



# Gila County Transit Governance Study Technical Working Group Meeting #3

December 9, 2020 Meeting Minutes

**DATE:** December 9, 2020

**TIME:** 10:00 AM

**LOCATION:** ZOOM Webinar

## ATTENDEES:

Travis Ashbaugh  
(CAG)

Robert Mawson  
(CAG)

Jill Dusenberry  
(ADOT Transit)

Larry Halberstadt  
(City of Payson)

Trevor Fleetham  
(City of Payson)

Marsha Ashcroft  
(Horizon Health and Wellness)

Joanne Conlin  
(Payson Senior Center)

Katie Dwoznik  
(Miami Transit)

Jennifer Love  
(AECOM)

Daksha Masurkar  
(AECOM)

Vamshi Yellisetty  
(Kittelson)

Viktor Zhong  
(AECOM)

Scott Baker  
(AECOM)

Bernadette Kniffin  
(San Carlos Apache Tribe)

Rick Powers  
(Richard Powers Consulting)

Mike Marryat  
(Payson Senior Center)

Cassie Kenton-Garcia  
(White Mountain Apache Tribe)

## INVITEES ABSENT:

Chancy Nutt  
(Star Valley)

Jerry Barnes  
(Globe)

Michael Hernandez  
(Payson Senior Center)

Bobby Smith  
(Hayden)

Joe Heatherly  
(Miami)

Tara Chief  
(White Mountain Apache Tribe)

Sylvia Kerlock  
(Winkelman)

Michael O'Driscoll  
(Gila County)

### 1. Safety Moment

Jennifer started the presentation with a safety moment regarding safety measures for Christmas lighting.

### 2. CAG Title VI Notice

Travis announced a Title VI Notice to all the Technical Working Group (TWG) members.

### 3. Introductions

All the participants of the TWG meeting introduced themselves and their associated agencies.

### 4. Existing Conditions – Updated Information and Comments

**Bernadette** - Direct route to Wal-Mart has been added but the area is currently in lockdown and the service has been paused temporarily. All other information updates can be found in the Final Working Paper for Existing Transit Services and Governance Structures.

The working paper cover page will be updated to add a photo sent by Bernadette.

TWG members are expected to provide any further comments by December 15<sup>th</sup>.

EQUAL OPPORTUNITY EMPLOYER/PROGRAM • AUXILIARY AIDS & SERVICES TO INDIVIDUALS WITH DISABILITIES AND INTERPRETATION OR TRANSLATION SERVICES AVAILABLE UPON REASONABLE REQUEST • TYY:7-1-1

IGUALDAD DE OPORTUNIDADES EMPLEADOR/PROGRAMA • LAS AYUDAS Y SERVICIOS AUXILIARES PARA PERSONAS CON DISCAPACIDADES Y SERVICIOS DE INTERPRETACIÓN O TRADUCCIÓN ESTÁN DISPONIBLES A PEDIDO RAZONABLE • TYY:7-1-1



# Gila County Transit Governance Study Technical Working Group Meeting #3

December 9, 2020 Meeting Minutes

## 5. Stakeholder Interview Summary

**Travis** - Are we going to provide a definition of what the warranted ridership and efficiency looks like? This information might be discussed during the stakeholder workshops, as every agency has a different perspective regarding service, expansion and ridership. The CAG Greater Gila County Transit Feasibility Study will serve as a great resource for this information.

**Jill** - Redundancy is mostly seen in administrative costs for managing and operating transit services. Reducing the administrative services with one consolidated regional governance structure will help in efficiently using the current funds. There is no funding available for additional regional services, unless there is cost savings through improvements in transit operations and maintenance.

## 6. Governance Peer Agency Overview

A meeting has been set up with Cobre Valley Institute of Technology for next week so more information will be available regarding their governance structure and added to the draft working paper.

**Robert** - Each school district has an elected representative on the board which serves for a 4-year term. State funding is the major source of funding.

**Bernadette** - How is this peer agency (Cobre Valley Institute of Technology) related to public transit?

**Travis** - Cobre Valley Institute of Technology is considered as a peer to understand their governance structure and is a local example within Gila County.

**Bernadette** - Liked the Lincoln County Transit example and can see this applied as a regional governance structure for intercity transit services. Funding through tax revenue and free transit service seems like a good setup under a regional governance structure.

## 7. Governance Peer Agency Interview

### Status of transit before regionalization

**Jill (YCIPTA)** - Before the MPO owned and operated transit, local jurisdictions managed and operated their own transit service. MPO was not successful in managing transit grant leading to regionalization of transit services under YCIPTA.

**Bernadette** - San Carlos Apache are currently operating very well based on their 20-year plan and have the required funding. Looking forward to a regional governance as it would be great to partner with other transit agencies within the County.

### Initiation and formalization of regional transit

**Jill** - Concepts like City of Cottonwood IGA already exists within Gila County current - existing IGA between City of Payson and Copper Mountain. The peer agencies present a spectrum of regional governance structures which will guide the development of a regional governance over years. The establishment of the regional governance can be in phases wherein transit agencies have the flexibility to join in at different times.

**Bernadette** - It is not possible to form a full-fledged governance structure immediately, but through baby steps. Suggestion - We could probably start with a few more IGAs and then form a regional agency.



# Gila County Transit Governance Study Technical Working Group Meeting #3

December 9, 2020 Meeting Minutes

## Regional governance structure

**Travis** - Weighted power for votes based on the latest population is an interesting concept.

**Jill** – Arizona statutes for IPTA does not prohibit weighted voting powers but have defined regulation for participation. MPOs have the option to structure various voting power.

## Transit funding and cost allocation

**Bernadette** - Do you have any examples for the hybrid models where local jurisdictions are operating their own service but part of the regional structure?

## 8. Key Takeaways and Lessons Learned

### Shared policy goals for Gila County transit service

- Efficiency on the administrative cost
- Longer distance regional connections

**Bernadette** – Liked a hybrid model, where their transit agency can coexist independently but still be a member of the regional governance. They already have a Transportation Advisory Committee which takes decisions about operations and funding. San Carlos Apache Tribe is not just serving Gila County, but also Graham and Greenlee County.

A lot of the tribes have their own non-emergency medical transportation service. We also need to look at the Human Services Transportation providers and understand a regional approach, dispatch and operations.

**Travis** - This regional governing body will create a one-stop for administration, management, and applications for funding.

**Robert** - Was there a discussion with the peers regarding cost saving or would a regional governance structure cost more?

**Viktor** – For most of the peers a regional governance structure was not inspired by cost savings but for regional connections and efficient management of transit services, and ease for the transit riders to get one-stop information. There is a possibility of labor cost increase once local services consolidate as a regional agency.

## 9. Next Steps

Travis requested the TWG members to fill out the in-kind form, with name and hours spend on preparing for the TWG meeting. The completed in-kind form must be returned to Travis.

AECOM (consultant) has started with the Peer Agency Review working paper and it will be circulated to the TWG members for review before the next TWG meeting. A survey will be circulated as well, which will have few basic preference questions for a regional governance structure.

The next TWG meeting will be scheduled during the week of January 21<sup>st</sup>.