

CAG Gila County Transit Governance Study



Governance Peer Agency Overview - Background Information

No.	Peer Agency Candidates	State	Jurisdictions Served	Service Area Population	Service Area (Sq. Mi.)	Year Formed	Governance Model	Board Structure	Funding Sources	Tribal Participation	Services Provided
	Gila County	Arizona		54,018 (US Census Bureau)	4795 Sq. Mi.						
1	Yuma County Intergovernmental Public Transportation Authority	Arizona	Cities of Yuma, San Luis, Somerton, Town of Wellton, Cocopah Indian Reservation and unincorporated communities of Yuma County, Cocopah Nation and Quechan Nation	195,751 (2018 NTD)	5,522 Sq. Mi.	2011	Arizona IPTA (population 200K or less) (A.R.S. Title 28 Chapter 26 IPTA)	A nine-member board representing Yuma County, the Cities of Yuma, San Luis, Somerton, Town of Wellton, Arizona Western College, Northern Arizona University, the Cocopah Nation, and the Quechan Nation	- Federal (5307, 5311, 5310) - General revenue from cities (NTD 2018) - Indian tribes 5311 (c) funding used to reimburse YCIPTA at \$49.10/op hour (2014 5-yr plan) - University and College	Cocopah Indian Tribe, and Quechan Indian Tribe	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. Also serves several colleges.
2	City of Cottonwood	Arizona	Cottonwood Area Transit (CAT) provides local transit services for Cottonwood, Clarkdale and Verde Villages Verde Lynx -- Direct Bus Service between Cottonwood and Sedona	12,253 (2019, US Census Bureau)	16.7 Sq. Mi.	2012 (Cottonwood-Sedona IGA first executed)	City department: Cottonwood-Sedona IGA (renewed 2019) (A.R.S. Title 40 Chapter 6 Article 5) https://www.sedonaz.gov/Home/ShowDocument?id=38326	City council	5311, State, Cottonwood, Sedona (ADOT website and IGA)	N.A.	Verde Lynx service connects central Cottonwood with the major employers in Sedona along 89A and northern portions of SR 179.
3	Cobre Valley Institute of Technology	Arizona	Five unified school districts: Globe, Hayden-Winkelman, Miami, San Carlos and Superior			2000	Career Technical Education District (CTED)	Board members are elected within the District.	Receive funding through local, state and federal monies. The costs are shared between state and local property tax. State portion is based on a formula tied to student enrollment.	San Carlos Apache	Deliver career and technical education (CTE) course offerings to secondary students
4	North Central Regional Transit District	New Mexico	Los Alamos, Rio Arriba, Santa Fe and Taos Counties	289,292 (2018 NTD)	10,119 Sq. Mi.	2007	Regional transit district (see N.M.S.A. 1978, Section 73-25)	One board member from each city, county, village, town, and pueblo (17 in total)	- 4-County Transit Gross Receipts Tax - Tribal Transit - Federal grant - Local match from member jurisdictions (NCRTD website financial data tool)	Pueblos: Nambé, Ohkay Owingeh, Pojoaque, San Ildefonso, Santa Clara	Provides free and premium fare-based bus transit connecting communities and pueblos throughout the counties of north central New Mexico including Los Alamos, Rio Arriba, Santa Fe and Taos. RTD Blue Buses provide connections to New Mexico Rail Runner, Santa Fe Trails, NMDOT Park and Ride, Los Alamos Atomic City Transit, Po' Pay Messenger Service and Red River Miner's Transit.
5	Lincoln County Transit	Oregon	within Lincoln County	49,962 (2019, US Census Bureau)	992 Sq. Mi.	2010 (five-county partnership started)	County transportation service district; operates as a county department	County board of commissioners; Transit Advisory Committee for planning	- Federal (5311) - State - Property tax assessed by the district (2018 TDP)	Confederated Tribes of Siletz Indians	Provides fixed-route and demand response service connecting the main communities in Lincoln County. Services consist of four intra-county routes, Newport to Yachats, Newport to Lincoln City and Rose Lodge, Newport to Siletz, and the Coast-to-Valley route from Newport to Albany; two intracity loop routes in Lincoln City and Newport; and two Dial-A-Ride services that operate within Lincoln City and Newport.

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Governance Peer Agency Overview - Additional Details (Part 1)

No.	Peer Agency Candidates	Status of Transit before Regionalization	Initiation and Formalization of Regional Transit	Additional Details on Regional Governance Structure	Additional Details on Transit Funding and Cost Allocation
1	Yuma County Intergovernmental Public Transportation Authority	The MPO owned and operated transit for the county.	The main motivation to form YCIPTA is to have a governing board dedicated to transit so as to better address the goals and priorities for transit.	The board members are the city/town administrators, appointed by the city council and town council. None of the board members are elected officials.	Each locality pays a portion based on population mainly.
2	City of Cottonwood	Cottonwood is authorized to provide public transportation services, and operates a public transportation system known as the Cottonwood Area Transit ("CAT") System. It provides local bus service in Cottonwood, Clarkdale, Bridgeport and Verde Village.	City of Sedona and the City of Cottonwood first entered into an Intergovernmental Agreement (IGA) in 2012 for the operation of an intercity commuter transit system. The IGA was initiated by Sedona. Renewed in 2015 but has since expired. Approved and adopted by the Mayor and Council of the City of Sedona in May, 2019. Authorized to enter into this IGA pursuant to A. R. S. § 9-500.05	Cottonwood manages and operates the Verde Lynx system, in consultation with Sedona, and with Sedona's financial support. Other government participants in the CAT system include the Town of Clarkdale and Yavapai County.	Application for Grant Funding: Sedona cooperates with Cottonwood to seek and secure funds to support the Verde Lynx system, including but not necessarily limited to Rural Transportation Program ("Section 5311") funds from ADOT. Any funds received by Cottonwood on behalf of Sedona and/or the Verde Lynx system is credited to Sedona in the annual budgeting process for the CAT system. Development of Annual Operating Budget and Cost Allocation Plan: Sedona provides Cottonwood with a description of the levels of service it desires from the Verde Lynx system in the next ensuing fiscal year. Cottonwood provides Sedona with a proposed operating budget and cost allocation plan for those services, including the amount of grant funds committed or anticipated to be received in the coming year, and the amount of funds Sedona needs to contribute. This is added as tentative budget line items for the upcoming fiscal year for approval by the respective governing bodies. Payment of Local Share by Sedona: On a quarterly basis, Sedona remits Cottonwood 1/4 of the amount determined to be its local share of the Verde Lynx operating budget.
3	Cobre Valley Institute of Technology				
4	North Central Regional Transit District	Each city/county, and one of the eight pueblos, had their own transit service.	Initially 11 jurisdictions formed the RTD. Easy process for new members to join -- city/county/pueblo can request, board adopts a resolution to join, RTD board holds public hearing and vote to accept. A planning grant provided the funding to form the RTD in 2003. The regional economic development organization facilitated consensus building regarding goals and agency structure. RTD provides service for the entire region, including for jurisdictions and pueblos not represented on the board.	RTD board members are all elected officials appointed by their county/city/pueblo. Each member has an alternate who may not be an elected official. Some actions require vote from the elected officials. RTD board members have various voting power -- each has a number of voting units depending on the population of the jurisdiction they represent. Subcommittees of the board: finance, tribal, sustainability.	Initially each member jurisdiction contributed funding until the regional tax passed. Tax does not apply to tribes. Tax revenue is not restricted to the area collected - RTD takes a regional approach in spending. Part of the tax revenue is allocated to other transit providers in the region, e.g. Santa Fe Trails, Los Alamos County transit, and commuter rail. Funding allocation is through negotiation with the partners -- partner agencies submit cost allocation plans to request funding from RTD (~60%). The RTD makes tribal transit funding application on behalf of the pueblos and enter MOUs to transfer funds. Other sources include: 5307, intercity 5311, ADA, Transp Alternative, FHWA transfer to FTA, BUILD grant, 5309, lo-no. But never apply for tribal highway funds to avoid competition with tribal members.
5	Lincoln County Transit	LCT started out as a transportation program for senior and people with disabilities. It evolved into a public transit operator. Five independent, county-owned rural transit operators in the region.	Five transit operators jointly applied for a Department of Energy grant to develop regional transit service. Five entities executed an IGA - one operator coordinates and submit grant applications for all; cost allocation arrangement formalized to get match funds from all.	The County Board of Commissioners govern the transit with one commissioner focusing on transit. Five-county IGA to coordinate regional projects, fare passes, and grant applications.	<ul style="list-style-type: none"> • FTA funds passed through the state (5311, 5310, 5304, 5309) • Tribal transit funds • STF funds • STIF (state payroll), which will be combined with STF in the near future • County property tax, started 1996 • Two cities provide funding (Newport \$90,000/year; Lincoln City \$35,000/year). Also provide in-kind services, e.g. schedule, bus shelter maintenance.

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Governance Peer Agency Overview - Additional Details (Part 2)



No.	Peer Agency Candidates	Experience and Lessons Learned Regarding Tribal Participation	Additional Details on Coordination with Regional Partners
1	Yuma County Intergovernmental Public Transportation Authority	Quechan and Cocopah nations are members.	YCIPTA, Quechan Tribe, and Imperial County of California formed a partnership to provide transit service in eastern Imperial County, operated by YCIPTA.
2	City of Cottonwood	N/A	<p>Bus Shelters: Sedona and Cottonwood is responsible for installing and maintaining any bus shelters located within its corporate boundaries. Cottonwood is responsible for installing and maintaining any and all bus shelters located between the communities along the Verde Lynx route.</p> <p>Capital Planning: Jointly develops and updates as appropriate an agreed-upon capital plan for the Verde Lynx system, including the amounts and expected timing of any required capital contributions by Sedona.</p> <p>Reporting: Cottonwood prepares and submits monthly ridership reports to Sedona and related budget information. Cottonwood also provides quarterly budget reports assessing the financial performance and condition of the Verde Lynx system, and complies with any and all reporting requirements of any state or federal granting agency.</p>
3	Cobre Valley Institute of Technology		
4	North Central Regional Transit District	<p>Six of eight pueblos are represented on the NCRTD board. The other two chose not to join the RTD, although they can always join if they decide to. Reasons for not joining may include:</p> <ul style="list-style-type: none"> - Frequent turnover of tribal leadership - Requires more education/communication of the benefits of regional transit - Don't need to be a member to get service <p>MOU for funding transfer include provisions that stipulate adjudication will take place in tribal court system.</p>	<p>A new maintenance facility under development, which may provide vehicle maintenance for other regional transit operators.</p> <p>A study underway that considers merging with Santa Fe Trails.</p>
5	Lincoln County Transit	<p>Took 10 years to build the relationship with the Siletz tribe within Lincoln County. LCT provided service to Siletz anyway, but got the tribe to be active in transit committees so that the tribe participate in decision making. New state payroll tax for transit helped to get tribe to participate in the committee to plan how to use the funds - committee recommends, board makes decision, then apply to the state.</p> <p>Tribe in the county purchases service from LCT. The tribe completely pays for one route, about \$275,000 per year of tribal transit funds. Tribal members with tribal ID can ride at no cost.</p>	The five-county partnership has developed and rolled out one website for all five systems, is improving pedestrian access for bus stops throughout the region, and implemented a transit pass accepted by all five systems.