

STAKEHOLDER
WORKSHOP
SUMMARY



Gila County Transit Governance Study

Prepared for:
Central Arizona Governments in partnership with
Gila County

March 2021



1.0 OVERVIEW

In March 2021, a set of stakeholder workshops were conducted to share draft governance model structures and to gain feedback from city/town staff, elected officials, and transit agency staff members. The goals of the workshops were:

- Inform and educate participants on the study and findings to date;
- Outline potential governance models for Gila County and present the pros and cons of each;
- Get feedback and input on the draft governance models, including the local and regional benefits and challenges; and
- Obtain guidance regarding a preferred governance model.

WORKSHOP AGENDA

A morning (10:00 am) and afternoon (4:00 pm) workshop was held on March 3rd, 2021. The workshops included a presentation, small group discussions, and live polling. A copy of the presentation is attached to the summary notes. Each meeting was scheduled for 90 minutes and followed a consistent agenda, that included:

- Welcome
- Title VI announcement
- Study Overview
- Summary of Existing Conditions and Peer Agency Review
- Presentation of Potential Governance Models
- Polling of Trade-Off Questions
- Small Group Discussions and Report Out
- Additional Polling Questions
- Overview of Next Steps

Each workshop included 21 interactive poll questions for attendees to provide instant feedback on the potential governance models. The poll questions were the same for each meeting but responses from the first workshop were hidden during the second meeting as to not influence responses. The poll questions and responses are provided later in this summary.

WORKSHOP ATTENDEES

Workshop invitations were sent to all transit service agency staff, Councilmembers representing all Gila County communities/tribes, the Gila County Board of Supervisors, and the City/Town/County Managers and key staff personnel. Information presented was same in each workshop and attendees were asked to attend one of the two scheduled times. A list of individuals that attended at least one of the workshops is included in **Table 1**.

**Table 1: Attendees List**

Name	Agency
Transit Agency Staff	
Joanne Conlin	Payson Senior Center – Beeline Bus
Katie Dwoznik	Copper Mountain Transit
Bernadette Kniffin	Nnee Bich'o Nii Transit
David Francis	Nnee Bich'o Nii Transit
Angelo Belvado	Nnee Bich'o Nii Transit
Cassie Kenton-Garcia	Fort Apache Connection Transit
City/Town Staff and Elected Officials	
Al Gameros	City of Globe – Mayor
Freddy Rios	City of Globe – Councilmember
Mike Pastor	City of Globe – Councilmember
Sammy Gonzales	City of Globe – Mayor
Cathy Melvin	Gila County – Executive Assistant
James Menlove	Gila County – County Manager
Homero Vela	Gila County – Assistant County Manager
Sherry Grice	Gila County
Steve Christensen	Gila County – Supervisor District 1
Tim Humphrey	Gila County – Supervisor District 2
Jose Angel Medina Sr	Town of Miami – Councilmember
Barbara Underwood	Town of Payson – Councilmember and Payson Senior Center
Jim Ferris	Town of Payson – Councilmember
Jolynn Schinstock	Town of Payson – Councilmember
Tom Morrissey	Town of Payson – Mayor
Larry Halberstadt	Town of Payson – Town Engineer
Trevor Fleetham	Town of Payson
Troy Smith	Town of Payson – Town Manager
Mike Marryat	Payson Senior Center – Director of Operations
Study Team Members	
Travis Ashbaugh	Central Arizona Governments
Robert Mawson	Central Arizona Governments – Mobility Manager
Jill Dusenberry	Arizona Department of Transportation – Transit Manager
Consultant Team	AECOM – Jennifer Love, Daksha Masurkar, Viktor Zhong, Scott Baker Kittelson & Associates – Vamshi Yellisetty, Phyllis Davis Rick Powers Consulting – Rick Powers



2.0 STAKEHOLDER WORKSHOP SUMMARY

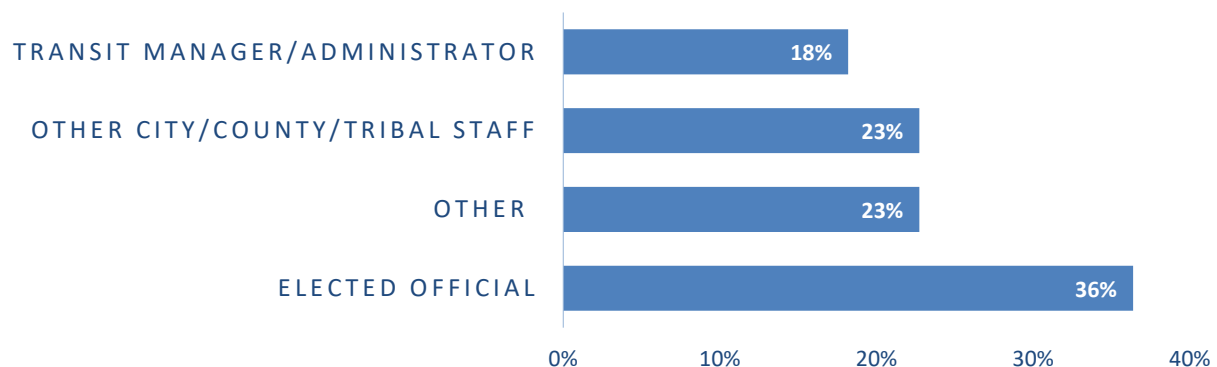
The following section summarizes comments, poll results, and small group discussions from the stakeholder workshops. Text in italics represents direct quotes or summarized comments. To maintain anonymity of comments, direct quotes and names are withheld.

POLL RESULTS

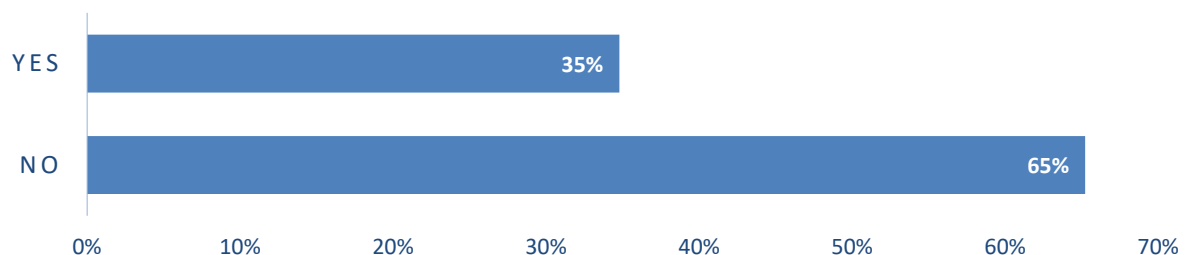
The following section summarizes the results of interactive polls conducted during the stakeholder workshops. The results of both workshops have been combined to reflect total comments received. As illustrated below:

- Elected officials accounts for over 36 percent of those in attendance.
- 65 percent of attendees have not used public transportation in Gila County.
- Nearly all attendees (91%) saw a need for better regional transit coordination in Gila County.
- Cost savings was largely identified by attendees as an achievable outcome of creating a regional transit governance.

Please select one of the following options that best describes your role. (22 responses)

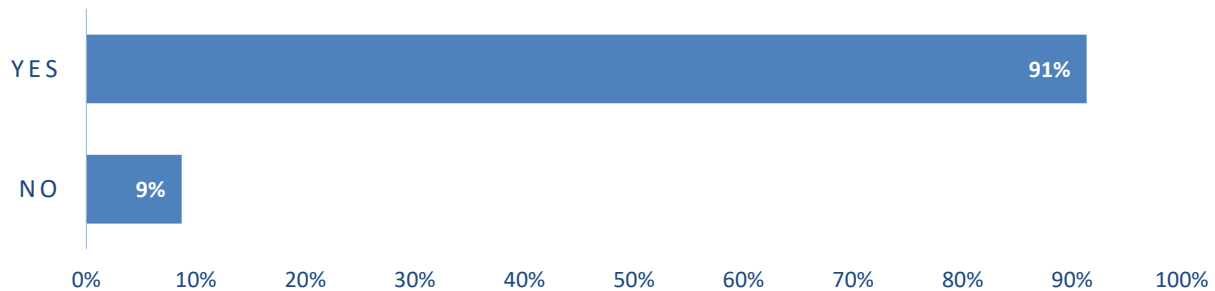


Have you used public transportation in Gila County? (23 responses)





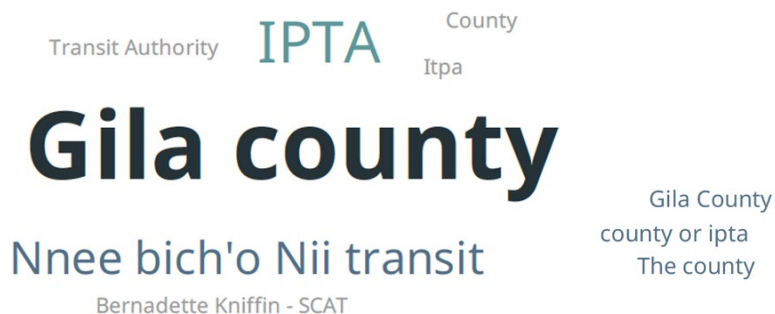
Do you think there is a need for better regional transit coordination in Gila County? (13 responses)



What can be achieved by regional transit governance? (22 responses)



If a regional entity was developed, who do you think should run it? (23 responses)



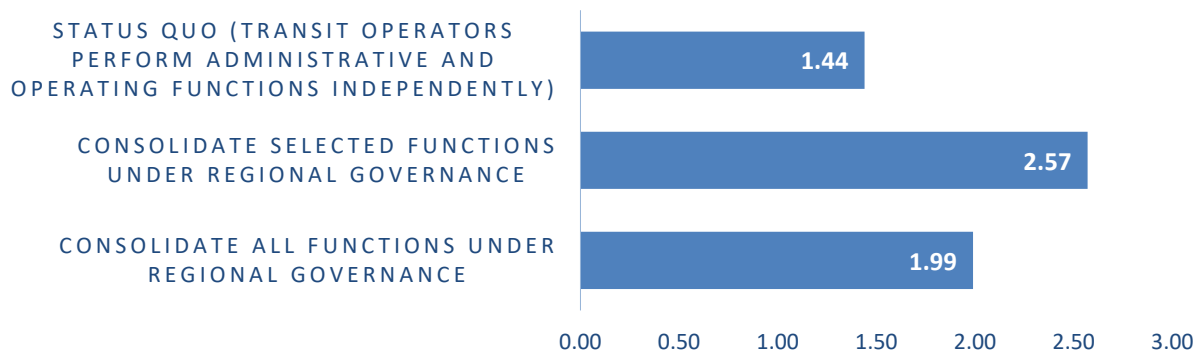


RANKED GOVERNANCE MODELS POLL RESULTS

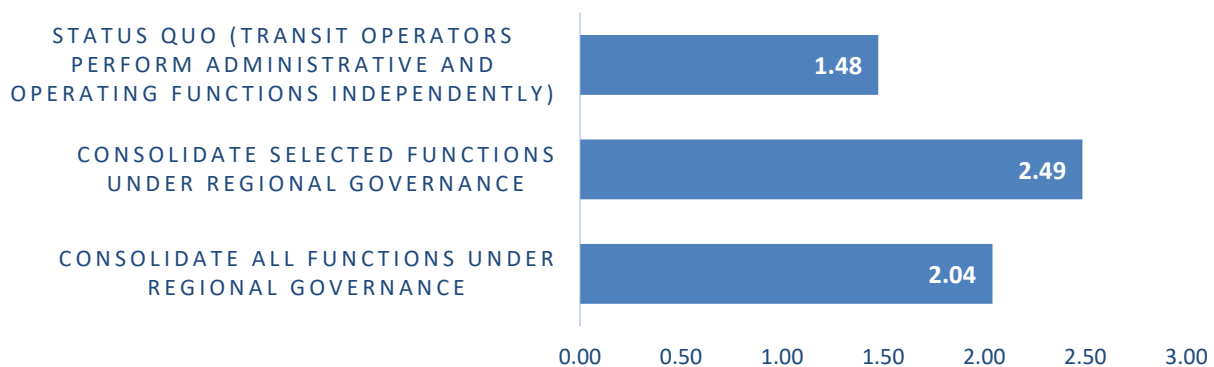
To understand what governance model the stakeholder preferred, a two-part poll was conducted. Stakeholders were asked before discussion what regional governance model they preferred. After the presentation and group discussion, attendees were asked the same question to see if opinions of the governance models changed. The results of both workshops have been combined to reflect total comments received. Key results included:

- Attendees preferred a model that consolidated select functions under a regional governance structure.
- After discussions there was little change in response.
- Status Quo ranked the lowest in both the pre and post discussion polls.

Pre-Discussion: Ranking of Service Models (20 responses)



Post-Discussion: Ranking of Service Models (23 responses)



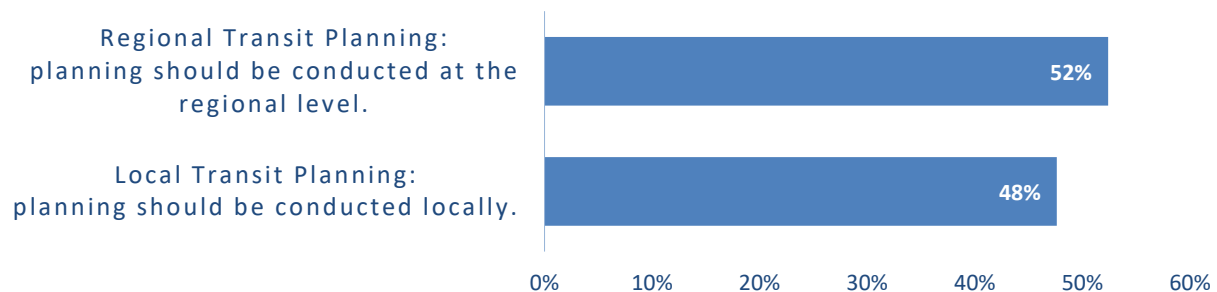


TRADE-OFF POLL RESULTS

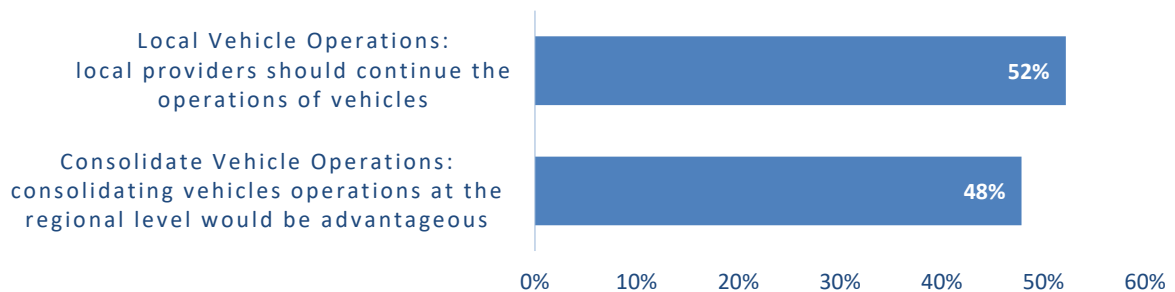
A series of trade-off polls were conducted during the workshops to gauge stakeholder feelings towards key regional governance decisions. The following section summarizes the results of interactive trade-off polls. The results of both workshops have been combined to reflect total comments received. Key results included:

- Attendees generally preferred regionalism and cost effectiveness.
- Desire to maintain local vehicle operations, fare system, branding, and dispatch.
- Strong support for paying into a regional transit system, if it meant the region would receive more federal funds.

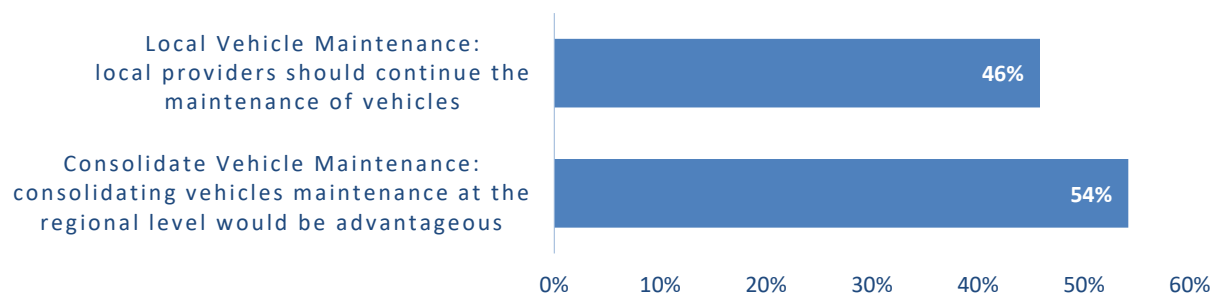
Transit Planning Trade-off: What would you agree with more? (21 responses)

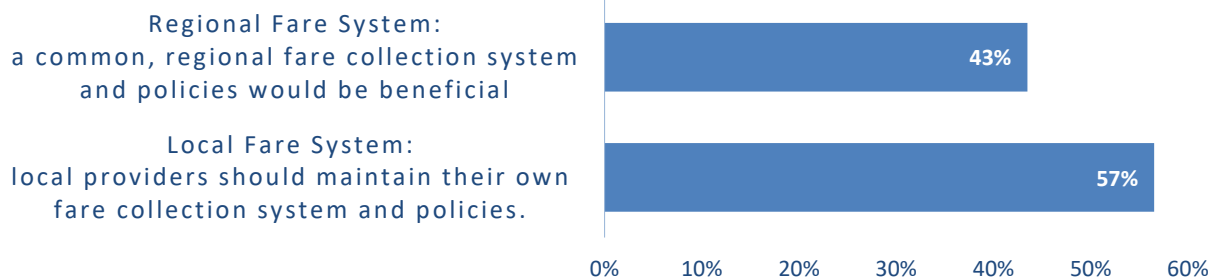
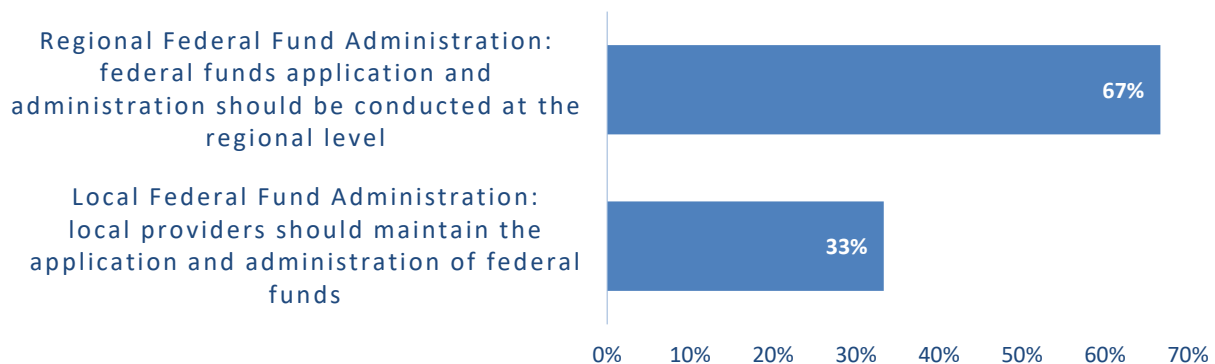
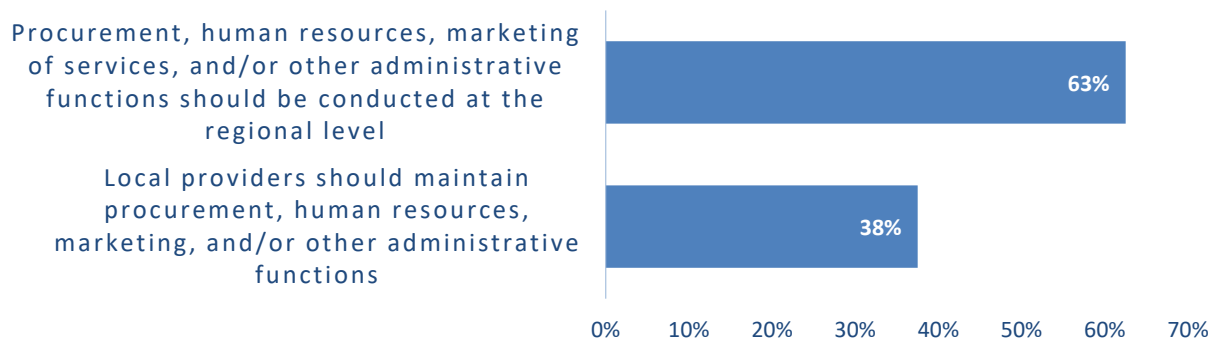
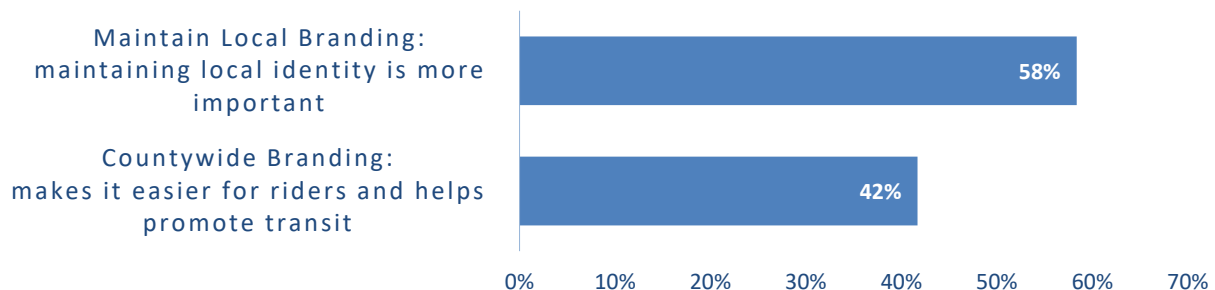


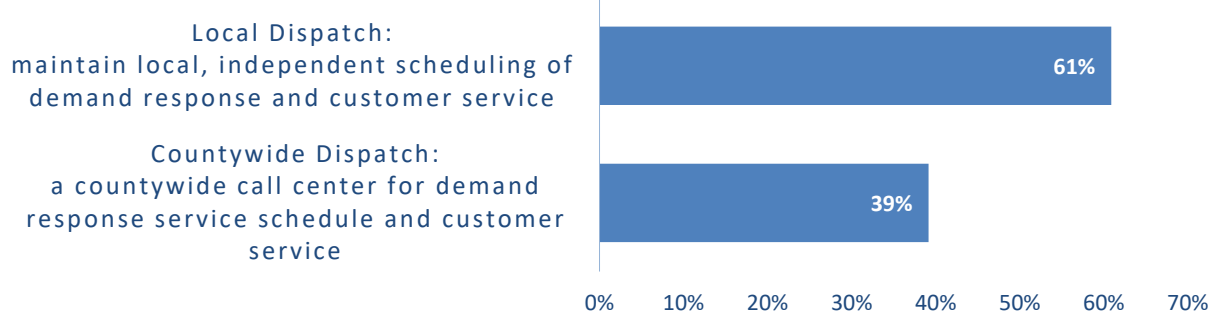
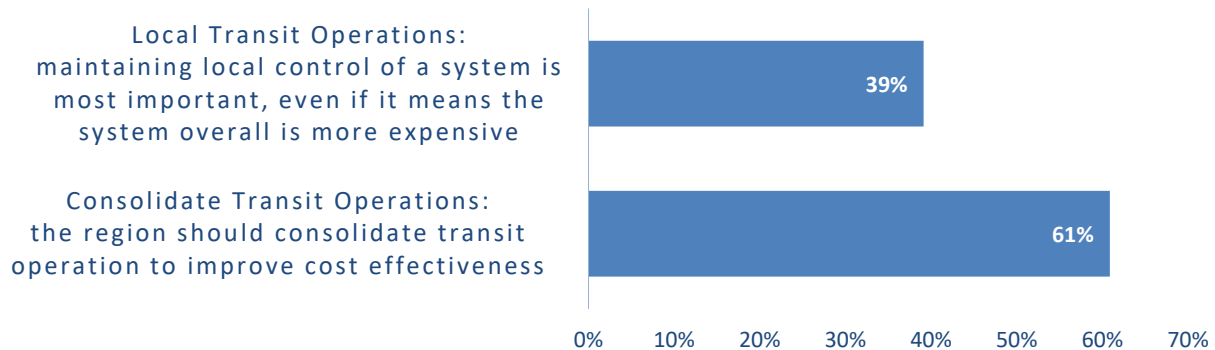
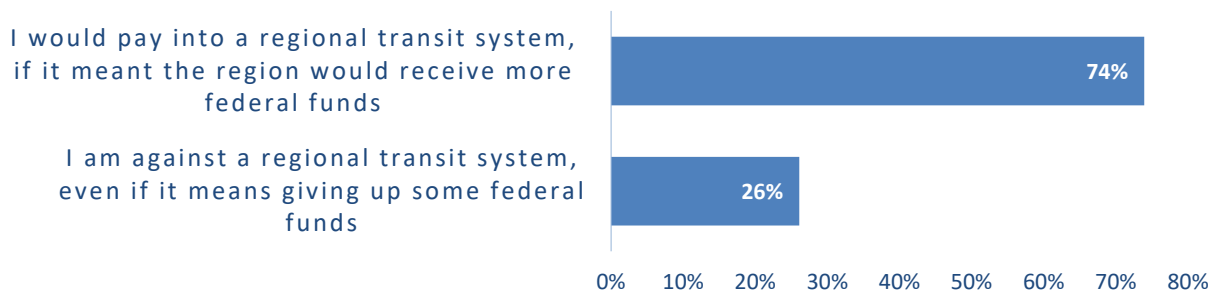
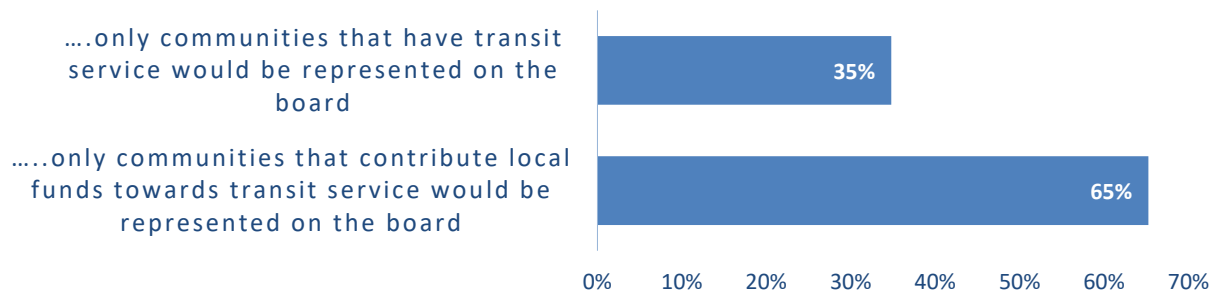
Vehicle Operations Trade-off: What would you agree with more? (23 responses)



Vehicle Maintenance Trade-off: What would you agree with more? (24 responses)



**Fare Collection Trade-off: What would you agree with more? (23 responses)****Federal Administration Trade-off: What would you agree with more? (24 responses)****Administration Trade-off: What would you agree with more? (24 responses)****Branding Trade-off: What would you agree with more? (24 responses)**

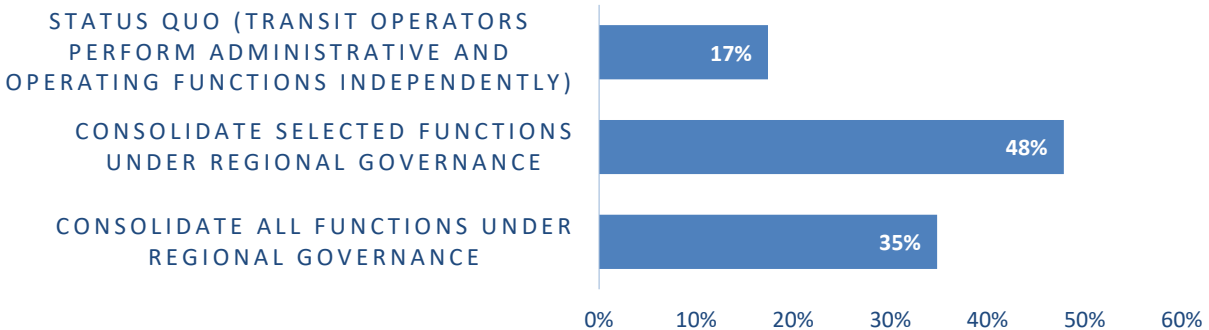
**Demand Response Trade-off: What would you agree with more? (23 responses)****System Operations Trade-off: What would you agree with more? (23 responses)****Federal Funds Trade-off: What would you agree with more? (23 responses)****Transit Board Trade-off: What would you agree with more? (23 responses)**



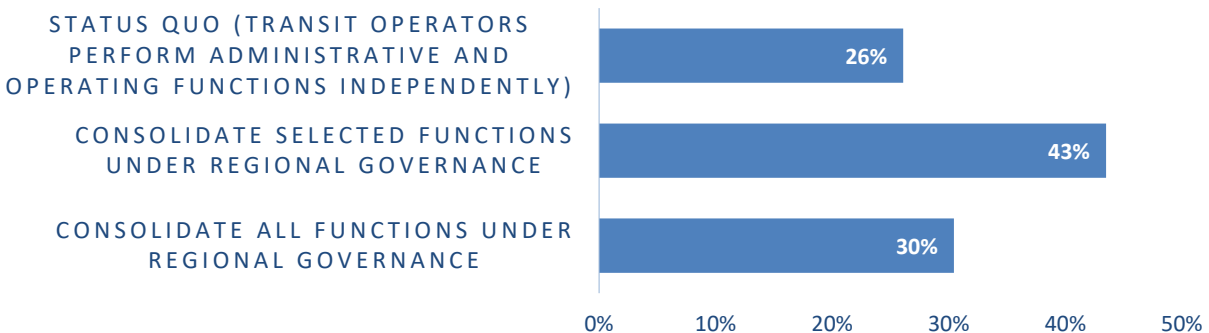
“BEST FIT” GOVERNANCE MODEL POLL RESULTS

Stakeholders were also asked a series of “Best Fit” polls to understand what models they thought were the most acceptable, efficient, and cost effective. The following section summarizes the results of the “Best Fit” polls conducted during the stakeholder workshops. The results of both workshops have been combined to reflect total comments received.

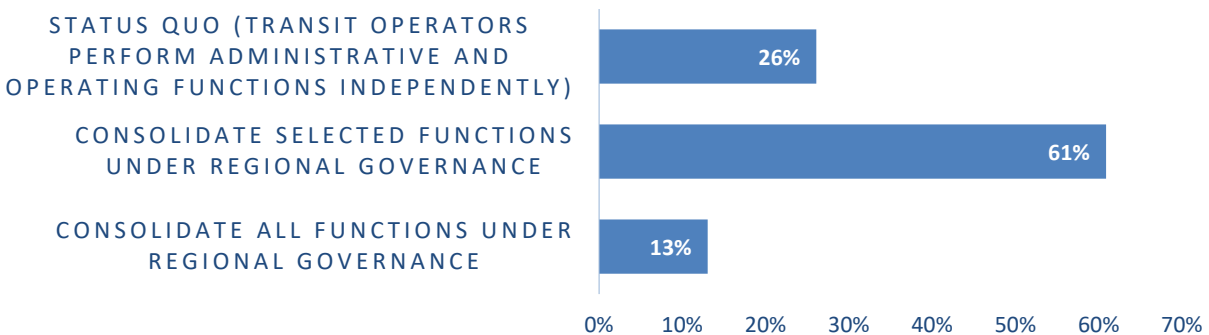
What model do you think would be most effective/efficient from a regional perspective? (23 responses)



What model do you think would improve transit service in your community? (23 responses)



What model do you think would be politically acceptable in your community? (23 responses)





SMALL GROUP DISCUSSIONS

Attendees were divided into small group discussions to directly hear from stakeholders what governance service model they believed would be a good fit for Gila County. The morning workshop included three breakout groups with 8 to 9 members. Due to the size of the afternoon workshop, the group discussion was held together among all attendees. Each breakout group included a member of the consultant team to help facilitate discussion and to address a set of key questions, including:

- What do you like and do not about:
 - Option 1: Consolidate Selected Functions
 - Option 2: Consolidate All Functions
- What model is most effective/efficient from a regional perspective?
- What model is most effective/efficient from a local perspective?
- Who do you think should run it (host entity)?
- What model would be more politically acceptable in your community?
- What challenges do you see implementing a regional governance body?

The following section summarizes discussions from the small breakout groups. Text in italics represents direct quotes or summarized comments. To maintain anonymity of comments, direct quotes and names are withheld.

- Stakeholders understood that consolidating select functions could provide efficiency of scale, cost savings, and aid in planning and procurement.

Comments for Consolidating Select Functions:

- *Prefer consolidating select functions to maintain local identity.*
- *Employee training and regional pass can be consolidated.*
- *Local development of routes should be based on local knowledge/needs. For instance, whether a bus goes to Walmart or not may be difficult from a regional perspective. Towns have different views on level of services required.*

Comments for Consolidating All Functions:

- *Disagree with one entity to control everything, we are fully invested in the local system. We do not want to give up our investment.*
- *I believe in full consolidation. The County is spread out, with some areas not served. There is a big need to fill that service gaps to areas that currently do not have service.*



- *Regional system makes good sense, especially for areas within the County that has no service today, like the Roosevelt area in South, or in the north Tonto Basin area. Bernadette serves a large area and taking tribal customers a long distance. Payson/Beeline could potentially serve them, but those opportunities have not been looked at because operators focus locally now.*
- *Not supportive of consolidating all functions. It will be difficult to consolidate with other agencies. From previous experience – regional agency used all the tribal planning studies but did not benefit from a funding perspective.*
- Each breakout group recognized there are challenges to developing a regional governance model, including the long distances between communities, the distinctive needs of each community, and creating equity among communities and agencies. The group also recognized numerous opportunities with consolidating services.

Challenges

- *The distances and general size of Gila County makes consolidation difficult. Between Payson and Globe, it is a 90-minute drive. Where would you put a centralized garage? Would there be deadhead issues? If you need to fix a windshield, do you need to drive to the other end of the county?*
- *Administrative functions may not be that big a deal, now that people are used to collaborate remotely.*
- *There is potential to have a long-distance route one or two days a week. It would need to be creatively developed.*
- *The required level of coordination could cause additional burdens.*
- *Copper Mountain Transit just re-branded this past year. Our new vehicles are copper colored. I do not want to lose what I worked so hard to get and accomplish. Our name had been Cobre Valley Community Transit and so many people in the community thought it was only a transit service for the hospital here. So, we wanted to stand apart and help everyone understand that we are a public transit service for our community.*
- *Costs might increase with everything combined.*
- *Would this be adding another level of government/bureaucracy into the system? It may lead to a loss of local control and identity.*
- *Challenge to find a solution that every entity can agree on.*



Opportunities

- *Beeline Bus has been a good pilot program, but Payson Senior Center would like to facilitate a way to transition to another entity. Town of Payson does not have staff or resources to take on. Consolidating the administrative functions could be a good start. Need a larger partner to run local transit operations.*
- *Payson Senior Center want to get back to their regular duties, not managing a transit service.*
- *A centralized call center may be easier for customers to navigate.*
- *Beeline has three buses, and it is easy for two of them to go down. Having a regional system with more buses to rotate would be beneficial. It would also be easier to share buses and vans between agencies.*
- *Need help with bus maintenance, had to deal with down time, and to find repair facilities.*
- *County has a robust auto/maintenance shop that may help with maintenance and equipment needs.*
- *A better maintenance consolidation would be fantastic. We currently take vehicles to Big O Tires or down to Phoenix to Creative Bus Sales for maintenance. Which sometimes is difficult.*
- *Could see a benefit of consolidating services to aid in procurement and maintenance of vehicles, regional planning, and to provide expertise in grant application.*
- Attendees largely agreed that local knowledge, partnership, and representation would be necessary to develop a regional governance model that equitable serves all communities in Gila County.
 - *A Technical Advisory Committee will be critical to provide local knowledge/insight. There would need to be participation from everyone receiving services.*
 - *A regional model promotes a broad structure that participants could buy into; however, the regional structure should provide the right level of local control.*
 - *Need to make sure everyone has a voice in the decisions.*
- Breakout groups also discussed who they think would be the best fit to be the host entity of the regional governance model.
 - *Could have a transit authority with transit agencies who pay to join. Should be an enterprise fund to pay for itself, self-contained, including maintenance.*




- *Gila County can be that near-term regional entity. It would need funds to operate some of the consolidated functions as a separate department that was self-contained. There are several districts but none of the districts cover the whole of Gila County to serve as a Transit District.*
- *Could form a non-taxing district (IPTA). There is no state funding for transit services in Arizona. There may be an opportunity to consolidate administrative costs because there is no additional funding available, but it would need to be efficient. ADOT does manage the federal transit grants that come in for rural areas. There is a local match, however.*
- *Start with IGAs and slowly start consolidating functions.*
- *IPTA a best option as it provides fairness and is balanced. The independence of the IPTA is a strong appeal.*
- *Gila County could potentially be the host entity but doesn't have the direct transit experience.*
- *Need to look at both short-term and long-term approaches.*

CAG Gila County Transit Governance Study

Stakeholder Workshop

March 03, 2021





Welcome



CAG Title VI Notice

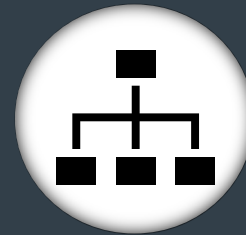
Agenda



**Workshop
Overview**



**Existing
Conditions and
Peer Agency
Review**



**Regional Transit
Governance
Structures**



**Breakout
Groups**



Introduction

Study Overview

- ✓ Analyze how existing and future public transportation services can coordinate and collaborate.
- ✓ Evaluate a variety of potential governance and management strategies
- ✓ Establish one cohesive vision among the different agencies, tribal governments, cities, and towns on how the region should collaborate, manage, structure and oversee public transportation.
- ✓ Not looking for transit service and route recommendations

Workshop Goals

- ✓ Increase awareness of study
- ✓ Share recommendations for governance models
- ✓ Understand perspectives on benefits and challenges of each model
- ✓ Guidance about preferred model

Communities Represented

City/Town/County Agencies

- Gila County
- Town of Miami
- City of Globe
- Town of Hayden
- Town of Payson
- Town of Star Valley
- Town of Winkelman

Tribal Governments

- San Carlos Apache Tribe
- White Mountain Apache Tribe

5310 Providers

- Horizon Health & Wellness
- Payson Senior Center

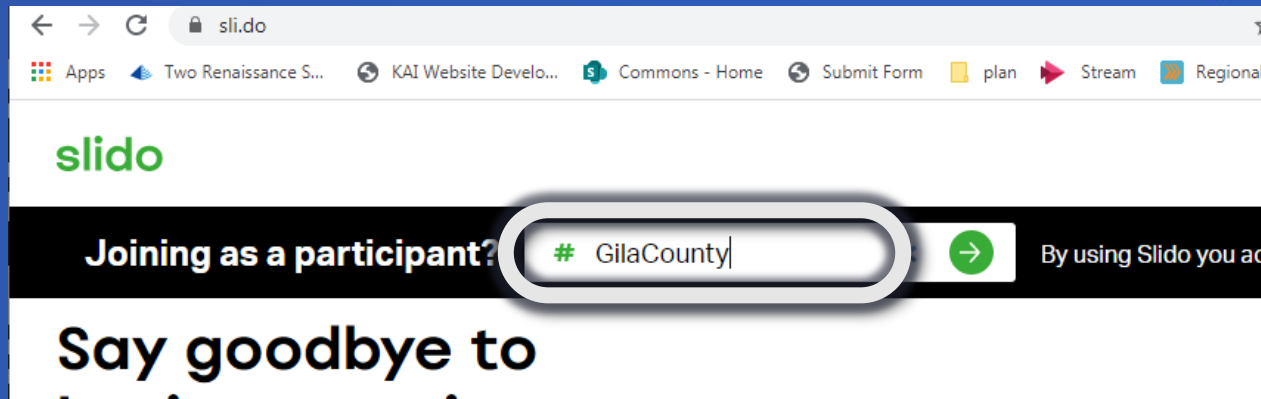
5311 Providers

- BeeLine Bus
- Copper Mountain Transit
- San Carlos Apache Transit
- White Mountain Fort Apache Connection

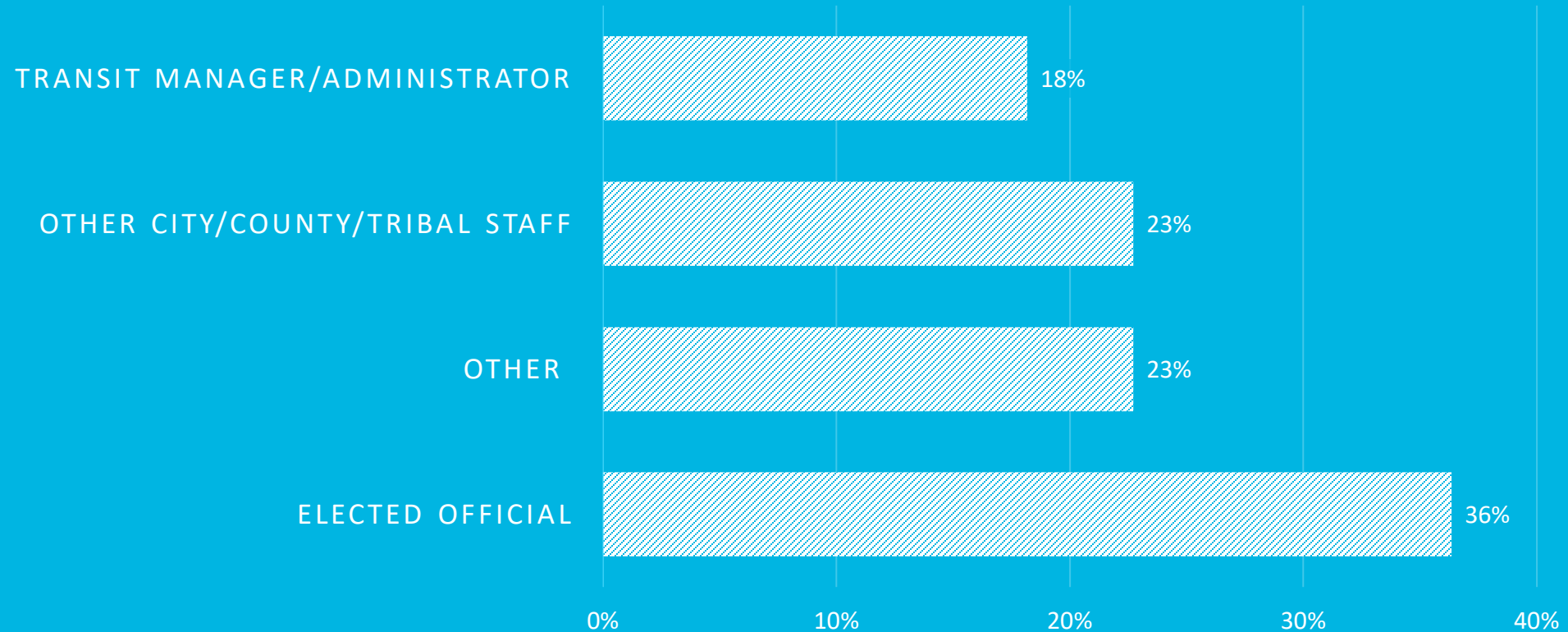
Agencies Involved:

- Central Arizona Governments (CAG)
- Arizona Department of Transportation (ADOT)
- Gila County

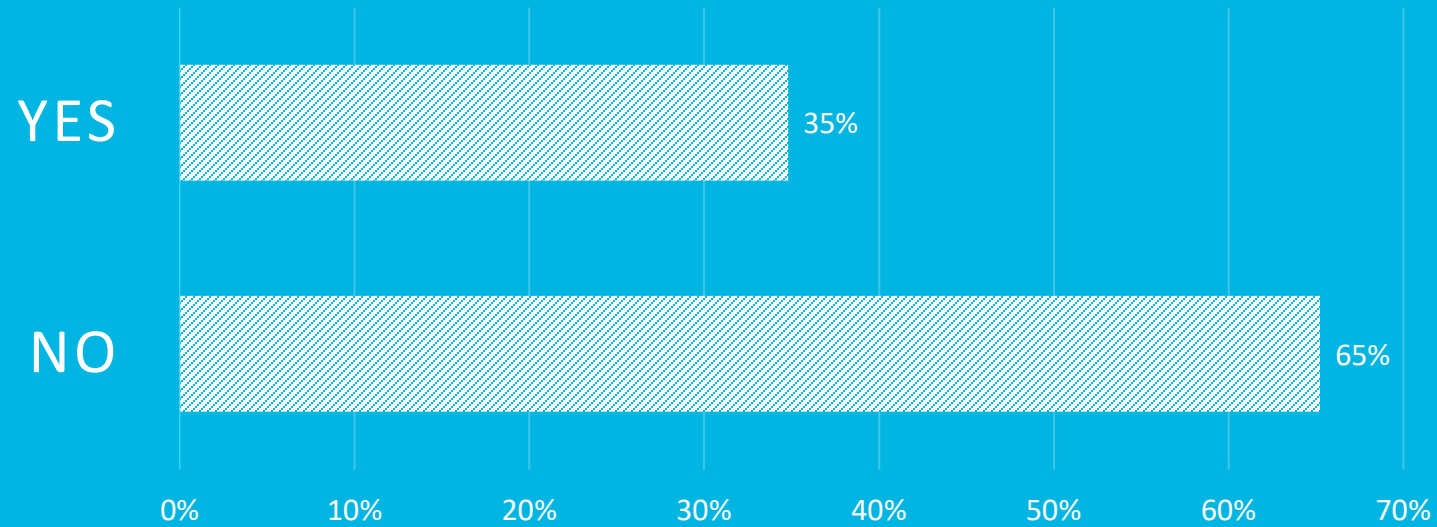
Join at
slido.com
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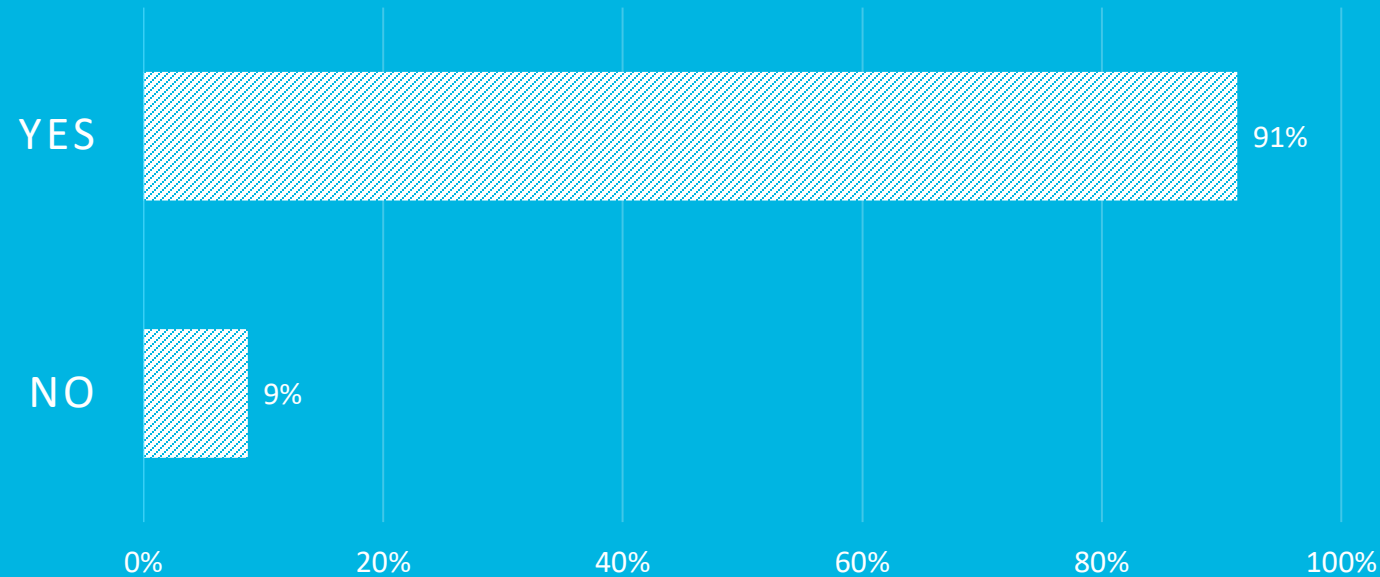
Please select one of the following options that best describes your role:



Have you used public transportation in Gila County?



Do you think there is a need for better regional transit coordination in Gila County?





Existing Transit Services and Governance Structures

Gila County Today

Underlying Demand and Need for Public Transportation

Table 2.3. Transit Dependent Populations

	Arizona	Payson – Star Valley	Globe – Miami	San Carlos Reservation*	Gila County
Total Population	6,946,685	17,346	9,430	5,729	53,400
Age Under 18	7.6%	13.1%	22.9%	37.7%	20.3%
Age 65 and Older	16.6%	36.2%	19.0%	6.9%	27.7%
Below Poverty	16.1	13.1%	21.3%	50.1%	22.5%
Zero Vehicle Households	6.3%	3.4%	7.2%	21.9%	5.9%
Mobility Limited	12.9%	23.6%	20.7%	12.9%	22.2%

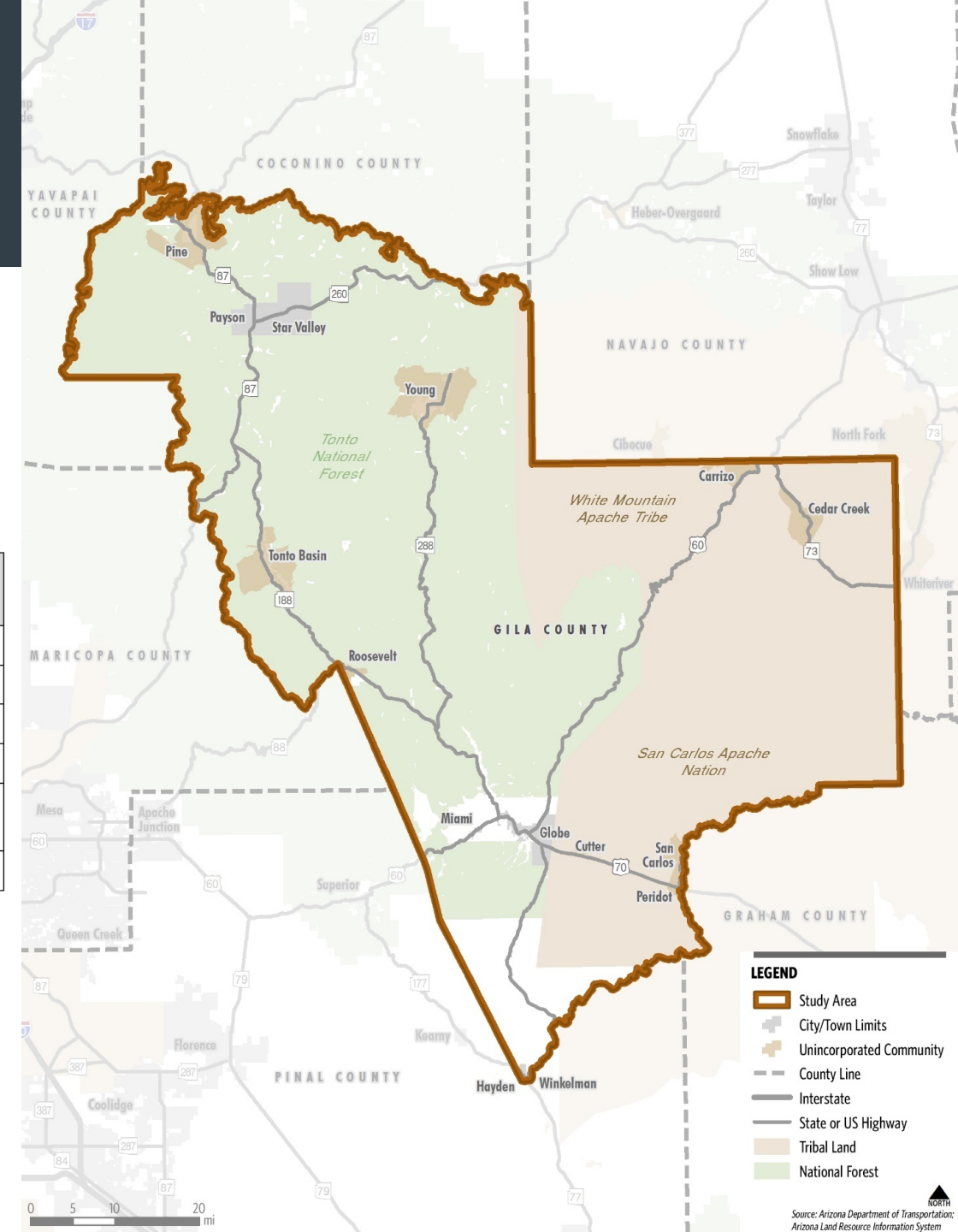
Source: American Community Survey (ACS) 2014-2018

*San Carlos Apache Indian Reservation population only includes portions of the reservation within Gila County

Table 2.5. Travel Time to Work

	Payson – Star Valley	Globe – Miami	San Carlos Reservation*	Gila County
Mean Travel Time to Work (Minutes)	16.7	15.9	22.6	19.3

Source: American Community Survey (ACS) 2014-2018



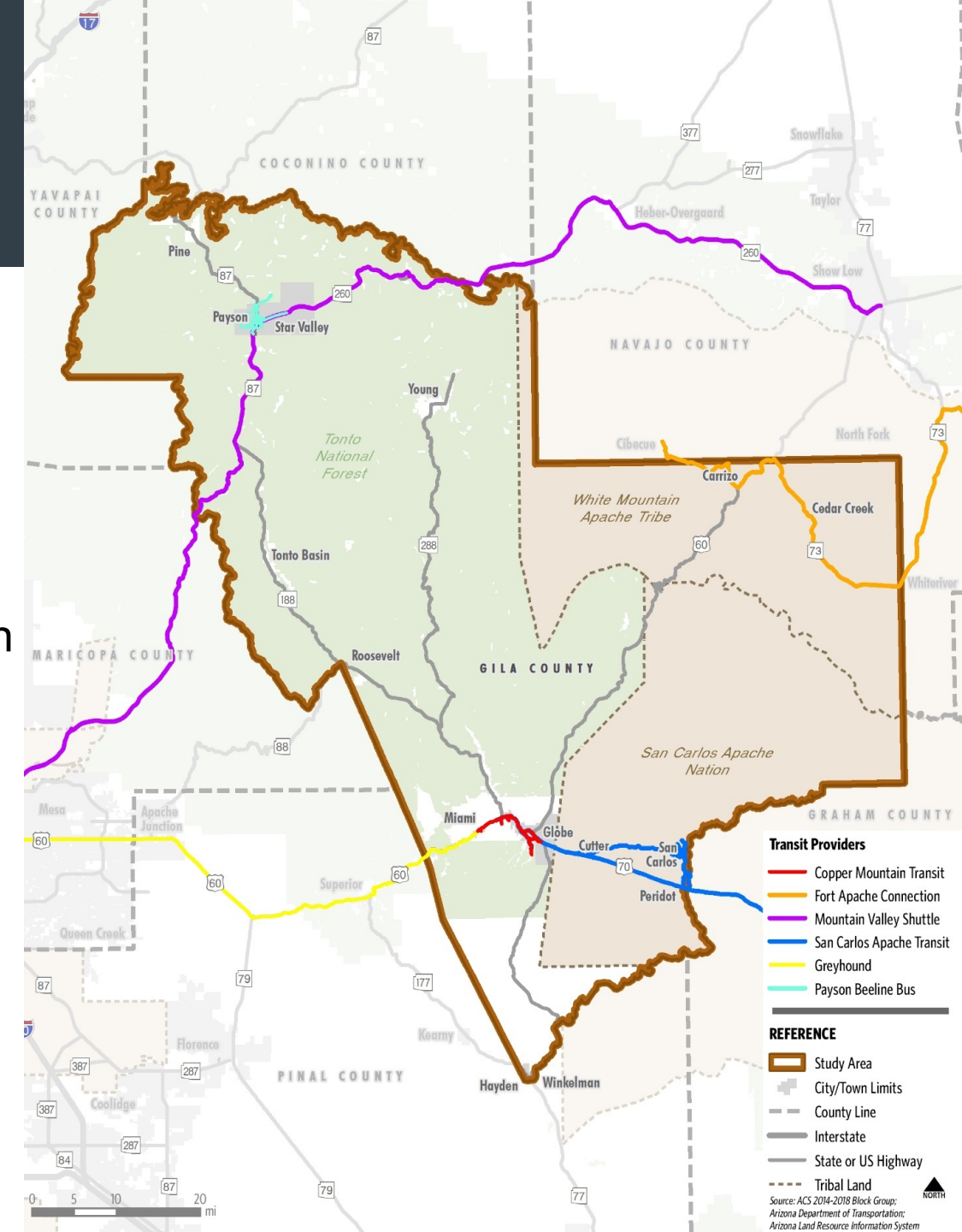
Gila County Today

Public and Human Service Transportation Services

- Town of Miami - Copper Mountain Transit
- Payson Senior Center - Beeline Bus
- San Carlos Apache Transit - Nnee Bich'o Nii Transit
- White Mountain Apache Tribe - Fort Apache Connection
- Human Service Provides (i.e., Horizon Health and Wellness, Senior Centers, etc.)

Intercity Services

- Mountain Valley Shuttle
- Greyhound



Current Transit System Structure

- Transit operators administrative and operating functions managed independently

Function Category	Copper Mountain Transit	Beeline Bus	Mountain Valley Shuttle	Nnee Bich'o Nii Transit	Fort Apache Connection	Human Service Providers
Administration						
Mobility Management						
Transit Support Services						
Vehicle Maintenance						
Regional Transit Service						
Local Transit Service						

Gila County Today

- **Commonalities:**

- Transit Advisory Committee
- Federal funding
- Day-to-Day operations, administration, maintenance

- **Differences:**

- Agency type
- Sources of funding

Service	Operator	Funding	Existing Structure
Copper Mountain Transit	Town of Miami	<ul style="list-style-type: none"> • Federal • Local (Miami, Globe, Gila County) • Fare revenue 	<ul style="list-style-type: none"> • Operated by Town of Miami's Transit Department • Financial support from Miami, Globe, and Gila County • Transit Advisory Committee oversee services • Mayor, Town Manager, and Town Council oversee service • Coordinates with San Carlos Apache Tribe
Beeline Bus	Payson Senior Center	<ul style="list-style-type: none"> • Federal • Local (Payson, Gila County, Star Valley, Payson Senior Center) • Advertisement • Fare revenue 	<ul style="list-style-type: none"> • Operated by Payson Senior Center • Financial support and IGA between Payson, Gila County, Star Valley, and Payson Senior Center • Transit Advisory Committee oversee services
Nnee Bich'o Nii Transit	San Carlos Apache Tribe	<ul style="list-style-type: none"> • Federal • Tribal TANF • Fare revenue 	<ul style="list-style-type: none"> • Operated by San Carlos Apache Tribal Government's Transit Department • Tribal Transportation Advisory Committee and Tribal Council oversee service operations. • Coordinates with Copper Mountain Transit and Fort Apache Connection
Fort Apache Connection	White Mountain Apache Tribe	<ul style="list-style-type: none"> • Federal • Fare revenue 	<ul style="list-style-type: none"> • Operated by White Mountain Apache Tribe's Division of Transportation • Transit Advisory Committee oversee services • Coordinates with Nnee Bich'o Nii Transit and Fort Apache Connection
Mountain Valley Shuttle	Private	Fare revenue	<ul style="list-style-type: none"> • Private shuttle service



Stakeholder Interviews

Stakeholder Interviews

Elected Officials and City/Town Managers (10 total interviews)

- **Support of Transit:** existing transit service is essential for communities.
- **Regional Service May be Warranted:** recognized financial and operational challenges
- **Regional Governance Concerns:**
 - Structure should ensure equity of monies, resources, and services
 - Complexity of combining local and regional needs between different agency types
 - Large distances between communities
 - Finding someone with the skills, local understanding, and experience to operate a system.
- **Potential Finance Support:** if it were cost-effective and ridership warranted service
- **Current Transit Investment:** staff bring specialty, unmatched expertise in planning and operations

Stakeholder Interviews

Transit Agency Managers/Staff (4 total interviews)

- Need for **expanded local service** and for increased regional activity
- Interested in learning more about the pros and cons of different governance structures
- **Pooling resources** and having administrative support would be beneficial
- Need to have **local control** over system operations



Peer Agency Review

Peer Agency Review

Key Takeaways and Lessons Learned



**Shared
Policy Goals**



**Need for Regional Service +
Funding Commitment +
Governance Structure
*tied to each other***



**Minimal
Institutional/
Legal Barriers**

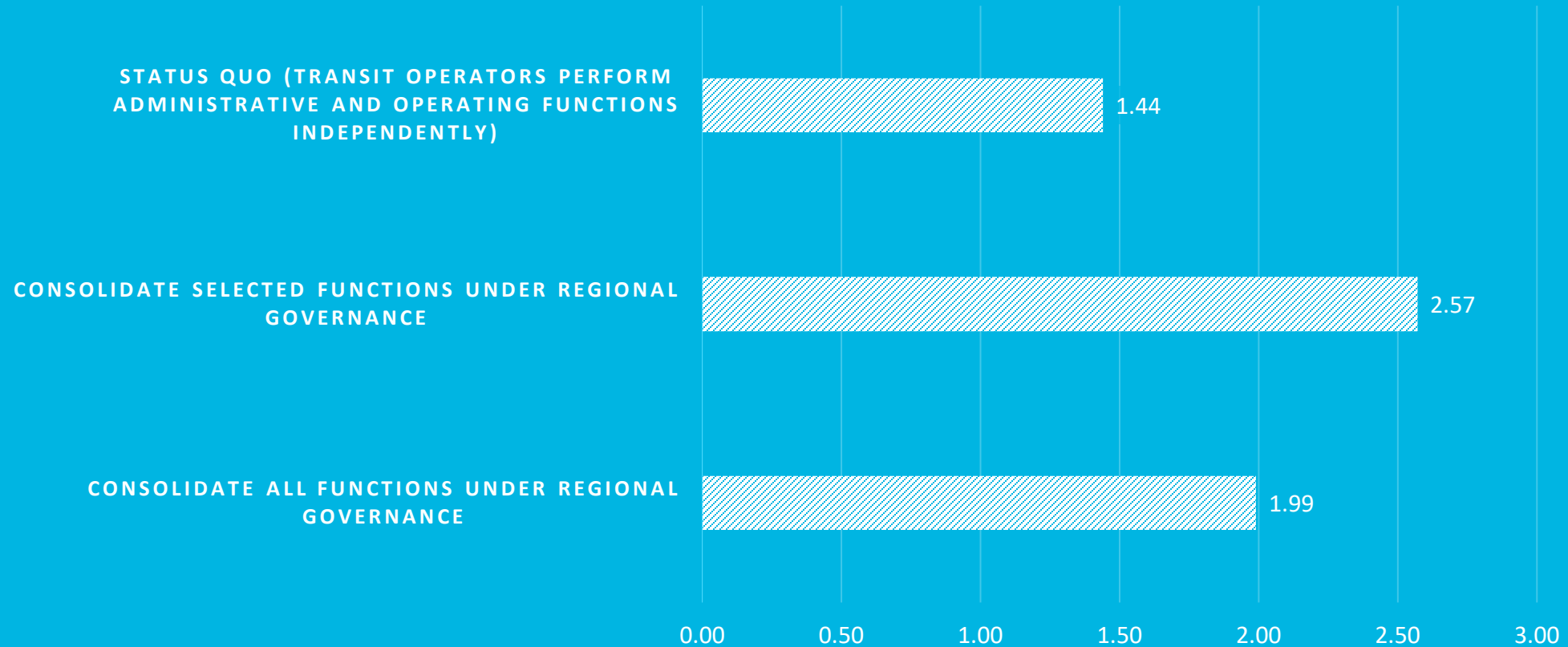
Peer Agency Review

Key Takeaways and Lessons Learned

- Two primary types of governance:
 - **Independent Transit Operator:** *where ongoing joint decision-making at both strategic and operational levels*
 - **Intergovernmental Agreement (IGA):** *specific purposes only (i.e., operating regional route between cities, creating regional transit pass, etc.) but planning, management, and operations for most local services remain independent.*

Before Survey:

What regional service option do you think would work best in Gila County?



What can be achieved by regional transit governance? (i.e, create regional policies, address regional transit demand, cost savings, merge operations or administrative functions, etc.)

Cost savings, more available funding, efficiency.

Higher Efficiency Cost effectiveness,
Operating by hybrid model but working through IGA
Streamline administrative function

Improved customer service regional demand Hybrid operations, IGA

Better overall service
Regional transit demand
Efficiency gains, cost savings and merged
operati

Cost savings

Administration
Consistency!

Cost efficiently policy consistency Find appropriate operator
cost savings, efficiencies in admin, access
Coordinating Consolidation
Cost savings, meet County-wide needs Overall cost savings. Allow for regional plan
Create regional policies



Regional Transit Governance Model Options

Regional Transit Governance Model Options

Goals for Regional Transit Governance



Cost Savings

(i.e. consolidating operating and/or administrative functions)



Policy Making

- More effective policy making
- Consistent regional policies



Demand

Meet increasing demand for regional transit service



Funding

Address the need for dedicated funding for transit

Regional Transit Governance Model Options

Two Options for Regional Transit Governance Model

Option 1.
Consolidate
Selected Functions

OR

Option 2.
Consolidate
All Functions



Option 1.

Consolidate Selected Functions

Option 1: Consolidate Selected Functions

Overview of Option 1:

- Consolidate selected administrative and/or operating functions
- A “host entity” will perform the consolidated functions
- Existing local operators continue to perform other functions

Option 1: Consolidate Selected Functions

Peer Experience



North Central RTD provides these functions for the region

- Federal grant application
- Regional Transit Gross Receipt Tax administration
- Regional service planning
- Regional transit service operation



NWCONNECTOR is a coalition of five transit operators that provides these functions for the five-county region:

- Federal grant application
- Regional transit pass
- Customer information dissemination and customer service
- Selected regional capital projects, e.g., bus stops improvement

Option 1: Consolidate Selected Functions

Key Decisions That Need to be Made:

1. Functions to consolidate
2. Appropriate entity to perform consolidated functions (“host entity”)
3. Suitable governing structure
4. Participating jurisdictions

Option 1: Consolidate Selected Functions

1. Recommended Functions to Consolidate

Function	[Host Entity]	Copper Mountain Transit	Beeline Bus	Mountain Valley Shuttle	Human Service Providers	Nnee Bich'o Nii Transit	Fort Apache Connection
Administration							
Mobility Management							
Transit Support Services							
Vehicle Maintenance							
Regional Transit Service							
Local Transit Service							
[Other Function(s)]							

Option 1: Consolidate Selected Functions

2. Potential Host Entity

- **Potential Candidates for Host Entity:**
 - An existing transit operator
 - A new entity, e.g., Intergovernmental Public Transportation Authority (IPTA)
 - Gila County

Option 1: Consolidate Selected Functions

3. Recommended Governance Structure

- **Intergovernmental Agreement (IGA)** executed by all participating jurisdictions
 - Define scope of consolidated functions
 - Clarify the responsibilities of the host entity
 - Memorialize the funding obligation of participating jurisdictions
- **Transit Advisory Committee (TAC)** with regional representation
 - Provide guidance on the consolidated functions

Option 1: Consolidate Selected Functions

4. Participating Agencies

Potential participating jurisdictions in the IGA and TAC:

- Gila County
- San Carlos Apache
- White Mountain Apache
- Payson
- Star Valley
- Miami
- Globe
- Hayden
- Winkelman
- Other jurisdictions
- CAG

Question to think about...

- Is this a reasonable list? Should any other jurisdictions or major stakeholders be called out?
- Would the listed jurisdictions benefit from participating in consolidation of the selected functions?
- Should the TAC include community representatives and/or representatives from other major stakeholders?

Option 1: Consolidate Selected Functions

Pros

- **More coherent service planning** (*i.e., routes aligned with travel needs regardless of jurisdiction boundaries, coordinated schedules for transfer between routes*)
- **Easier to use for riders** (*i.e., consistent branding, unified system maps, one call center*)
- **Cost saving in administrative functions** (*such as federal and state funding administration, federal compliance, procurement*)

Cons

- Independent operation of local service requires substantial resource for interjurisdictional coordination
- Coordination required with transit providers currently providing regional connectivity



Option 2. Consolidate All Functions

Option 2. Consolidate All Functions

Overview of Option 2:

- Establish an Intergovernmental Public Transportation Authority (IPTA)
- IPTA will be governed by an independent board
- The IPTA will be the policy making, funding management, service planning, and service operation entity for the County – could be a longer-term goal

Option 2. Consolidate All Functions

Peer Experience

	Yuma County IPTA	North Central RTD
Governing Body	9-member governing board: <ul style="list-style-type: none">• Yuma County• City of Yuma• City of San Luis• City of Somerton• Town of Wellton• Northern Arizona University• Arizona Western College• Quechan Indian Tribe• Cocopah Indian Tribe	17-member governing board: <ul style="list-style-type: none">• 4 Counties• 6 Pueblos• 2 Cities• 2 Towns• 3 Villages
Board Member's Voting Rights	Board members have equal voting rights on most issues	Board members' voting rights are weighted by population
Funding Contribution	Funding contribution of each member jurisdiction is based on population plus college student fees	RTD levies a regional transit tax. No additional local funding obligations.

Option 2. Consolidate All Functions

1. Recommended Functions to Consolidate

Function	[Host Entity]	Copper Mountain Transit	Beeline Bus	Mountain Valley Shuttle	Human Service Providers	Nnee Bich'o Nii Transit	Fort Apache Connection
Administration							
Mobility Management							
Transit Support Services							
Vehicle Maintenance							
Regional Transit Service							
Local Transit Service							
[Other Function(s)]							

Option 2. Consolidate All Functions

2. Recommended Governance Structure

- **Governed by an independent board of directors**

- Board membership and voting rights (*representation on the board from some or all*)

- | | | |
|-------------------------|---------------|--------------------------|
| ▪ Gila County | ▪ Star Valley | ▪ Winkelman |
| ▪ San Carlos Apache | ▪ Miami | ▪ Other jurisdictions |
| ▪ White Mountain Apache | ▪ Globe | ▪ Other community groups |
| ▪ Payson | ▪ Hayden | |

- **Funding contribution from member jurisdiction**

- Minimum contribution threshold

- Based on population and/or operating statistics (e.g., service hours, ridership)

Option 2. Consolidate All Functions

Pros

- **More coherent service planning** (*i.e., routes aligned with travel needs regardless of jurisdiction boundaries, coordinated schedules for transfer between routes*)
- **Easier to use for riders** (*i.e., consistent branding, unified system maps, one call center*)
- **Cost saving in administrative functions** (*such as federal and state funding administration, federal compliance, procurement*)
- **More effective operation planning**, (*i.e., dispatching, run-cut, vehicle maintenance*)
- **Minimize coordination among operators**

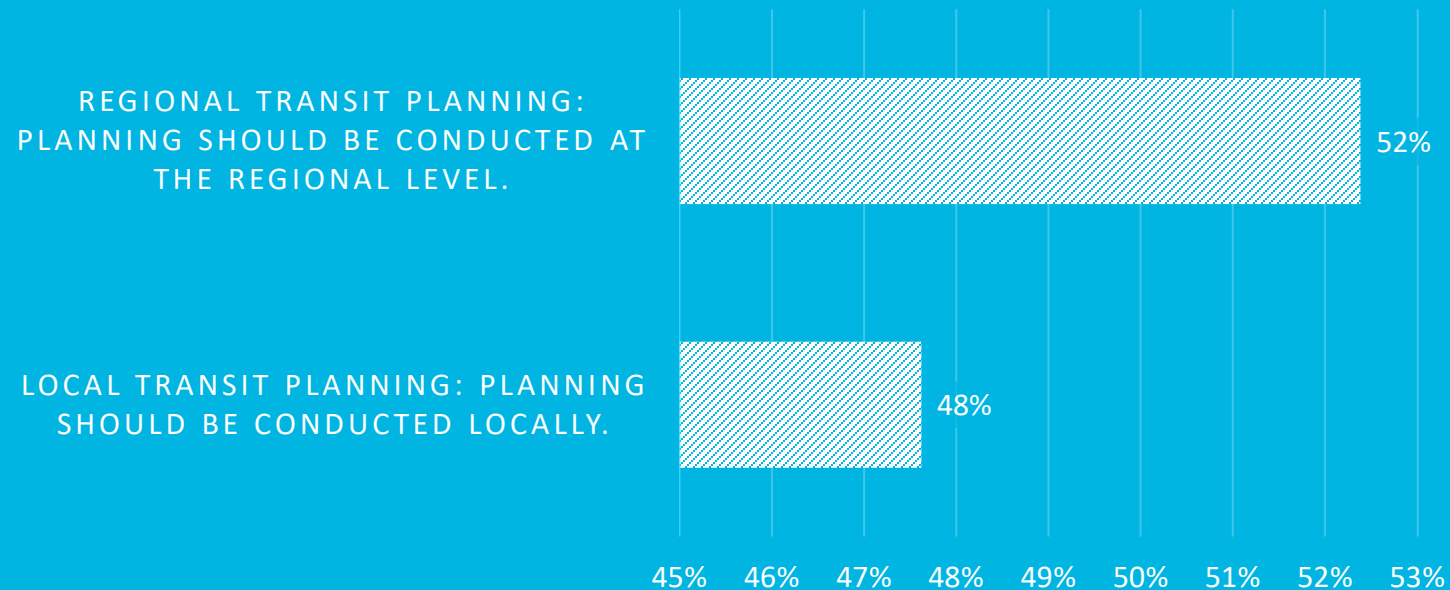
Cons

- Impact on operating personnel cost to be determined
- Could be difficult to integrate established services within a short timeframe
- Cost of rebranding services, e.g., signage, ticket, informational materials
- Significant start-up funding needs

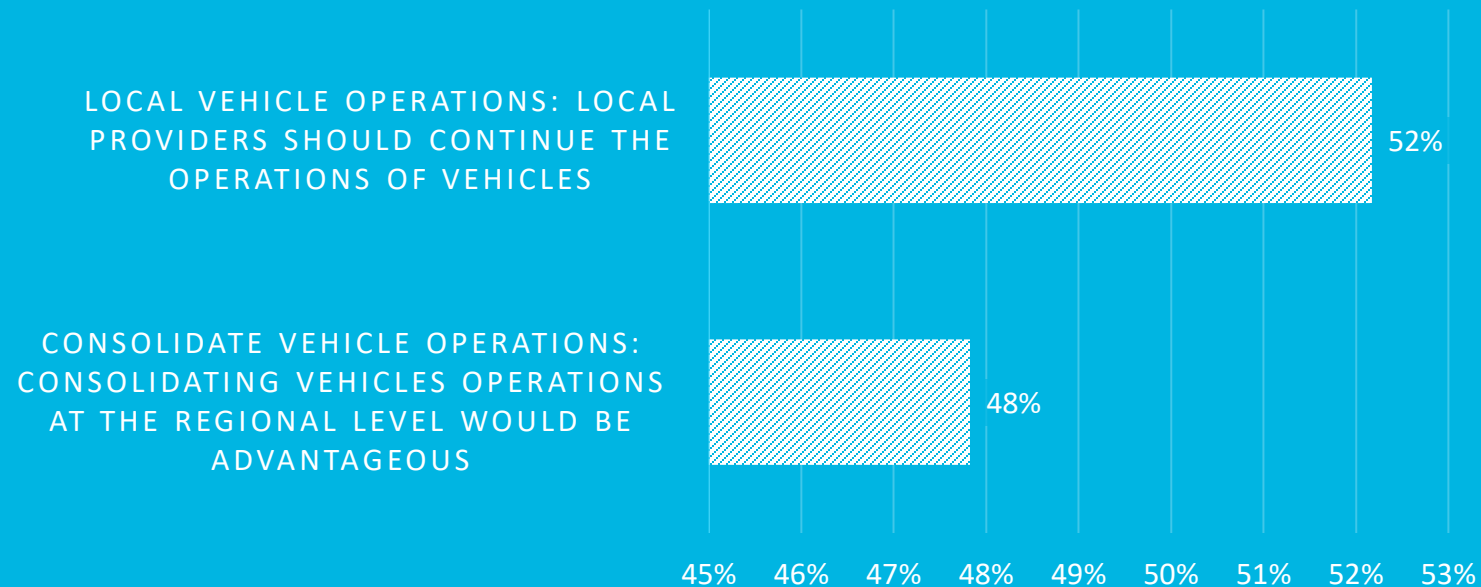
Governance Model Comparison

	Option 1: Consolidate Selected Functions	Option 2: Consolidate All Functions
Pros	<ul style="list-style-type: none"> • More coherent service planning • Easier to use for riders • Cost saving in administrative functions 	<ul style="list-style-type: none"> • More coherent service planning • Easier to use for riders • Cost saving in administrative functions • More effective operation planning • Minimize coordination among operators
Cons	<ul style="list-style-type: none"> • Substantial resource required for interjurisdictional coordination • Coordination required with transit providers currently providing regional connectivity 	<ul style="list-style-type: none"> • Impact on operating personnel cost to be determined • Could be difficult to integrate established services within a short timeframe • Cost of rebranding services, e.g., signage, ticket, informational materials • Significant start-up funding needs

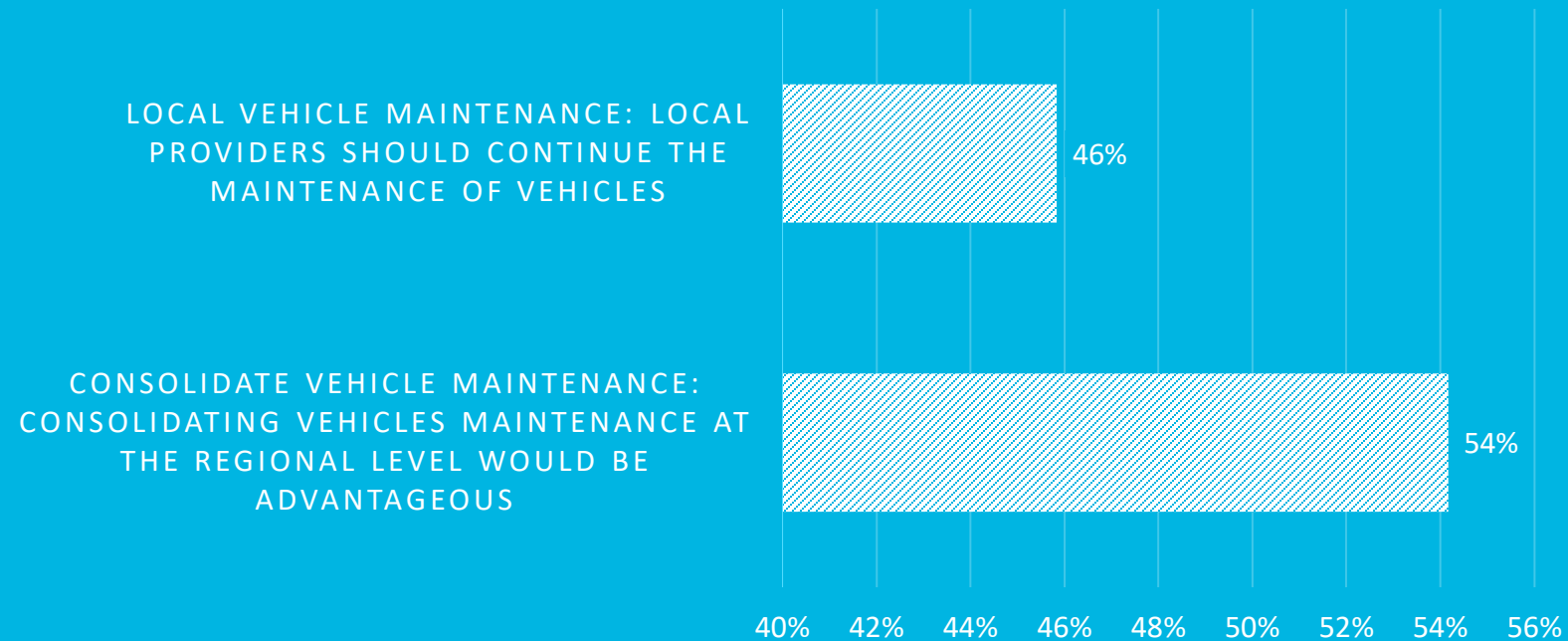
Transit Planning Trade-off: What would you agree with more?



Vehicle Operations Trade-off: What would you agree with more?

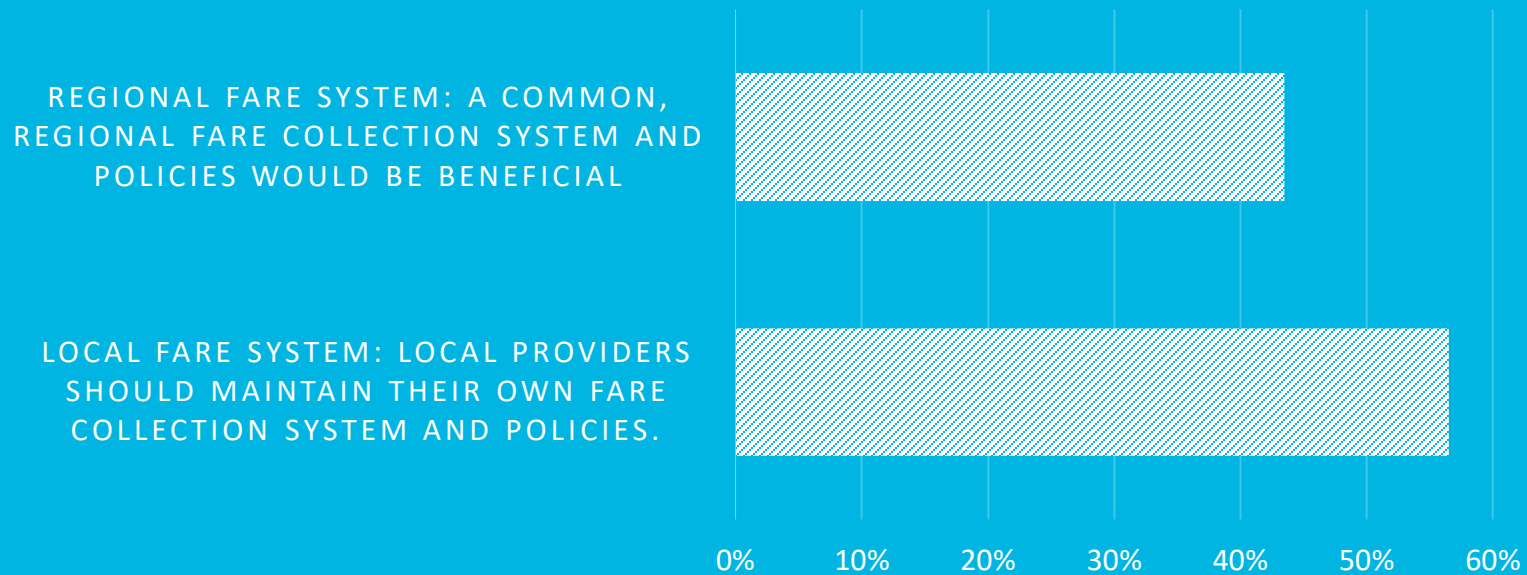


Vehicle Maintenance Trade-off: What would you agree with more?

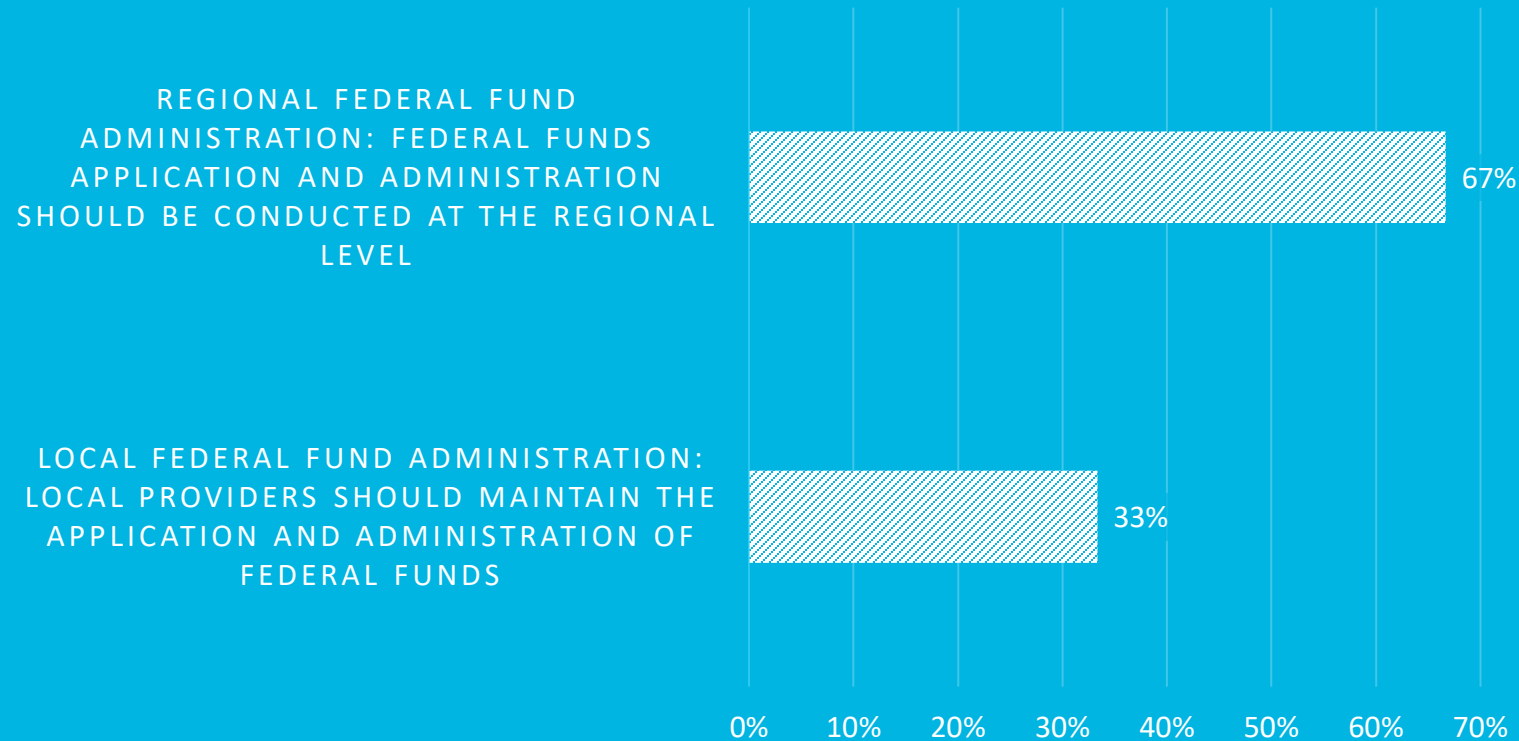


Fare Collection Trade-off:

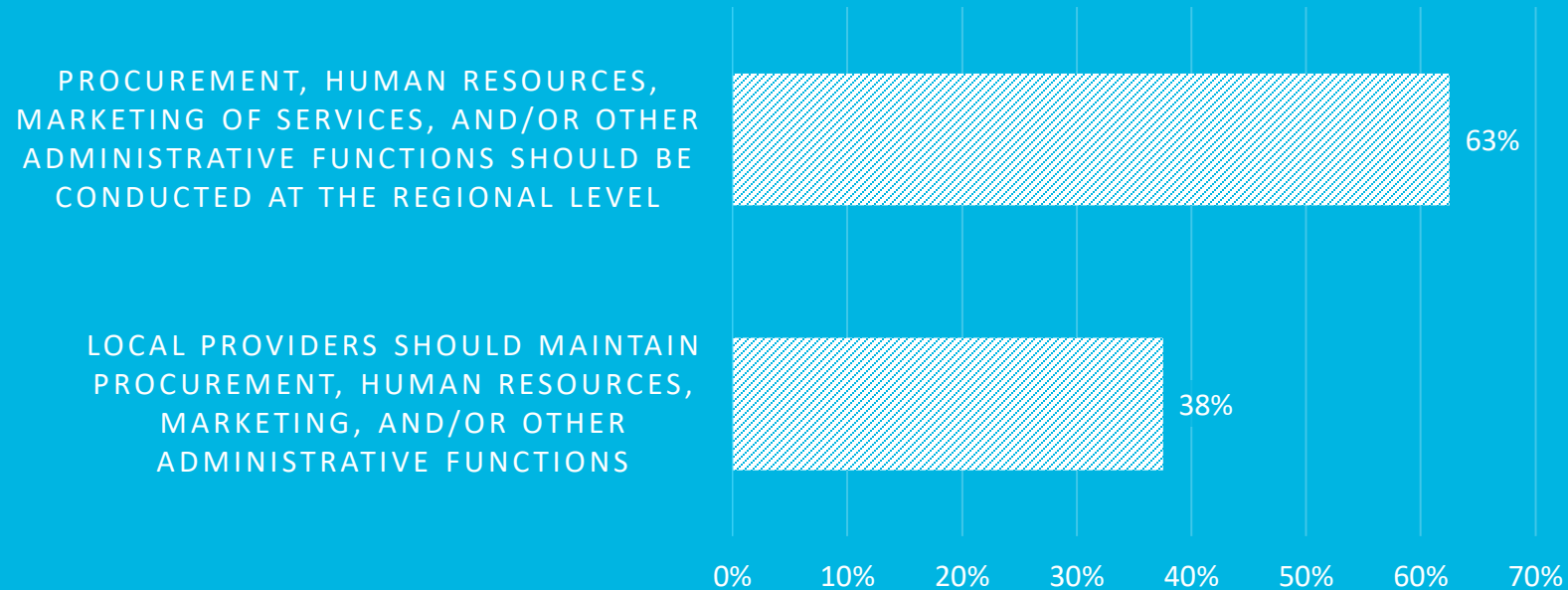
What would you agree with more?



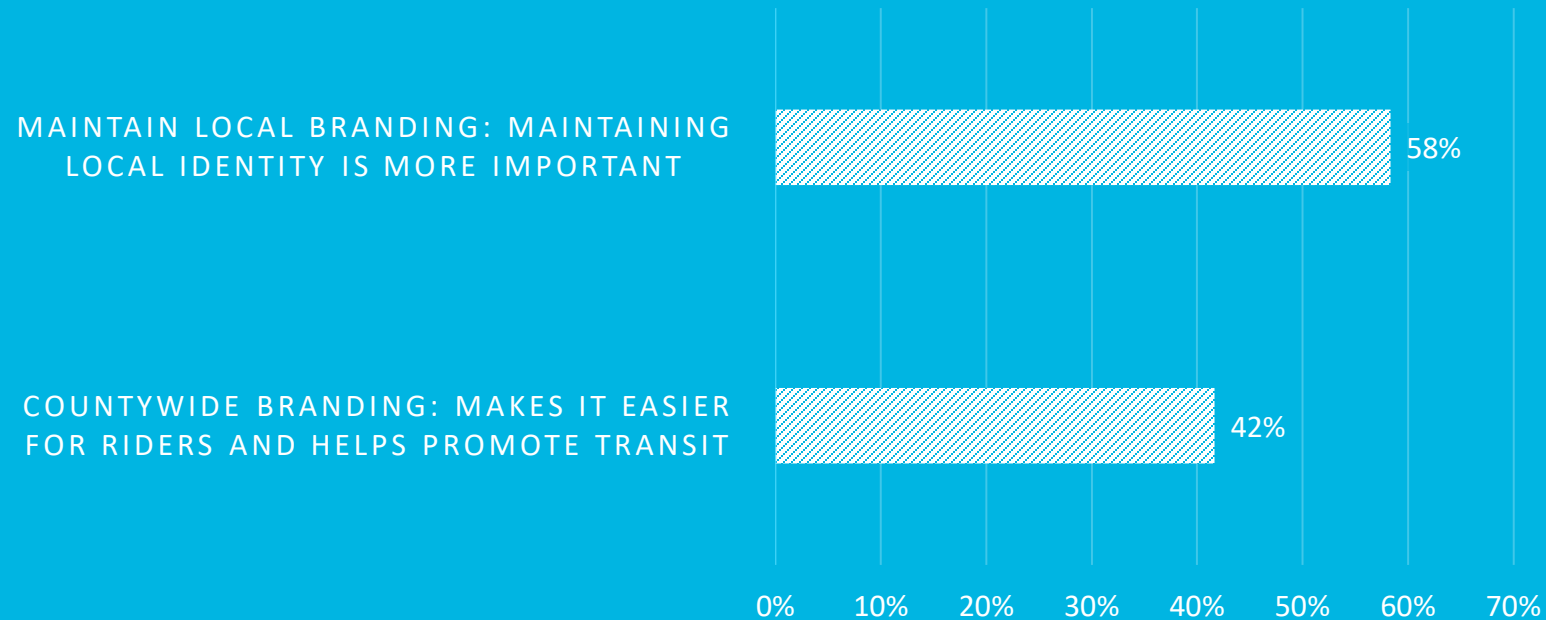
Federal Administration Trade-off: What would you agree with more?



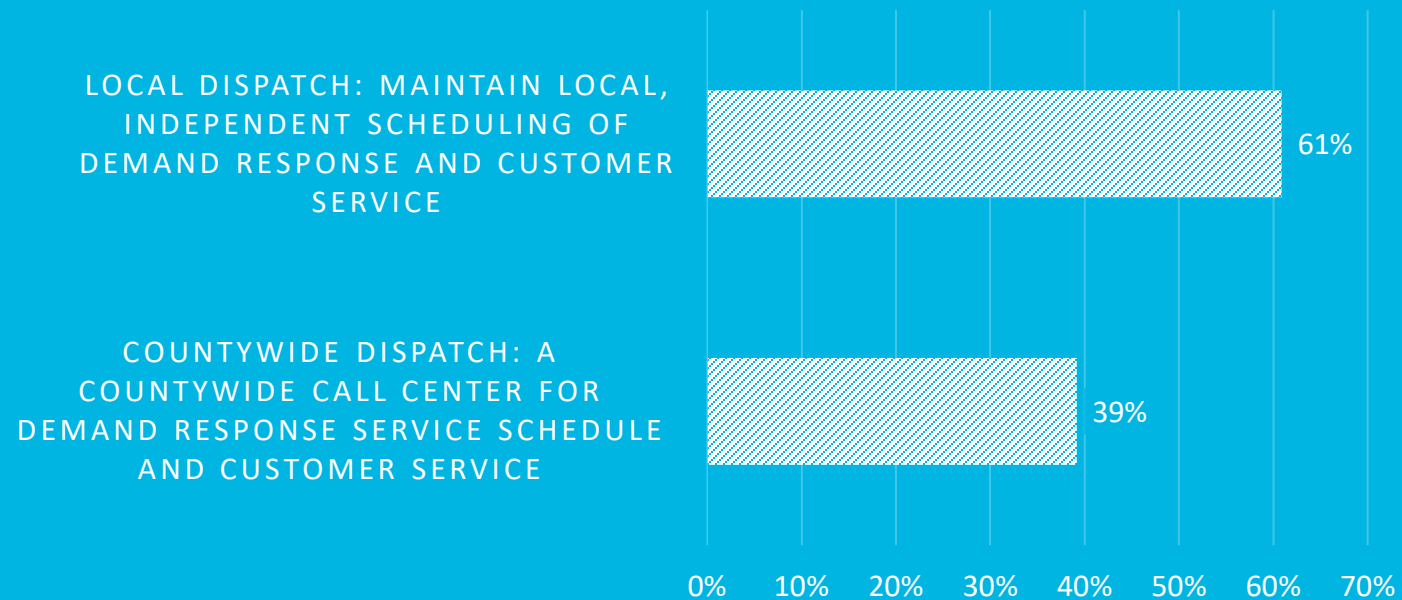
Administration Trade-off: What would you agree with more?



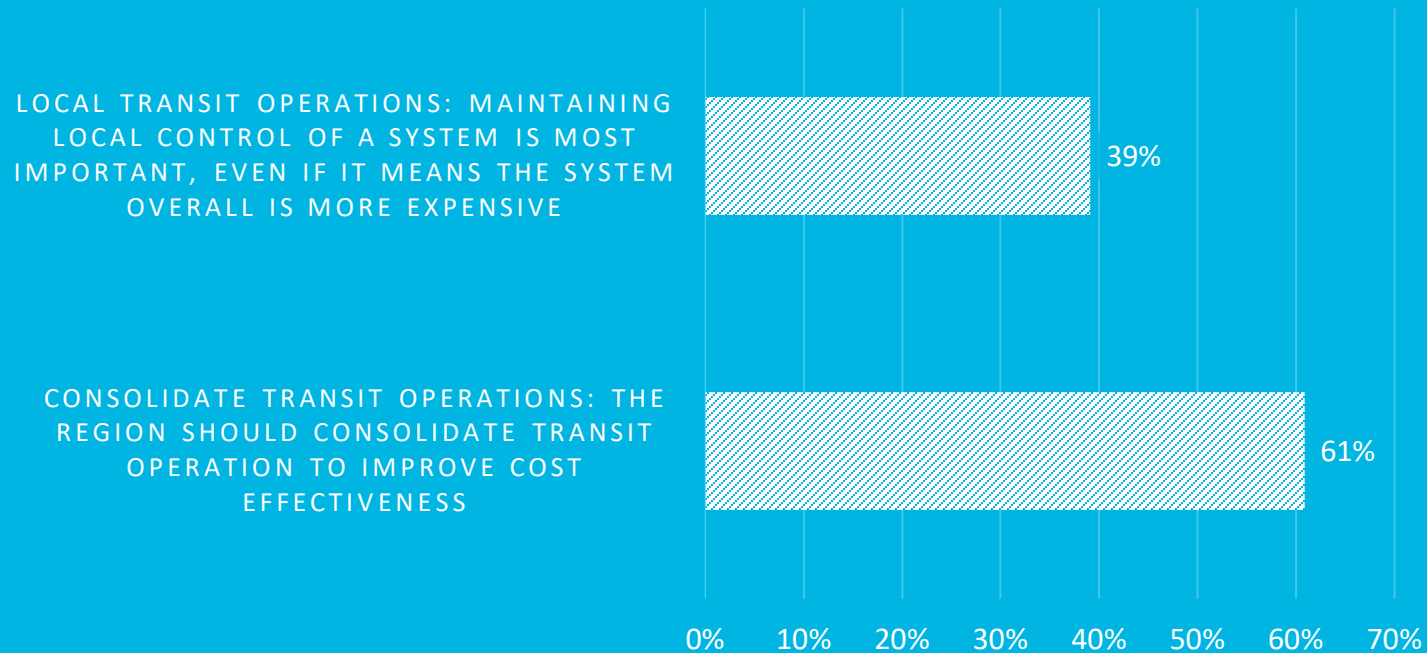
Branding Trade-off: What would you agree with more?



Demand Response Trade-off: What would you agree with more?

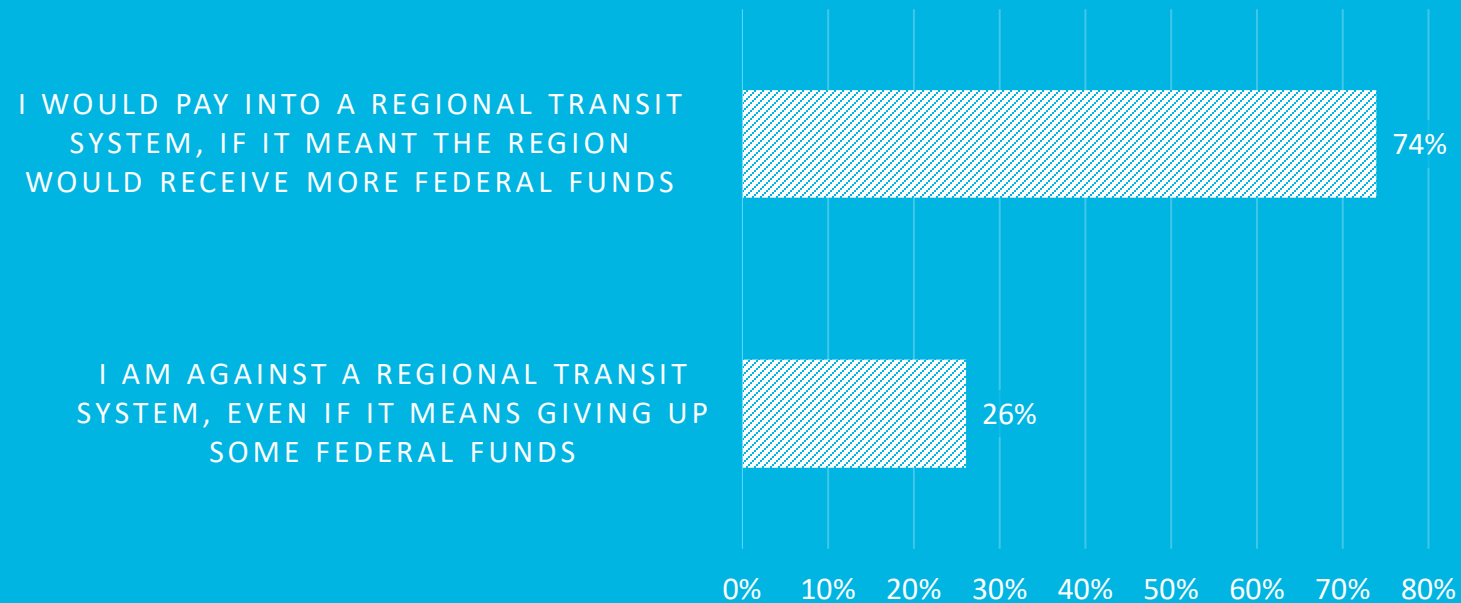


System Operations Trade-off: What would you agree with more?

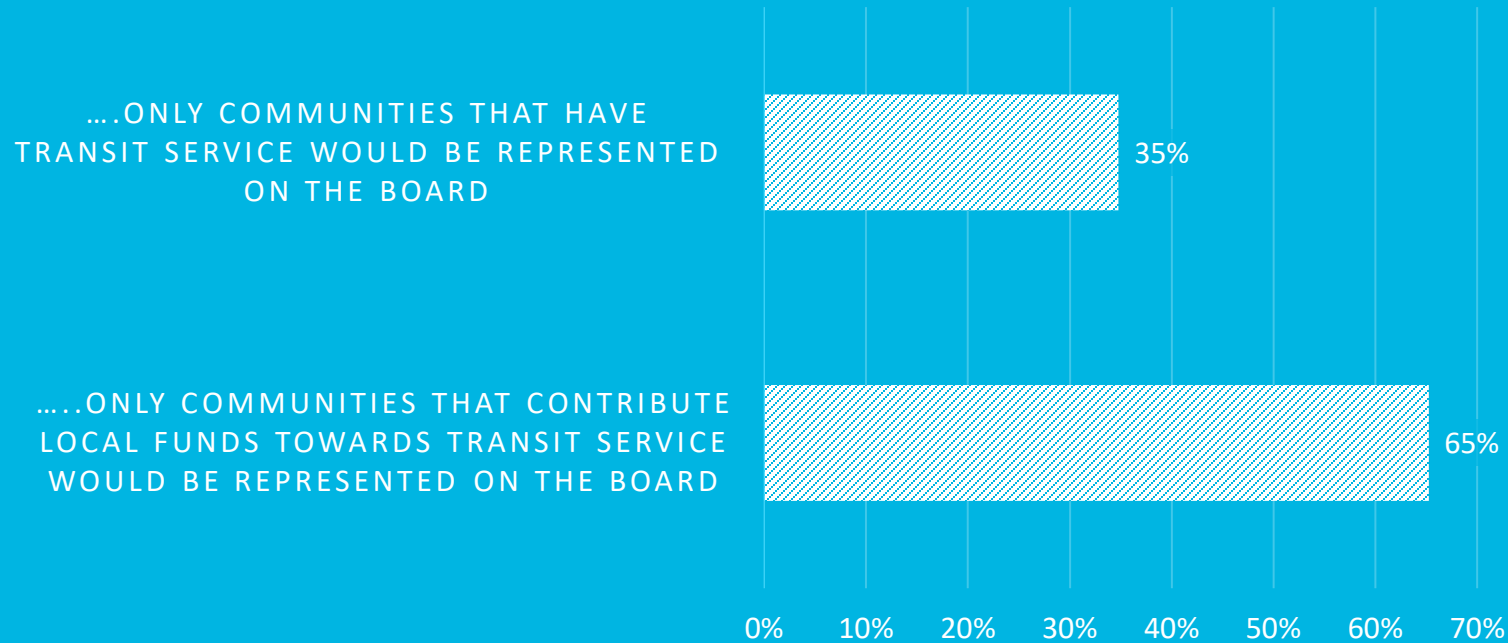


Federal Funds Trade-off:

What would you agree with more?



Transit Board Trade-off: What would you agree with more? If a regional transit board is created.....





Breakout Session

Breakout Session

- **What do you like and do not about:**
 - Option 1: Consolidate Selected Functions
 - Option 2: Consolidate All Functions
- **What model is most effective/efficient from a regional perspective?**
- **What model is most effective/efficient from a local perspective?**
- **Who do you think should run it (host entity)?**
- **What model would be more politically acceptable in your community?**
- **What challenges do you see implementing a regional governance body?**



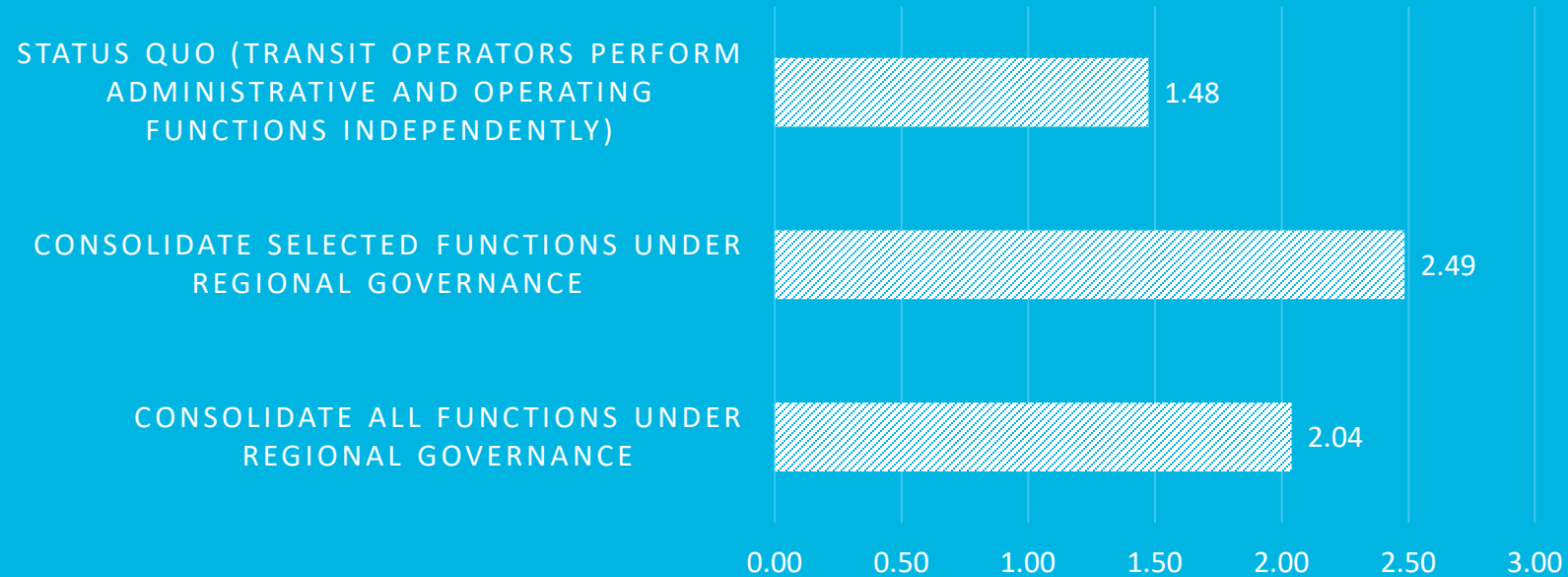
Group Report-Out / Discussion



Additional Questions

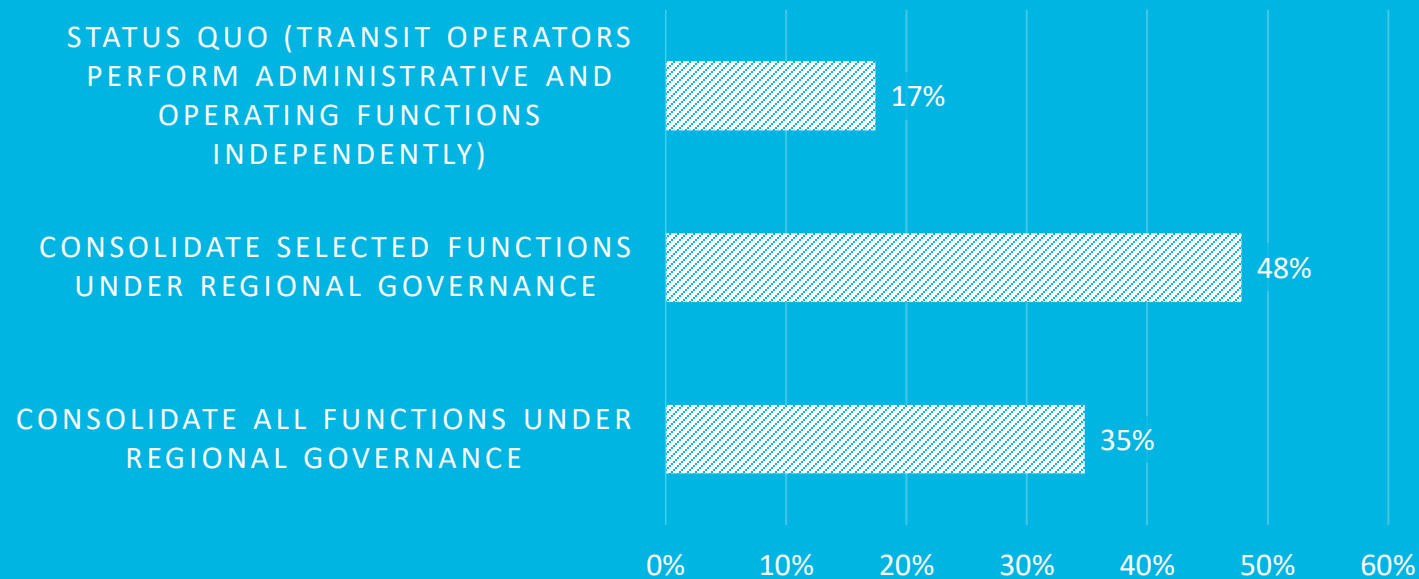
Post Survey:

What regional service option do you think would work best in Gila County?



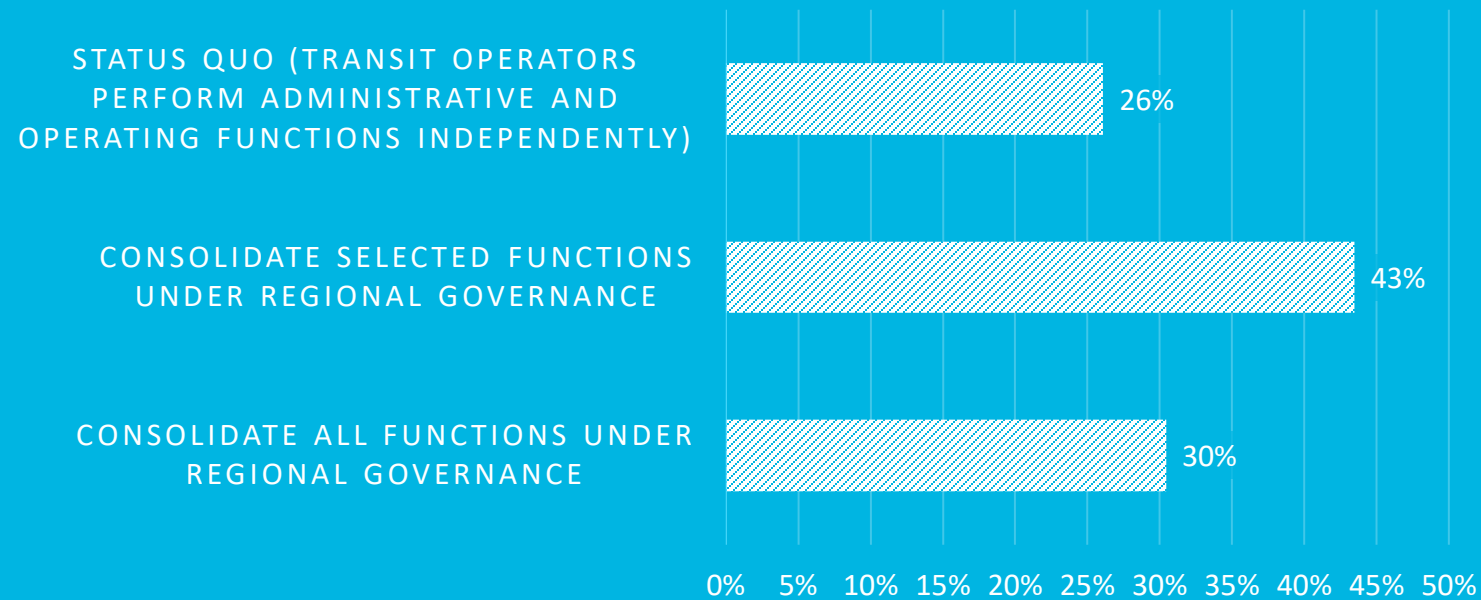
Best Fit Model:

What model do you think would be most effective/efficient from a regional perspective?



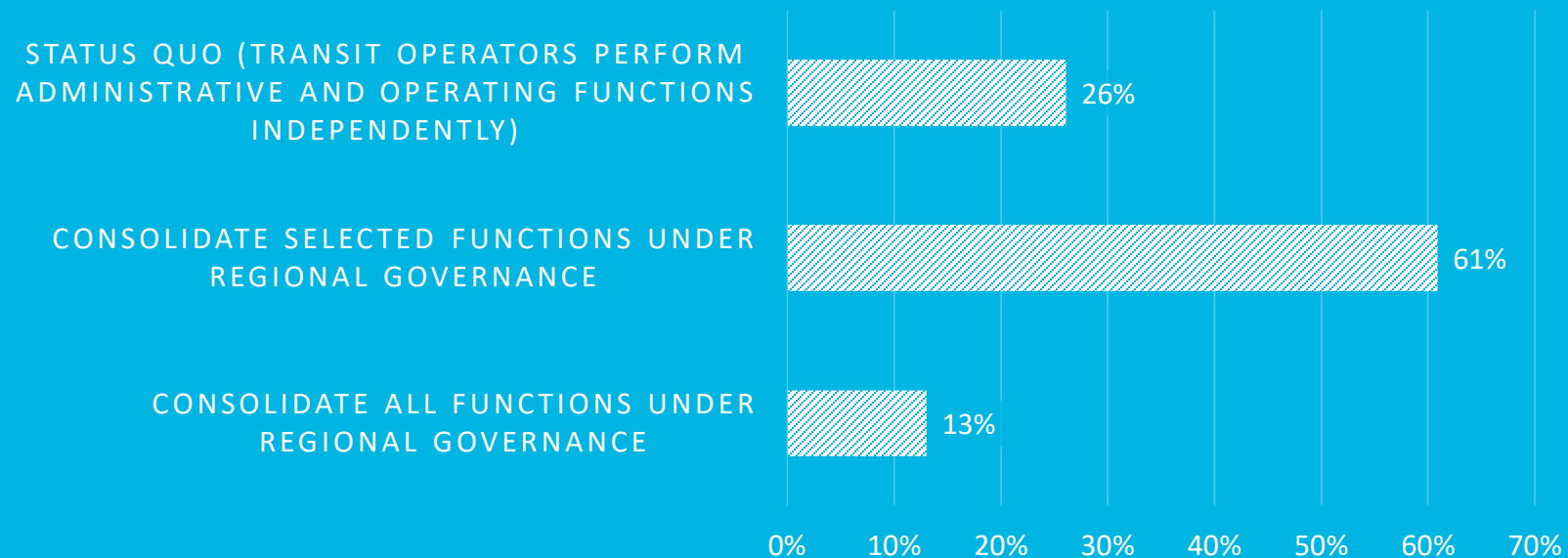
Best Fit Model:

What model do you think would improve transit service in your community?



Best Fit Model:

What model do you think would be politically acceptable in your community?



If a regional entity was developed, who do you think should run it?

Transit Authority IPTA County
Itpa

Gila County
county or ipta
The county

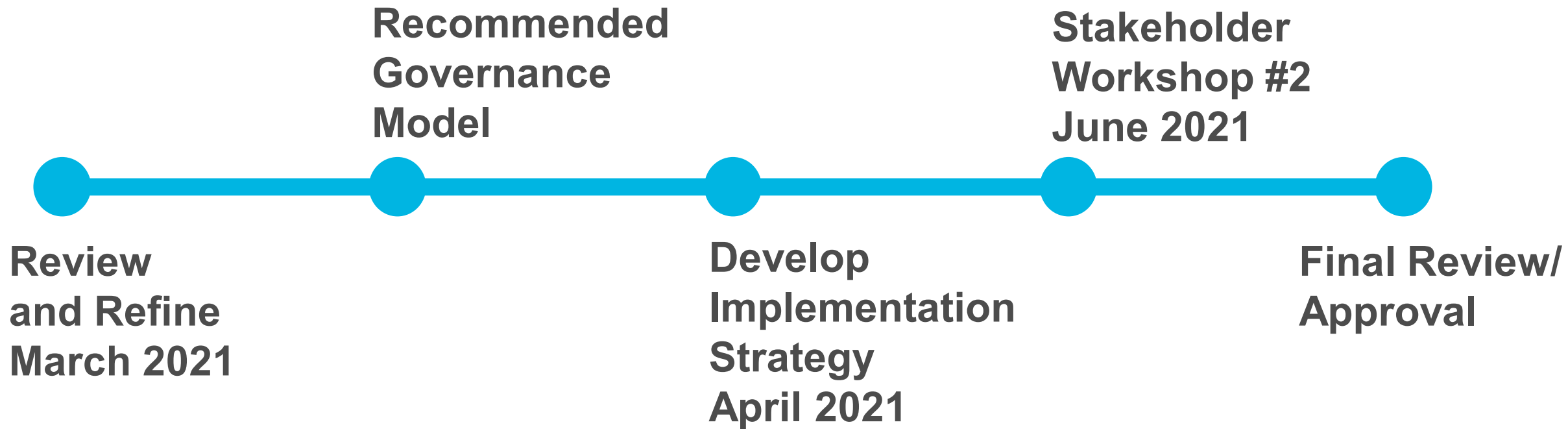
Gila county

Nnee bich'o Nii transit
Bernadette Kniffin - SCAT



Next Steps

Next Steps





Thank you!

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Study Website

<http://www.cagaz.org/Departments/tpt/gilatransitstudy.html>



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