



CAG Gila County Transit Governance Study

TWG Meeting #6

April 22, 2021





Safety Moment



Introduction



CAG Title VI Notice



Recommended Regional Governance Model

Phased Implementation





Near Term Recommended Governance Model

Host Entity

Near Term Recommendations



Gila County
as the
"Host Entity"

- Establish a **new county department** for public transit
- Hire **new Transit Manger**
- Other County departments and staff to provide **support functions**, including:
 - Funding Administration
 - Vehicle Maintenance
 - Procurement, HR, IT, and other administrative functions
- Establish an **enterprise fund** for transit
- Assumes **Beeline Bus service**
- Form a **Transit Advisory Committee** to advise the County Board of Supervisors and Transit Manager

Independent Agencies/Services

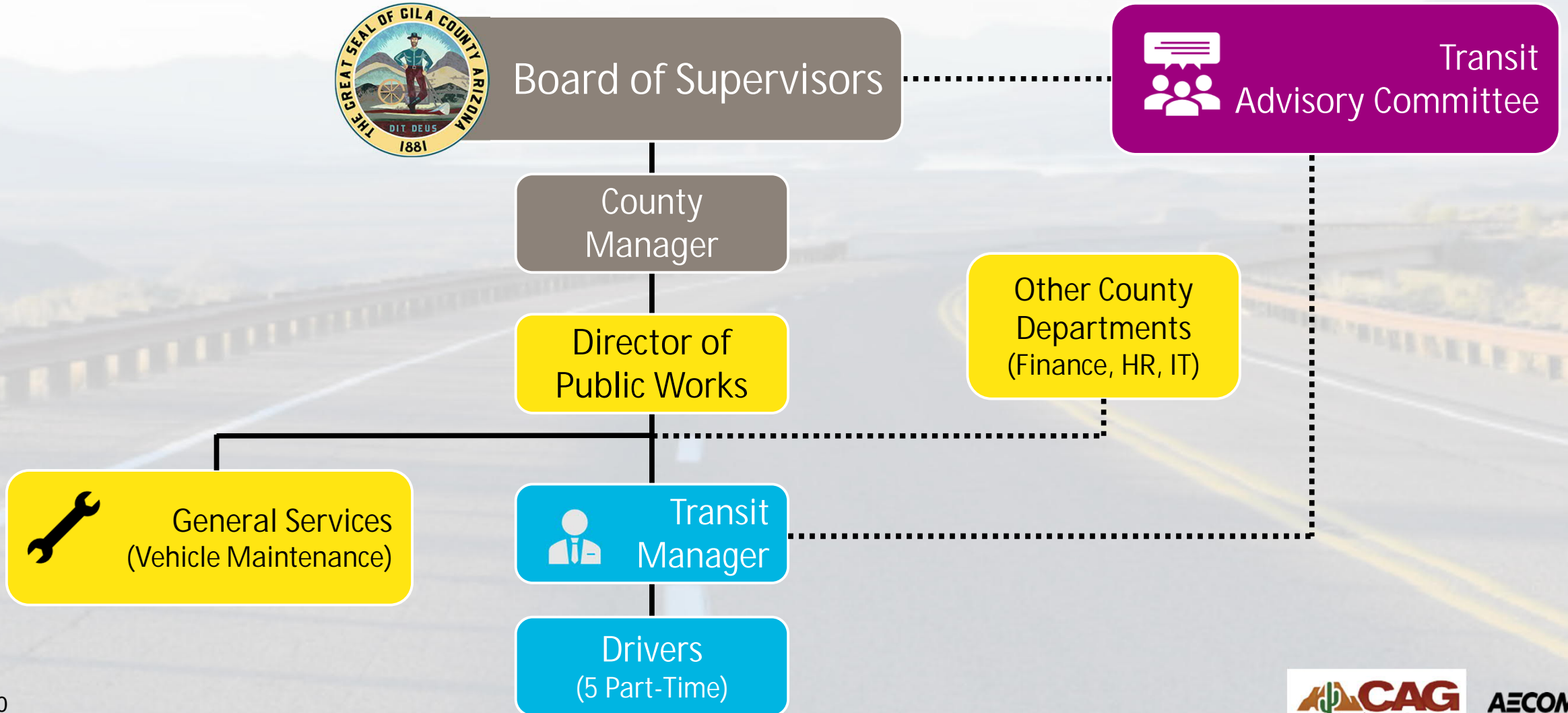
Near Term Recommendations

- Potential IGAs between the County and other operators for shared functions
 - Copper Mountain Transit
 - San Carlos Apache Transit
 - White Mountain Fort Apache Connection
 - FTA 5310 funded human service transportation operations
 - Horizon Health & Wellness
 - Payson Senior Center

Agencies to improve coordination
with Gila County on transit
operations and service planning

Recommended Organizational Structure

Near Term Recommendations



Beeline Bus – Operations and Funding

Near Term Recommendations



Gila County
to assume
Beeline Bus Service



- Personnel: 5 part-time drivers



- Assets: 3 transit vehicles



- Funding

- FTA 5311 and 5339
- Current funding partners are Town of Payson, Town of Star Valley, and Gila County
- Total \$181,245 in FY2020 budget

Transit Advisory Committee: Responsibilities

Near Term Recommendations

Transit Advisory Committee will serve in an advisory role and any decision-making role that the County Board of Supervisors may delegate.



Provide policy and strategy recommendations



Provide service planning recommendations



Provide operational recommendations



Coordinate funding arrangements

Technical Advisory Committee: Membership

Near Term Recommendations

- **Geographic representation** – members to be appointed by municipalities, including the County and towns/cities
- Inclusion of **non-voting members** representing communities that do not receive service or contribute funding for service coordination and potential future integration
- **Diverse professional expertise**, e.g. traffic/transportation management, planning, accounting, law, public administration, social science, etc.

Potential Impacts on Beeline Bus Expenses After County Assumes Responsibilities

Near Term Recommendations

- **County administration support**, if not charged to FTA grants as cash expenses, can be claimed as **in-kind contribution**
- **Major cost impacts** would be on **labor costs**
 - A new full-time position, Transit Manager, will be created, which will incur higher administrative staff cost than Beeline Bus's administrative support today.
 - Cost of fringe benefits will likely increase (from current 10-15% to approximately 40% of salaries/wages)
- **Cost saving from economy of scale** will be limited to non-labor costs until the County assumes more local transit operations.

Potential Impacts on Beeline Bus Expenses After County Assumes Responsibilities

Near Term Recommendations

	FY2020 Budget of Beeline Bus (unless otherwise noted)	Potential Cost Impacts If County Takes Over
Administrative Staff Salaries/Wages	\$ 28,800	Increase
Administrative Staff Fringe Benefits	\$ 2,880	Increase
Professional Services	\$ 3,600	-
Vehicle Insurance	\$ 26,000*	Decrease
Marketing/Advertising	\$ 3,000	-
Miscellaneous (incl. utilities, printing, postage, travel)	\$ 15,600	Decrease
Total Administrative Expenses	\$ 76,880	Slight Increase
Drivers Salaries/Wages	\$ 90,000	-
Dispatcher Salaries/Wages	\$ 7,200	-
Fringe Benefits	\$ 14,580	Increase
Vehicle Maintenance (incl. supplies)	\$ 4,500	Decrease
Fuel	\$ 9,960	Decrease
Radio Equipment & Software Maintenance	\$ 2,300	Decrease
Contract Services	-	-
Operating Supplies and Miscellaneous	\$ 4,225	Decrease
Total Operating Expenses	\$ 132,765	Slight Increase

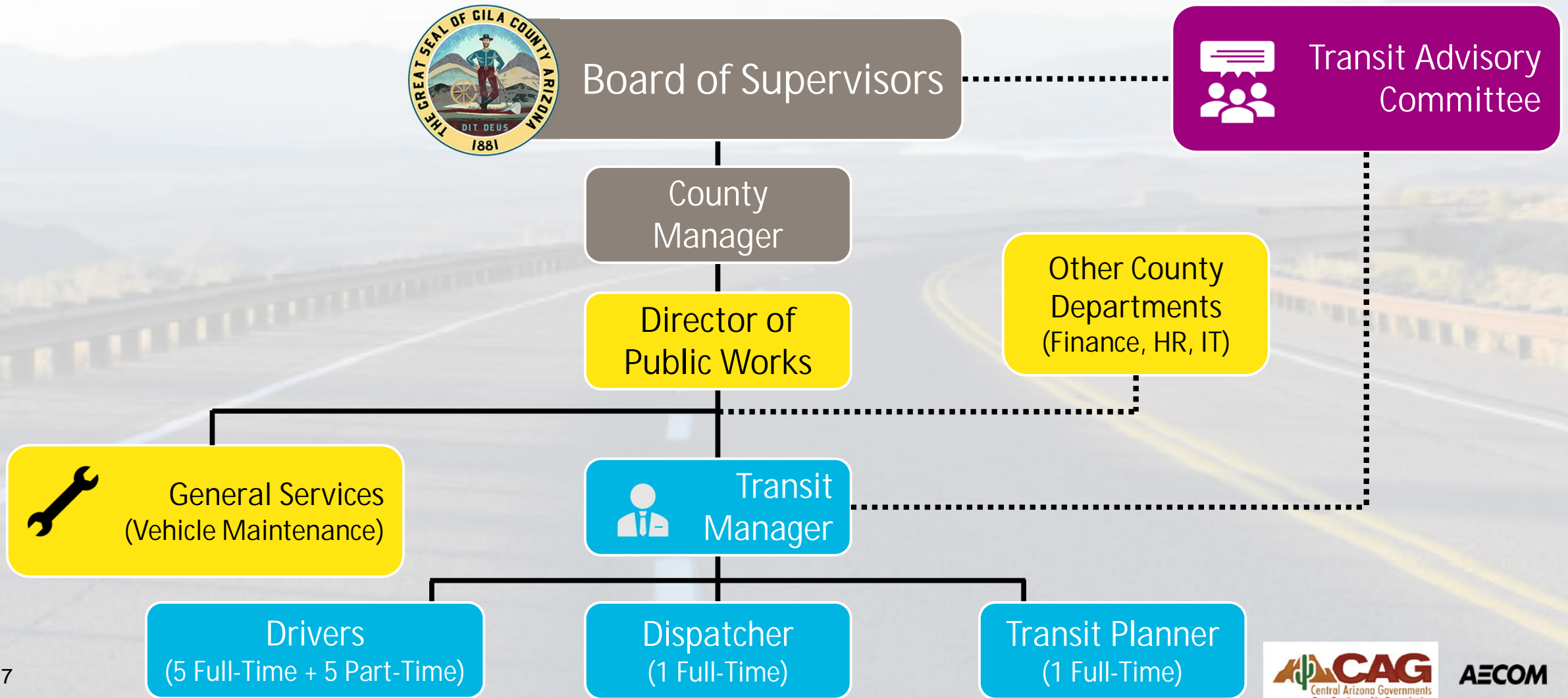
* To reflect anticipated spike in insurance cost in FY2022. FY2020 budgeted vehicle insurance cost was \$12,000.



Mid Term Recommended Governance Model

Recommended Organizational Structure

Mid Term Recommendations



Copper Mountain Transit – Operations and Funding

Mid Term Recommendations



Gila County
could assume
Copper Mountain Transit



• Personnel

- 1 transit coordinator, 1 dispatcher, 4 full-time drivers, and 2 relief drivers



• Assets

- 3 buses and 2 minivans



• Funding

- FTA 5311 and 5339
- Local funding partners are Town of Miami, City of Globe, and Gila County
- Total \$544,612 in FY2020 operating budget

Potential Impacts on Copper Mountain Transit Expenses After County Assumes Responsibilities

Mid Term Recommendations

- **County administration support**, if not charged to FTA grants as cash expenses, can be claimed as **in-kind contribution**
- **Cost saving** potential based on **economy of scale** can be achieved when the County assumes operations of Copper Mountain Transit
 - Consolidation of administrative functions
 - Bulk purchase of fuel and supplies
 - Vehicle maintenance service
 - Insurance
- **Minimal discrepancy** between the **fringe benefit rates** of the County and Town of Miami (both approximately at 40%)

Potential Impacts on Copper Mountain Transit Expenses After County Assumes Responsibilities

Mid Term Recommendations

	FY2021 Budget of Copper Mountain Transit	Potential Cost Impacts If County Takes Over
Administrative Staff Salaries/Wages	\$ 39,520	Decrease
Administrative Staff Fringe Benefits	\$ 15,400	Decrease
Administrative Overhead	\$ 145,092	Decrease
Professional Services	\$ 6,000	-
Vehicle Insurance	-	Decrease
Marketing/Advertising	-	-
Miscellaneous (incl. utilities, printing, postage, travel)	\$ 24,100	Decrease
Total Administrative Expenses	\$ 230,112	Decrease
Drivers Salaries/Wages	\$ 154,000	-
Dispatcher Salaries/Wages	\$ 29,000	-
Fringe Benefits	\$ 74,000	-
Vehicle Maintenance (incl. supplies)	\$ 18,000	Decrease
Fuel	\$ 35,000	Decrease
Radio Equipment & Software Maintenance	-	-
Contract Services	-	-
Operating Supplies and Miscellaneous	\$ 8,600	Decrease
Total Operating Expenses	\$ 318,600	Decrease

Potential Impacts on Expenses After County Assumes Responsibilities (Beeline Bus & Copper Mountain Transit)

Mid Term Recommendations

	Impacts on Beeline Bus Operations	Impacts on CMT Operations	Combined
Administrative Staff Salaries/Wages	Increase	Decrease	Decrease
Administrative Staff Fringe Benefits	Increase	Decrease	Decrease
Administrative Overhead	-	Decrease	Decrease
Professional Services	-	-	-
Vehicle Insurance	Decrease	Decrease	Decrease
Marketing/Advertising	-	-	-
Miscellaneous (incl. utilities, printing, postage, travel)	Decrease	Decrease	Decrease
Total Administrative Expenses	Slightly Increase	Decrease	Decrease
Drivers Salaries/Wages	-	-	-
Dispatcher Salaries/Wages	-	-	-
Fringe Benefits	Increase	-	Increase
Vehicle Maintenance (incl. supplies)	Decrease	Decrease	Decrease
Fuel	Decrease	Decrease	Decrease
Radio Equipment & Software Maintenance	Decrease	-	-
Contract Services	-	-	-
Operating Supplies and Miscellaneous	Decrease	Decrease	Decrease
Total Operating Expenses	Slightly Increase	Decrease	Slightly Decrease or Same



Long Term Recommended Governance Model

Recommended Future Steps

Long Term Recommendations

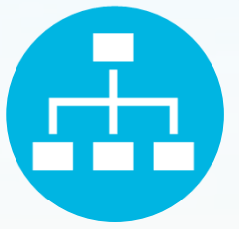
- Establish an intergovernmental public transportation authority (IPTA) to provide county-wide transit services
- IPTA is an independent agency authorized by Arizona Statutes (A.R.S. § 28-9101-9143) for counties with a population of 200,000 or less

Process to Establish an IPTA

Long Term Recommendations

- Interested municipalities, through governing board actions (e.g. adopting a resolution), to petition the County Board of Supervisors to establish an IPTA
- County Board of Supervisors to hold a public hearing and approve the formation of an IPTA
- Member municipalities to appoint representatives to the IPTA board
- IPTA to hire management staff
- County to transfer transit assets and service to the IPTA
- County may continue to provide administrative support functions in the transition period before IPTA is fully functional
- Municipalities or tribes may join as new members to the IPTA at a later date

Phased Implementation Summary



NEAR TERM (1-2 years)

- New county department for public transit
- Assumes Beeline Bus service
- Establish an enterprise fund for transit
- Transit Advisory Board with appointees from municipalities
- Initiate Inter-Governmental Agreements (IGAs) with Tribes

MID TERM (2-5 years)

- Potential transition of services from Copper Mountain Transit to County
- Transit Advisory Board: expand membership
- Conduct county-wide transit planning and evaluate potential for new regional routes
- Refine IGAs with Tribes

LONG TERM (beyond 5 years)

- Establish an Intergovernmental Public Transportation Authority (IPTA)

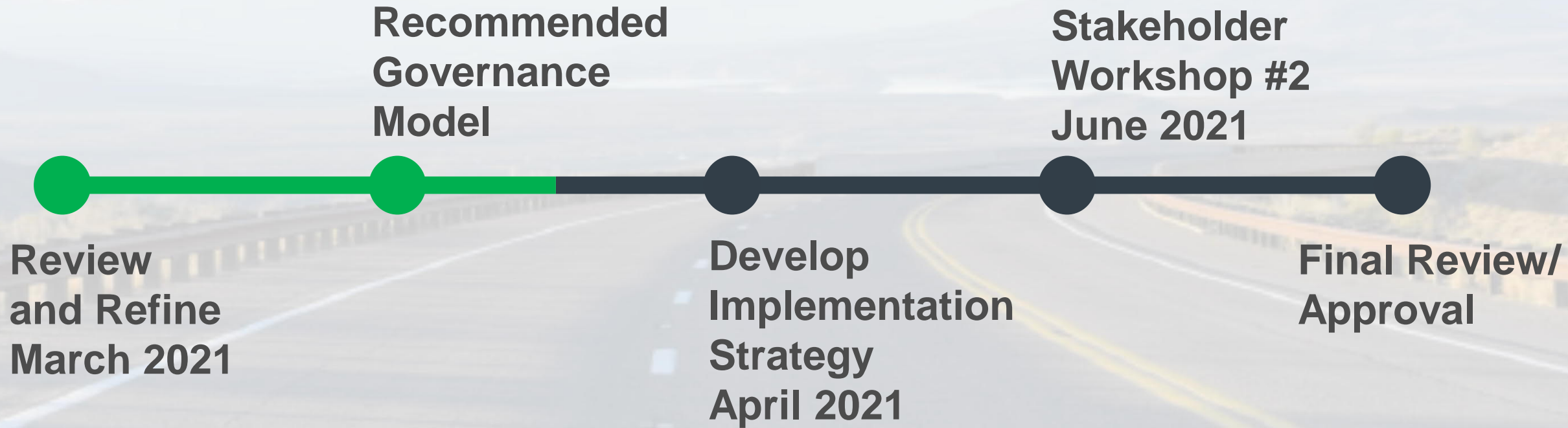


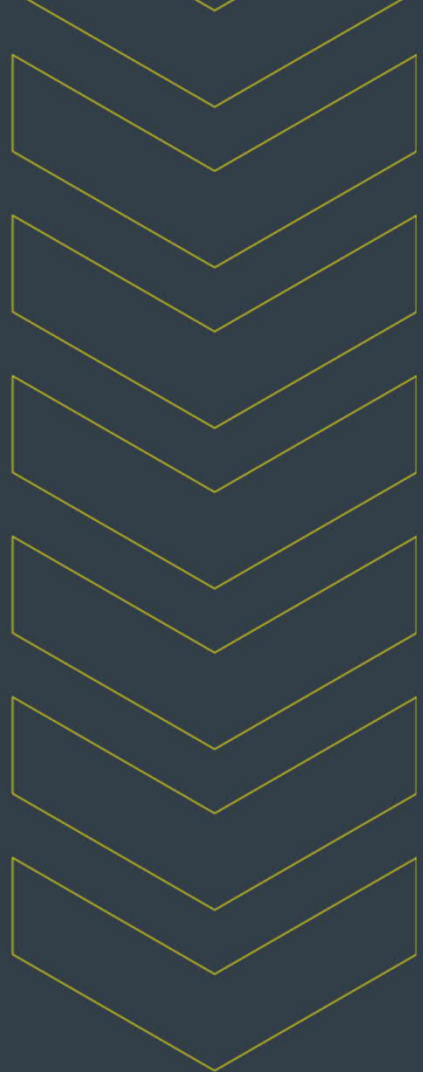
Open Discussion



Next Steps

Next Steps





AECOM

Imagine it.
Delivered.