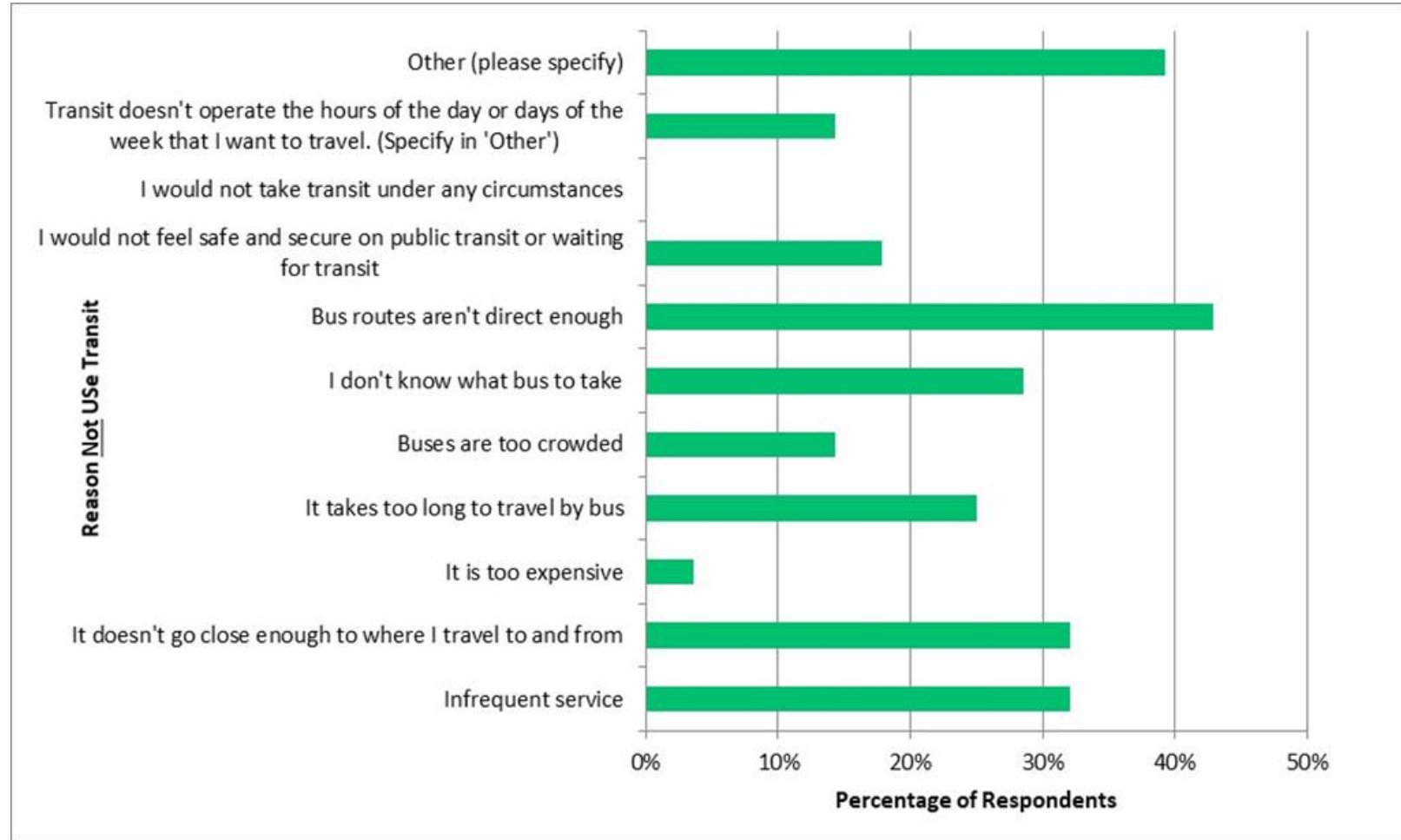
- All received favorable ratings
- Drivers & staff viewed favorably

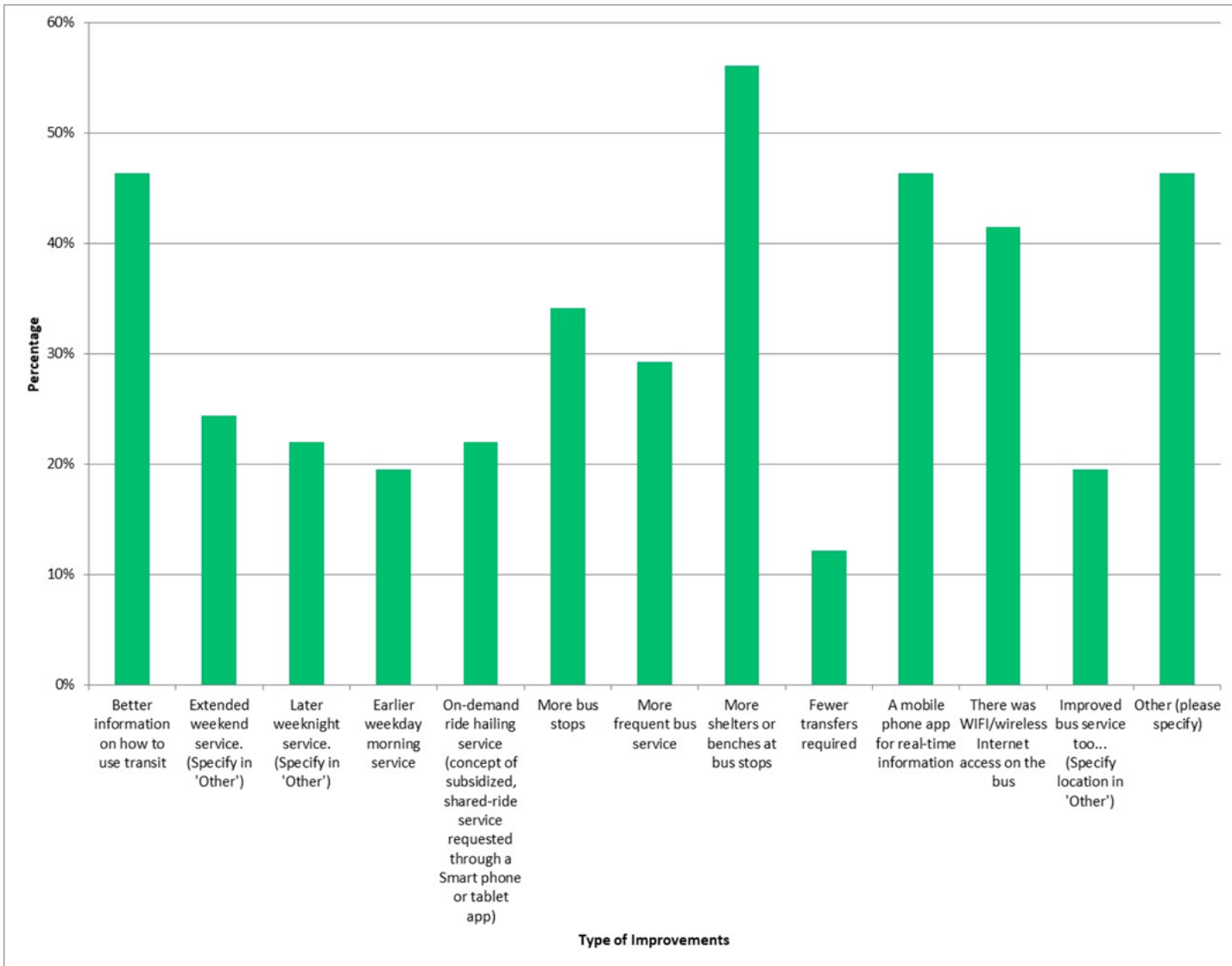




## If NOT Use, Why Not?

- 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%)
- Buses are too crowded (15%)
- Transit doesn't operate the hours of the day or days of the week that I want to travel. (Specify in 'Other') (15%)
- It is too expensive (5%)
- I would not take transit under any circumstances (0%)



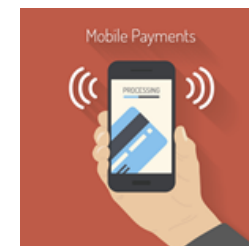
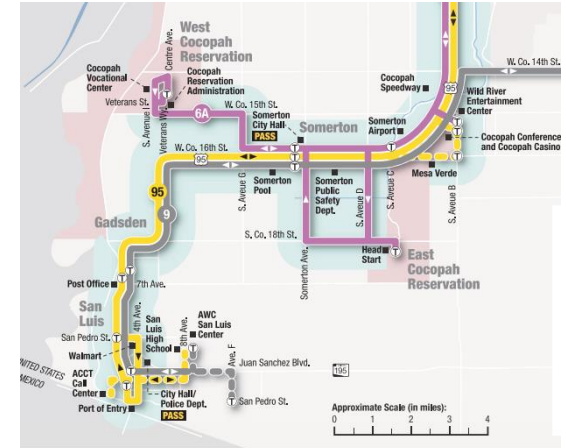


## Type of Improvements Would Like to See:

- 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



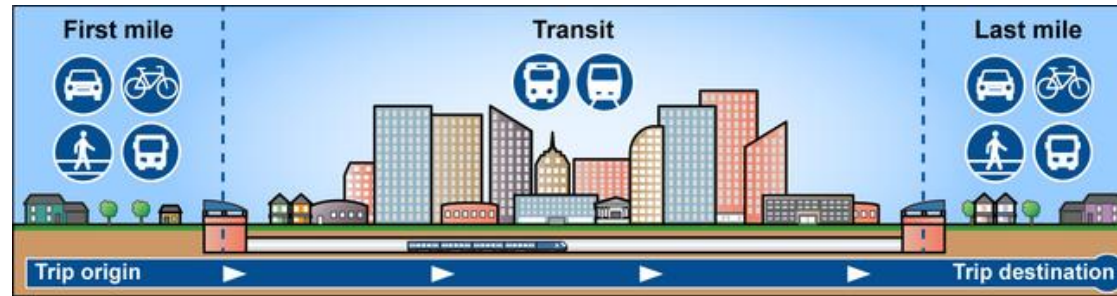
## Vehicle / Bike / e-Scooter Sharing



## 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)

1 to 2 years

- Full System Restructuring Concepts

- East Side Service Redesign
- Central Yuma Grid Network
- US 95 Corridor Service Integration
- Quechan Reservation Service Improvements

3 to 5 years

# 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

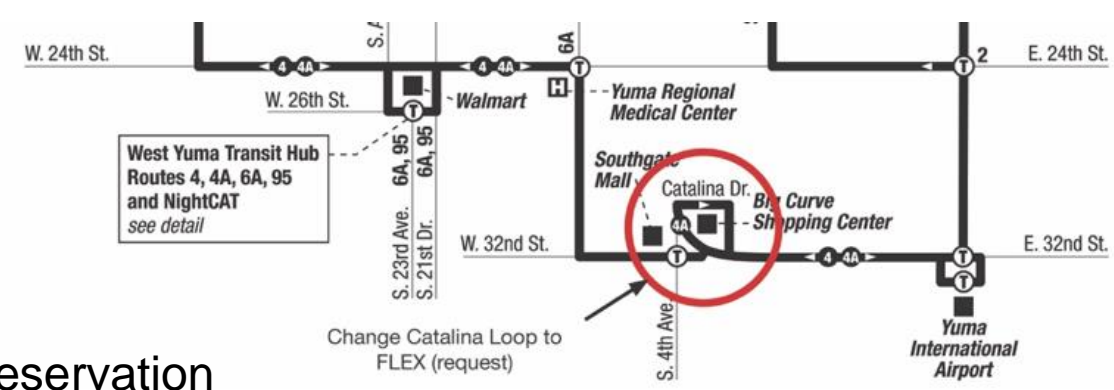
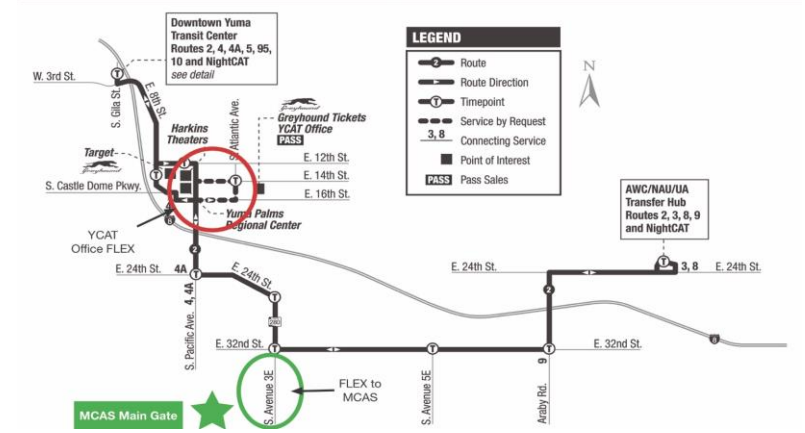
- **Integrate Blue 5 & Turquoise 10**

- 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

Orange Route 2 – Colleges / East Yuma – Route Map



# PREFERRED PLAN – Additional Cost of NEAR-TERM Service Improvements

| Route                 | Description  | Cost     | Cost Assumptions   |
|-----------------------|--|----------|--|
| 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                             | \$27,000 | 2 hours x 180 days x \$75 per hour; assumes vehicle availability |
| Blue 5 / Turquoise 10 | Schedule Coordination                                    | \$0      | No additional RVH required                                       |

\$27,000





# EAST SIDE SERVICE REDESIGN

- **Consolidate Orange 2 and Brown 3 into a common line**

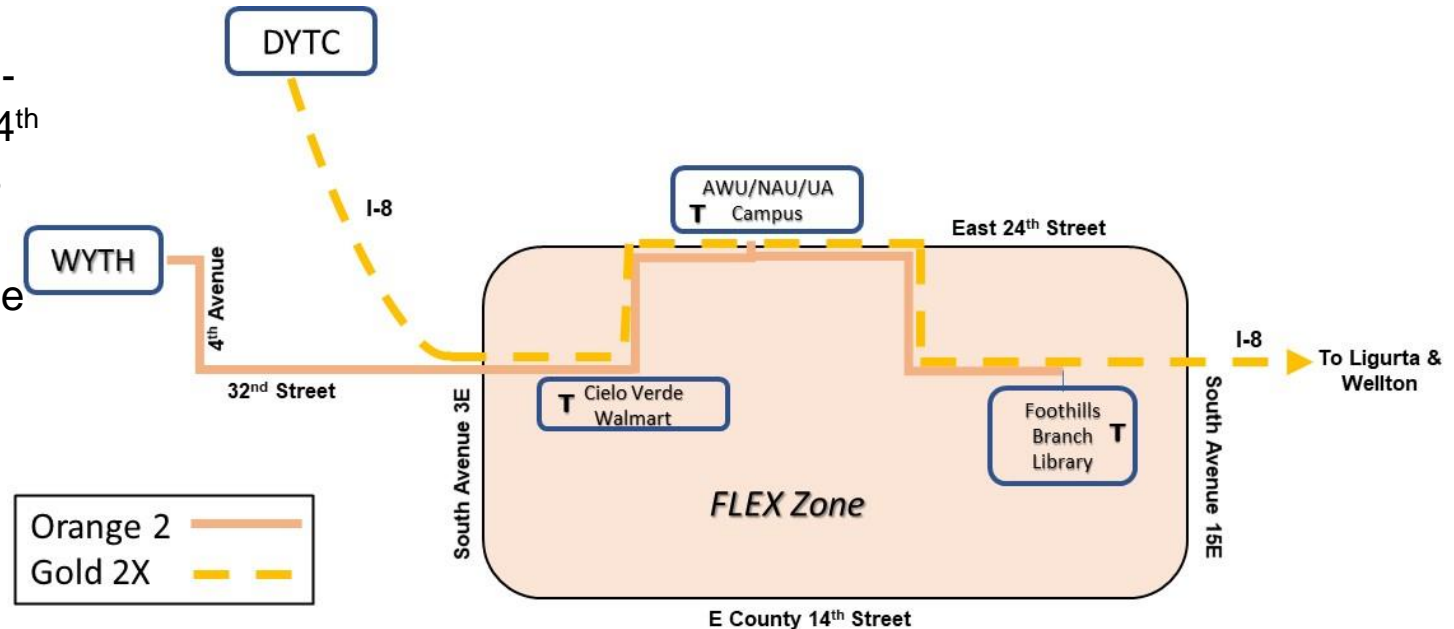
- Fixed route coverage between West Yuma transit hub and Foothills Branch Library via 32<sup>nd</sup> Street and the AWC/NAU/UA campus.

- **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.*



# PREFERRED PLAN – Additional Cost of EAST-SIDE Service Redesign

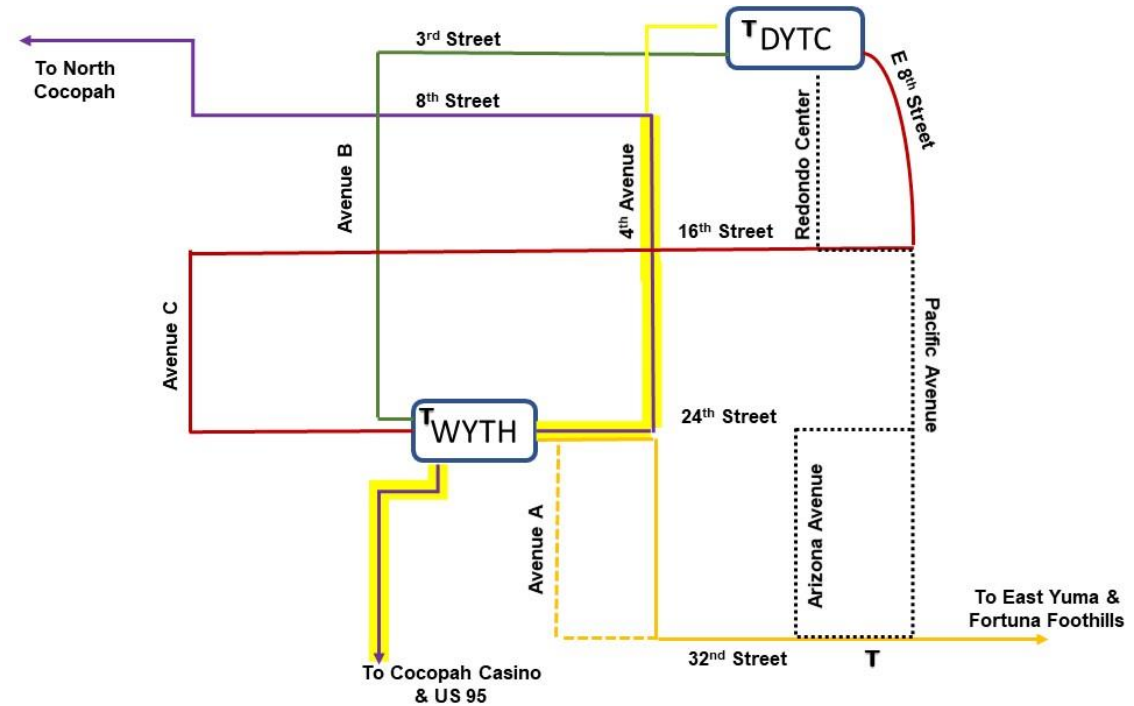
| Route                    | Description                                 | Cost     | Cost Assumptions  |
|--------------------------|---|----------|---|
| Orange 2 Local           | Foothills Branch Library to WYTH via Campus | \$0      | Includes Brown 3 vehicle and RVH                            |
| Gold 2X Express          | Redesign Gold 8                             | \$38,000 | Adds 2 RVH x 253 weekdays x \$75 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 |

**\$114,750**



# 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*



# Additional Cost of CENTRAL YUMA “DUAL-HUB” GRID NETWORK

| Route                           | Description                          | Cost      | Cost Assumptions  |
|---------------------------------|--------------------------------------|-----------|---|
| 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                         | \$227,700 | 12 hours x 253 weekdays x \$75 per RVH                      |
| Add bus to Yellow 95 Saturdays  | DYTC to WYTH                         | \$31,200  | 8 hours x 52 Saturdays x \$75 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) | \$258,900 | 12 RVH x 253 weekdays + 8 RVH x 52 Saturdays @ \$75 per RVH |

**\$517,800**



# 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

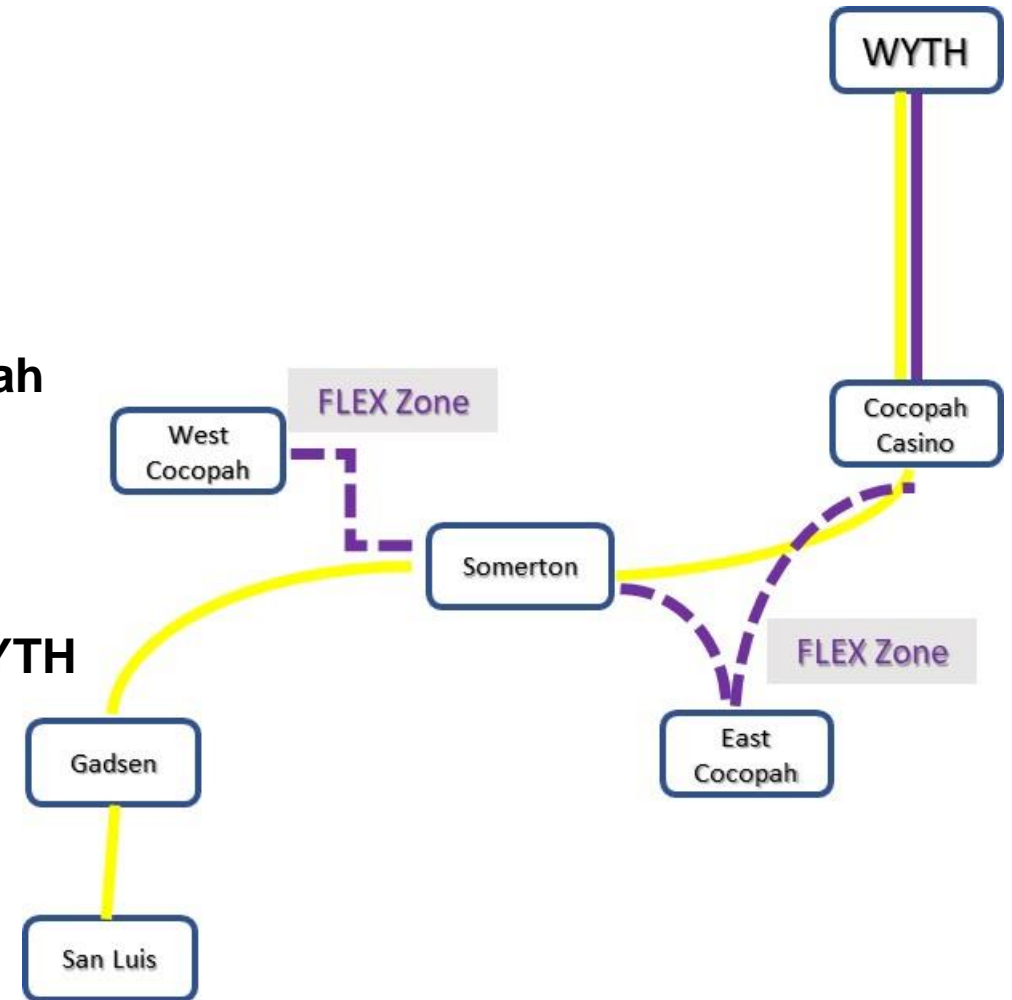
- **Replace Silver 9 with Yellow 95 - Orange 2 connection at WYTH**

- 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.*



# Additional Cost of US 95 CORRIDOR SERVICE INTEGRATION

| Route                           | Description   | Cost      | Cost Assumptions  |
|---------------------------------|---|-----------|---|
| Integrated Schedule             | Reschedule Purple 6 and Yellow 95                   | \$0       | No additional RVH required                                  |
| Improve Cocopah branch headways | Adds 1 bus south of WYTH                            | \$239,900 | 11 RVH x 253 weekdays + 8 RVH x 52 Saturdays @ \$75 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 | -\$82,500 | 5.5 RVH x 200 days (M-Th) x \$75                            |

**\$157,400**



# QUECHAN RESERVATION SERVICE IMPROVMENTS

- **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
- **Increasing Turquoise 10 service** to El Centro to five days per week (currently three days)

| Route                           | 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                             |
|                                 |  | <b>\$236,875</b> |  |



# PREFERRED PLAN – Additional Cost of Service Improvements

| Description                             |                                 | Cost               | Cost Assumptions                                    |
|---|---------------------------------|--------------------|---|
| Subtotal, Additional Operating Cost     |                                 | \$1,053,825        |   |
| <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                |
| Subtotal, Additional Capital Cost       |                                 | \$350,000          |   |
| <b>Total Operating and Capital Cost</b> |                                 | <b>\$1,403,825</b> |   |





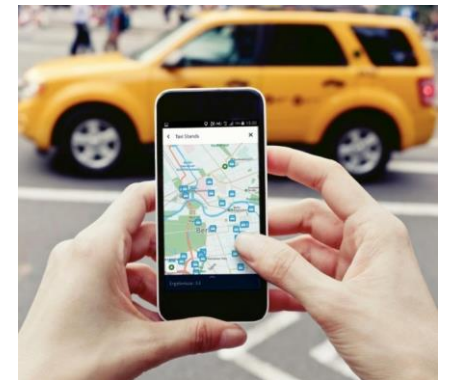
*Expand mobility options where gaps exist in the transit network and to locations not easily served by fixed-route transit (First-Last Mile solutions).*

## 1. Quechan Reservation

## 2. East County



- Pilot with two 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.

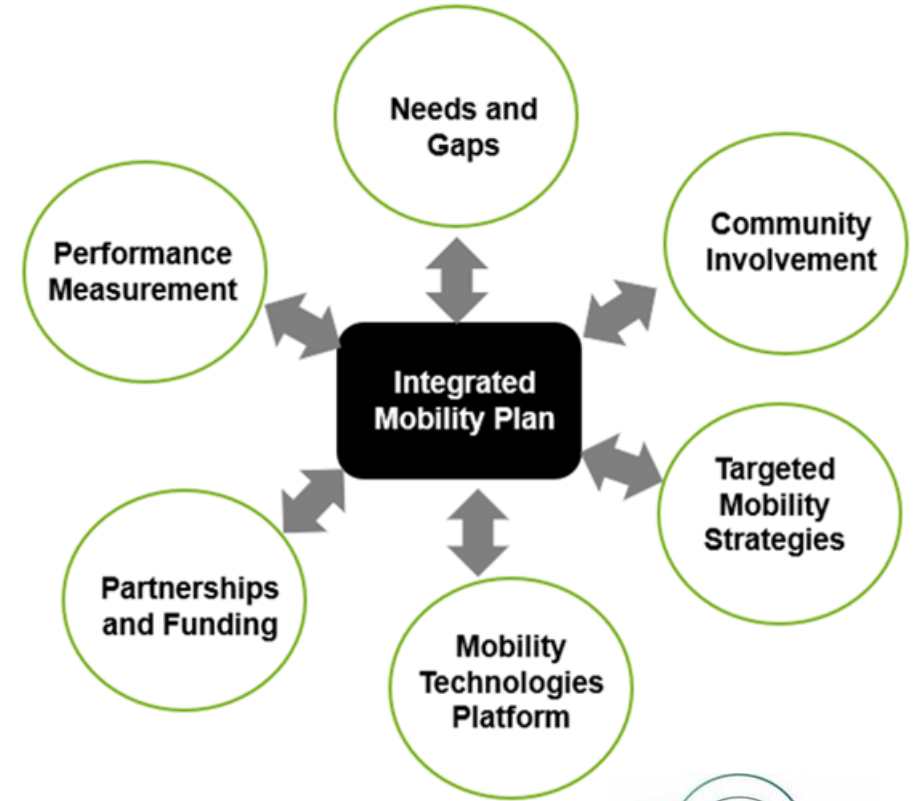


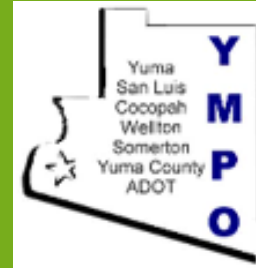
## TARGETED MOBILITY SOLUTIONS

### Preparation of Final SRTTP

- To include detailed Financial Plan
  - Operating and Capital Expenditures
  - Funding Sources

### YCIPTA Board Presentation – April 2021





# SHORT RANGE TRANSIT PLAN

## THANK YOU

YCIPTA Board of Directors



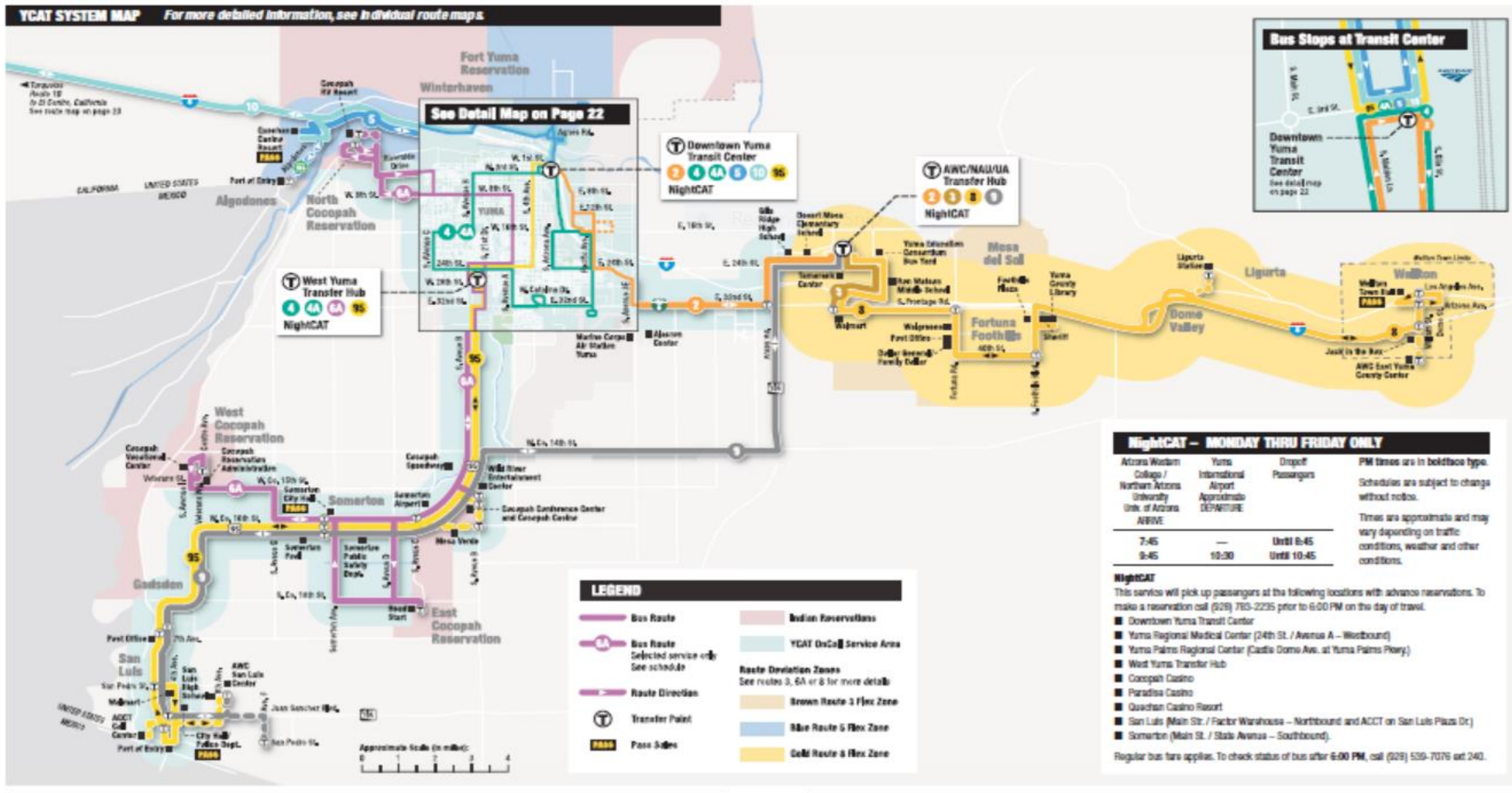
March 22, 2021

# PREFERRED PLAN – Revenue Vehicle Hours

| Revenue Vehicle Hours - By Route & Day of Week |              |             |              |             |            |             |                |          |                              |              |               |
|--|--------------|-------------|--------------|-------------|------------|-------------|----------------|----------|------------------------------|--------------|---------------|
|  | Weekday      |             |              | Saturday    |            |             | Operating Days |          | Annual Revenue Vehicle Hours |              |               |
|  | 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           |
| <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> |



# 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            |

