



Yuma County Intergovernmental Public Transportation Authority

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NOTICE AND AGENDA OF THE REGULAR MEETING THE BOARD OF DIRECTORS OF THE YUMA COUNTY INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY

Pursuant to A.R.S. §38-431.02, notice is hereby given to the members of the Board of Directors of the Yuma County Intergovernmental Public Transportation Authority ("YCIPTA") and to the general public that the Board of Directors will hold a meeting on:

MONDAY, October 28, 2019 – 1:30 PM
Yuma County Department of Development Services – Aldrich Hall
2351 West 26th Street -- Yuma, AZ, 85364

Unless otherwise noted, meetings held at the above location are open to the public.

The Board of Directors may vote to go into executive session during the noticed meeting concerning any of the agenda items mentioned below. If authorized by the requisite vote of the Directors, the executive session will be held immediately after the vote and will not be open to the public. The executive session, if held, will be at the same meeting location set forth above. The discussion may relate to confidential matters permitted pursuant to A.R.S. §§ 38-431.03(A)(1)-(7). The Chairman or other presiding officer shall instruct the persons present at the executive session regarding the confidentiality requirements of the Open Meeting Laws.

Pursuant to the Americans with Disabilities Act, reasonable accommodation requests may be made by contacting the Transit Director at 928-539-7076, ext 101 (TTY/TDD - Arizona Relay Service 711). Requests should be made as early as possible to allow time to arrange the accommodation.

The agenda for the meeting is as follows:

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CALL TO PUBLIC: The public is invited to speak on any item or any area of concern that is within the jurisdiction of the YCIPTA Board of Directors. The Board is prohibited by the Arizona Open Meeting Law from discussing, considering or acting on items raised during the call to the public, but may direct the staff to place an item on a future agenda. Individuals are limited to a five-minute presentation.

Yuma County Intergovernmental Public Transportation Authority Board Of Directors
Larry Killman – Chairperson – Town of Wellton, Susan M. Zambrano – Vice Chairperson - Arizona Western College,
Dr. Michael Sabath – Secretary/Treasurer. - Northern Arizona University, G – City of Yuma,
Brian Golding, Sr.-Quechan Tribe, Ralph Velez - City of San Luis, Paul Soto – Cocopah Tribe,
Ian McGaughey - City of Somerton, Susan Thorpe – Yuma County

Shelly Kreger, Transit Director

CONSENT CALENDAR: The following items listed under the Consent Calendar will be considered as a group and acted upon by one motion with no separate discussion, unless a board member so requests. In that event, the item will be removed for separate discussion and action.

1. Adopt the August 26, 2019 regular meeting minutes. Action required. Pg. 3

DISCUSSION & ACTION ITEMS:

1. Discussion and or action regarding the Maintenance Audit Report 2019. Solutions for Transit will present. No action required. Pg. 8
2. Discussion and or action regarding the FY2018-2019 Annual Performance Report. No action required. Pg.36

PROGRESS REPORTS:

1. Operations Manager/Maintenance Report – Jeffrey Stewart, General Manager – RATP Dev. *No action required.* Pg.72
2. Transit Director Report – Shelly Kreger, YCIPTA Transit Director. *No action is required.* Pg. 73
3. Transit Ridership – Carol Perez, Transit Operations Manager. *No action is required.* Pg. 74
4. Financial Report – Chona Medel, YCIPTA Financial Services Operations Manager. *No action is required.* Pg.76

SCHEDULE NEXT MEETING DATE AND IDENTIFY AGENDA ITEMS:

The next Board meeting TBD

FY2018-2019 Audit
Bus Shelter Replacement Plan

ADJOURNMENT

Yuma County Intergovernmental Public Transportation Authority Board Of Directors
Larry Killman – Chairperson – Town of Wellton, Susan M. Zambrano – Vice Chairperson - Arizona Western College,
Dr. Michael Sabath – Secretary/Treasurer. - Northern Arizona University, Jay Simonton – City of Yuma,
Brian Golding, Sr.-Quechan Tribe, Ralph Velez - City of San Luis, Paul Soto – Cocopah Tribe,
Ian McGaughey - City of Somerton, Susan Thorpe – Yuma County

Shelly Kreger, Transit Director

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) met in Regular Board Meeting on Monday, August 26, 2019 at Yuma County Department of Development Services, Aldrich Hall; 2351 West 26th Street, Yuma, AZ 85364. The Chairman, Larry Killman called the meeting to order at 1:33 P.M.

Members Present:

Larry Killman/Town of Wellton/Chairman
Susanna Zambrano/Arizona Western College/Vice Chairman
Michael Sabath/Northern Arizona University/Secretary/Treasurer
Ralph Velez/City of San Luis
Ian McGaughey/City of Somerton
Susan Thorpe/Yuma County
Jay Simonton/City of Yuma

Members Excused:

Brian Golding, Sr./Quechan Indian Tribe
Paul Soto/Cocopah Indian Tribe

Others Present:

Shelly Kreger/YCIPTA/Transit Director
Carol Perez/YCIPTA/Transit Operations Manager
Chona Medel/YCIPTA/Financial Services Operations Manager
Paul Ward/YMPO

The Pledge of Allegiance was led by Dr. Sabath

CALL TO PUBLIC: There were no public comments made but Call to Public was left open by the Chairman.

CONSENT CALENDAR:

No.1: Adopt the June 24, 2019 regular meeting minutes. Action required.

Motion: (McGaughey/Sabath): Item approved as presented.

Voice Vote: Motion carries, (5-0) with Mr. Simonton, Ms. Zambrano, Mr. Golding and Mr. Soto being excused.

Mr. Simonton arrived at 1:35 p.m.

DISCUSSION & ACTION ITEMS:

No. 1: Public hearing regarding Yuma County Intergovernmental Public Transportation Authority Federal Transit Administration DBE Program FFY 2020-22 Triennial DBE Utilization Goal Proposal. Action required.

Ms. Kreger provided background information as contained in the member packet. Ms. Kreger stated that it a Federal Transit Administration requirement to set a Disadvantaged Business Enterprise (DBE) goal. The proposed overall DBE aspirational goal is based on demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses recognized in the Relevant Market Area, goal is due to FTA by September.

Ms. Kreger stated that YCIPTA anticipates awarding contracts for 13 projects totaling \$18,777,862 during 2020-22. Of this amount, \$9,764,488 or 52% percent of the total, will be FTA funds. The projects scheduled for award will be for transit operating and maintenance purposes, vehicle purchase and transit center. The 0.56 percent goal represents \$105,156 of the total FTA funding of \$18,777,862 anticipated for award during FFY 2020-22. The prior triennial goal was .35%.

Chairman, Mr. Killman inquired regarding the consequences of not meeting the goal.
Ms. Kreger replied that there are no consequences, FTA is looking for a good faith effort.

Ms. Thorpe inquired regarding the current goal.
Ms. Kreger replied that the current percent was .35%, which YCIPTA is never able to meet.
Ms. Medel stated that YCIPTA is unable to meet this goal due to small business owners are unwilling to do the paperwork.

Ms. Zambrano arrived at 1:39 p.m.

Ms. Medel further stated that YCIPTA was able to meet the goal only time in 2014 for our accounting firm.

Ms. Kreger stated that the DBE information is always listed in all of our Requests for proposals (RFPs) and Requests for Quotes (RFQs).

Ms. Thorpe requested a correction to the percentage on the press release.
Ms. Kreger stated she would make the requested correction.

There were no public comments made.

Motion: (Thorpe/Simonton): Item approved pending correction to the press release.

Voice Vote: Motion carries, (7-0) with Mr. Golding and Mr. Soto being excused.

No. 2: Discussion and or action regarding the Draft Scope of Work for the Short- Range Transit Plan, Ranking and Criteria. Action required.

Ms. Kreger stated that Federal statutes require that YCIPTA, develop and periodically update the Short- Range Transit Plan (SRTP) as part of the Transportation Improvement Program (TIP). YCIPTA and YMPO are working together to achieve and develop the SRTP.

Ms. Thorpe inquired as to the definition of SRTP.

Ms. Kreger stated that the SRTP is a 5-year plan.

Mr. McGaughey inquired as to who was in the subcommittee to rank the proposals.

Ms. Kreger inquired to the board if they all wanted to participate or if a subcommittee would be formed.

Mr. Killman asked the Board for volunteers to participate.

Ms. Zambrano, Mr. Simonton and Dr. Sabath volunteered to review the proposals.

The Chairman asked Mr. Simonton to coordinate with staff.

Ms. Thorpe inquired as to was the cost and where that funding would come from.

Mr. Paul Ward, Executive Director, Yuma Metropolitan Planning Organization (YMPO), introduced himself to the Board.

Mr. Ward stated that the cost would not exceed \$95,000 and stated that YMPO would be paying for it. Mr. Ward stated that he intended to use in-kind.

Motion: (McGaughey/Sabath): Item approved as presented.

Voice Vote: Motion carries, (7-0) with Mr. Golding and Mr. Soto being excused.

No. 3: Discussion and/or action regarding the Updated Yuma County Intergovernmental Public Transportation Authority 10 Year Capital Plan. Action Required.

Ms. Kreger stated that this was another FTA requirement. Ms. Kreger stated that the purpose was to keep the Transit System in a “state of good repair”.

Dr. Sabath inquired as to what was included in the plan.

Ms. Kreger stated that the following items were on the plan: fleet replacement, new facility, GPS trackers, vehicle repairs, preventative maintenance and other major repairs.

Dr. Sabath inquired as to the status of the new facility.

Ms. Kreger stated that due to the legal issues with National Express, purchasing a new facility was not a priority.

Dr. Sabath inquired as to what happened with the property off of Interstate 8.

Ms. Kreger stated that YCIPTA did put in an offer but was denied and it had since been purchased.

Motion: (Thorpe/Velez): Item approved as presented.

Voice Vote: Motion carries, (7-0) with Mr. Golding and Mr. Soto being excused.

No. 4: Discussion and or action regarding the Yuma County Intergovernmental Public

Transportation Authority Fleet Replacement Plan. Action Required

Ms. Kreger stated that the Fleet Replacement Plan (page 47) is the same as the capital plan and is to be included in the SRTP. MS. Kreger further stated that YCAT has a high spare ratio, and although, FTA does not like it that high, FTA leaves it to our discretion. Ms. Kreger stated that the plan includes replacing the cutaways, 4 new vehicles for the OnCall service.

Chairman, Mr. Killman inquired if the service trucks would be replaced.
Ms. Kreger stated that the service trucks were replaced last year.

Ms. Thorpe stated that 2017 was listed as the year of replacement and she requested the actual replacement year to be listed.

Ms. Kreger stated that 2017 was the suggested replacement year but that she would add the actual year.

MS. Thorpe requested this update be sent to the Board via email.

Motion: (Velez/Zambrano): Item approved as presented.

Voice Vote: Motion carries, (7-0) with Mr. Golding and Mr. Soto being excused.

PROGRESS REPORTS:

No. 1: Operations Manager/Maintenance Report – Jeffrey Stewart, General Manager – RATP Dev. No action required.

Ms. Kreger stated that Mr. Stewart was not available due to issues at the shop. Ms. Kreger also stated that the Maintenance Manager may be going back to the technician position due to performance issues.

No. 2: Transit Director Report – Shelly Kreger, YCIPTA Transit Director. No action is required.

Ms. Kreger presented the report as contained in the member packet.

MS. Kreger stated that Automatic Passengers Counters (APC) would provide critical information to determine shelter placement.

Dr. Sabath stated that the APC data would be a good tool for YCIPTA.

Ms. Kreger agreed and further stated that the APC data, GFI data would be going into our reporting software for better reporting.

Ms. Thorpe inquired if the shelter procurement was to be completed before determining the placement.

Ms. Kreger affirmed that that was correct.

Dr. Sabath inquired if YCIPTA had set a standard for the shelters.

Ms. Kreger stated that there was a standard but some advertising shelters were purchased from a third party that were a little different.

Ms. Thorpe inquired if the shelters were going to be placed within the City of Yuma.

Ms. Kreger stated that the shelters would be placed throughout the County.

Dr. Sabath stated that hopefully these can be expedited due to climate.

No. 3: Transit Ridership – Carol Perez, Transit Operations Manager. No action is required.

Ms. Perez presented the report as contained in the member packet.

No. 4: Financial Report – Chona Medel, YCIPTA Financial Services Operations Manager. No action is required.

Mrs. Medel presented the report as contained in the member packet.

SCHEDULE NEXT MEETING DATE AND IDENTIFY AGENDA ITEMS:

The next Board meeting September 23, 2019.

Item to be discussed FY 2018-2019 Audit.

There being no further business to come before in executive session the Authority, the Chairman adjourned the meeting at 2:20 PM.

ADJOURNMENT

YUMA COUNTY INTERGOVERNMENTAL TRANSPORTATION AUTHORITY

Adopted this _____, 2019, Agenda Item _____.

Carol Perez, Board Secretary



Yuma County Intergovernmental Public Transportation Authority

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October 25, 2019

Discussion and Action Item 1

To: Yuma County Intergovernmental Public Transportation Authority
Board of Directors
From: Shelly Kreger, Transit Director
Subject: Discussion and or action regarding the Maintenance Audit Report
2019. Solutions for Transit will present.

Requested Action: N/A

Background and Summary: Yuma County Intergovernmental Public Transportation Authority (YCIPTA) contracted with Solutions for Transit, using the CMAS contract, to perform a maintenance audit on its vehicles which are maintained under YCIPTA's contract with RATP Dev. This audit was performed Thursday, September 12th through Sunday, September 15th, 2019, by Kari Wilson and Bobby Kuhn of Solutions for Transit. Following is an overview of the inspection process and a brief summary of the audit findings, followed by detailed sections that include a variety of analyses.

Financial Impacts: N/A

Budgeted: N/A

Recommended Motion: N/A

Legal Counsel Review: No

Attachments: Maintenance Audit Report Final

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Ian McGaughey - City of Somerton, Susan Thorpe – Yuma County

Shelly Kreger, Transit Director

For information regarding this agenda item, please contact Shelly Kreger via email to: skreger@ycipta.az.gov or call 928-539-7076, extension 101.

Approved for submission:



Shelly Kreger
Transit Director

Yuma County Intergovernmental Public Transportation Authority Board Of Directors
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Brian Golding, Sr.-Quechan Tribe, Ralph Velez - City of San Luis, Paul Soto – Cocopah Tribe,
Ian McGaughey - City of Somerton, Susan Thorpe – Yuma County

Shelly Kreger, Transit Director

Maintenance Audit Report

Prepared for Yuma County Intergovernmental
Public Transportation Authority

September 2019



1

This report incorporates the findings of Solutions for Transit's Maintenance Audit of YCIPTA vehicles performed September 12-15, 2019.

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October 14, 2019

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Table of Contents

Table of Contents

Executive Summary.....	4
Overview of the Process	4
Review of Records.....	4
Defects Noted During the Inspection.....	4
Safety-Related Defects.....	4
Trends	5
Adherence to PMI Schedule and Inspection Intervals.....	5
Effectiveness of PM Inspections	5
Overview of the General Condition of the Fleet and the Shop	5
Conclusion and Recommendations.....	6
Inspection Parameters.....	8
Vehicles Inspected	8
Review of Records.....	8
Defects Noted During the Inspection	10
Defects Found by Category	11
Safety and Out of Service Items.....	11
Electrical.....	11
Other Safety-Related Defects Found	12
Fire Extinguishers.....	12
Vehicle Registration and Insurance Certification.....	12
Obstructed Drivers’ Operation	13
PMI Forms	13
Work Order Review.....	15
Shop	16
Trends	17
PMI Records	18
Timeliness of PMIs Completed.....	18

2

PMI Records – All Revenue Vehicles	19
Inspection Intervals	20
Effectiveness of PM Inspections	20
Roadcall Summary	20
Fluids Analysis Management	22
Contract Compliance.....	23
Conclusion and Recommendations.....	24
Recommendations	24
Emergency Windows.....	24
Excessive Idling.....	24
Diesel Particulate Filters	24
Training	24
Review Repairs.....	24
Track Repairs	25
PMIs	25
Parts	25
Follow-Up Audits.....	26

3

Executive Summary

Yuma County Intergovernmental Public Transportation Authority (YCIPTA) contracted with Solutions for Transit, using the CMAS contract, to perform a maintenance audit on its vehicles which are maintained under YCIPTA's contract with RATP Dev. This audit was performed Thursday, September 12th through Sunday, September 15th, 2019, by Kari Wilson and Bobby Kuhn of Solutions for Transit. Following is an overview of the inspection process and a brief summary of the audit findings, followed by detailed sections that include a variety of analyses.

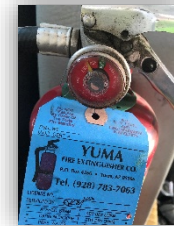


Overview of the Process

This is the first audit of YCIPTA's current contractor, RATP Dev, that Solutions for Transit has performed.

During the audit, we verified whether the Federal Motor Vehicle requirements and the manufacturers' recommendations were being met. We found some issues that should be addressed in each regard. We also verified whether the contractor was in compliance with the contract and thus their own proposal.

Two inspectors were on-site—one inspector, Bobby Kuhn, performed the vehicle and facility inspections. A 175-point inspection was done on each of the vehicles. A second inspector, Kari Wilson, noted the consistency of proper record keeping, the accuracy of the files maintained, the cleanliness of the files, how well organized the files are kept. The PMIs, work orders, and daily vehicle inspection reports were reviewed. We also conducted a shop inspection and reviewed the parts room.



RATP Dev Maintenance employees do not use The Reporting Solution Maintenance program completely, thus many items that the program would point out are missed.

Review of Records

During this audit, the focus of the records review was on the work orders in YCIPTA's fleet management system, The Reporting Solution. The last twelve months' worth of Work Order records were reviewed.

Defects Noted During the Inspection

Each vehicle had some defects, for a total of 334 defects found on the 37 vehicles inspected. The largest numbers were related to Interior defects. All of these should have been caught by the most basic Preventative Maintenance Inspections or the Drivers' Pre-Trip Inspections.

Safety-Related Defects

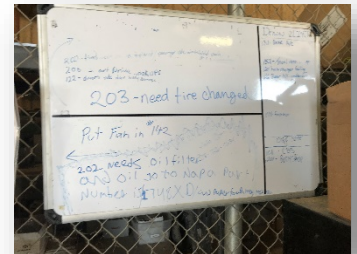
Solutions for Transit did find that Vehicle 130 had safety-related defects related to electrical wiring in the electrical compartment, although the bus was already out of service for unrelated defects.

Trends

Defects were analyzed to determine the severity or detrimental impact they pose in terms of safety, comfort and convenience, structural integrity, and life expectancy of major components. Trends were also analyzed based on the records. The results of these analyses can be found below.

Adherence to PMI Schedule and Inspection Intervals

The vehicles are scheduled to be inspected every 4,000, 5,000 or 6,000 miles, depending on vehicle type. FTA requires that at least 80% of the inspections are completed on time, RATP Dev is at 38.6% completed on time for this time period. Of the 166 inspections completed, we found 57 were completed early and 64 were completed late. In addition, we found the inspections are not following the intervals prescribed. 136 of the 166 inspections completed were classified as ‘A’ inspections, typically is just an oil change. The manufacturers’ recommendations are not followed and this will impact the useful life of the vehicles, thus the contractor may be liable for any failures under the Scope of Work B3



Effectiveness of PM Inspections

The inspections performed by the mechanics typically only find one or a few defects per bus, including some that found no defects. Clearly the inspection forms are not being followed, evidenced by the fire extinguishers, loose screws, wires hanging, and lights not working—the RATP Dev inspectors should have found many more defects per bus. Significant work needs to be done on training the mechanics on how to perform a Preventative Maintenance Inspection. We also identified several issues with the PM inspection forms themselves. The New Flyer inspections are missing some key items: changing the fluid for the wheelchair ramps is missing, the primary fuel filters require more frequent changing, changing the coolant is missing, and the wheel bearings require more frequent lubing. We also noted that over the last year several different PMI forms were used, and each form had slightly different requirements. This has created confusion in the shop and filters that should have been changed but were not. The effect of this can be seen in the number of road calls that have occurred during the same period.



Overview of the General Condition of the Fleet and the Shop

The shop had clearly been recently cleaned up, although it still remains in disarray. We found fire extinguishers in the facility that were expired, electrical access panels that were blocked, benches that were full of old parts, and the files are a mess. The Contractor is responsible for the janitorial maintenance of the facility as identified in Section 13 of the Agreement with RATP Dev.

The fleet is in the best shape that we have seen in recent years. Clearly YCIPTA has invested a great deal of money getting some of the old defects repaired. However, we can also see that the Maintenance Department is allowing the fleet to fall back into disarray. We found fire extinguishers that were expired, check engine lamps and ABS lamps that have been ignored for a year, driver’s defects being ignored, and a complete disregard for stocking adequate parts. The

mechanics are left to decide if and when they want to bring a bus in to repair it. Each time we have been at YCAT over the last year, we have noted that mechanics just sit around and talk for most of the day. These mechanics have openly informed us that they have not been assigned anything to do, so during our inspections we assigned them work.

We have also identified that the Maintenance Department is not taking advantage of the warranties of the existing fleet and equipment, as required in Section 10 of the Agreement with RATP Dev. The Gillig buses have an issue with the right front tire wearing unevenly, yet the shop just rotates the tires instead of notifying Gillig of the issue. The GFI farebox spare parts have all been depleted, yet the systems have a two-year warranty and nobody had notified GFI of any issues with the fareboxes or returned any of the parts for warranty.

The parts room is severely under-stocked. We found that the mechanics make almost daily runs to the parts stores to obtain daily essentials like oil filters.

We also found that Maintenance starts all of the buses scheduled to go out that day. Unfortunately, we witnessed buses running for up to five hours in the yard. Most every state, including Arizona, have regulations limiting idling time to ten minutes or less.

Conclusion and Recommendations

Solutions for Transit will have several recommendations for improvement:

- Clean and lube emergency exit window latches.
- Clean the vehicles nightly as described in the Agreement with RATP Dev.
- Require RATP Dev (Contractor) to implement a training program for the mechanics covering diagnostics, repair of electrical and powertrain complaints, and Preventative Maintenance Inspections.
- Require Contractor Maintenance Manager to perform spot checks to ensure defects are documented and that they are repaired when they are reported.
- Require Contractor Maintenance Manager to report the labor hours of the Maintenance staff, to ensure mechanics are dedicated to making repairs on YCIPTA fleet.
- Require Contractor to develop a Maintenance Plan that meets FTA guidelines and includes Preventative Maintenance Inspection forms that meet the individual manufacturer's minimum requirements.
- Require Contractor to perform the Preventative Maintenance Inspection at the predetermined intervals described by each individual manufacturer.
- Require Contractor to develop a SOP on Fire Extinguisher maintenance.
- Require Contractor to perform repairs on items documented by operators prior to releasing the vehicle back into service or documenting the defect and scheduling the repairs to be performed within a reasonable time.

- Require Contractor to fully utilize the YCIPTA Maintenance program ensuring work orders are created for the driver's defects.
- Require Contractor to clean and organize the shop area including parts, office and office files, benches and corners.
- Require Contractor to furnish adequate parts and supplies to maintain the fleet in accordance with the Manufactures recommendations.
- Require Contractor to immediately end the practice of leaving vehicles running in the yard in excess of five minutes.
- Require the Contractor to immediately address the wiring issues with the El Dorado Passports.
- Require the Contractor to clean the Diesel Particulate Filters (DPF) on the vehicles which are due or past due for professional cleaning.

Inspection Parameters

Solutions for Transit inspected Thirty-Seven (37) vehicles and the associated records as a part of this Maintenance Audit, one vehicle was in Reno for frame repairs and was not inspected.

Thirty-Seven (37) vehicles were inspected.

Vehicles Inspected

The following vehicles were inspected between September 12th and 15th, 2019:

Purpose Built Fleet

	QTY	Year
40' Gillig Low Floor	5	2019
40' Gillig Low Floor	2	2016
40' New Flyer D40LF	3	1997
Freightliner Trolley	2	2006
Freightliner Arboc	3	2016

Cutaway Fleet

25' El Dorado Aerolite	4	2010
25' El Dorado Passport	7	2010
25' Starcraft Allstar Cutaway	2	2019

Non-Revenue Fleet

	QTY	Year
FORD F250	3	2019
Dodge Amerivan Caravan	2	2015
Dodge Entervan	1	2014
Ford Focus	3	2013

Each vehicle was physically inspected on over 175 points. The inspection sheets include items recommended by the manufacturers', Federal Motor Vehicle (FMV) requirements, as well as items that Solutions for Transit has determined to be critical in maintaining vehicles to the highest standards. The inspection sheets for each vehicle inspected are included in Appendix A.

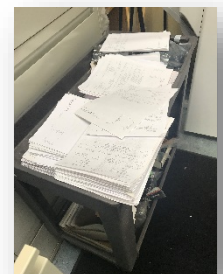
In many instances, DVI repairs are not entered as work orders, but instead the DVI is just signed off or deferred and a work order is created after several DVIs have accumulated

Review of Records

The records for twelve months on each vehicle, were reviewed and analyzed. Because RATP Dev is not tracking their maintenance data, we were unable to import any data into The Reporting Solution to analyze records for the effectiveness of the repairs and the time from repair to roadcall.

Additionally, PM Inspections are frequently done out of sequence, likely due to the challenge of reviewing data in Excel and the confusion of multiple forms.

The hard copies of the records themselves were neat, clean, but not at all orderly. We found the files to be disorganized, dates were not in order, very few records in the files, some with PMI forms attached and some without. The RATP Dev proposal stated "All "corrective maintenance performed on contract vehicles is recorded chronologically in



each vehicle’s history file”; however, we found the vehicle history file is a complete mess, with most of the work orders out of order, upside down, flipped over, missing PMI forms, or missing completely.

RATP Dev is not using a maintenance module to track work orders and this has led to a complete disregard of tracking work performed. RATP Dev should enter all work order information into the database. However, we found that many of the DVI repairs are not entered as work orders, but instead the DVI is just signed off or grouped together and put on a work order later or not at all. This makes it difficult to track trends in terms of numbers of defects by category, defects repaired multiple times, or the length of time it takes for Maintenance to correct a defect once notified of the defect.

We found several instances in the DVIs where defects are written up multiple times, but not yet fixed.

Repaired defects that keep coming back for further repair indicates that the mechanics need to improve their skills in diagnosing the actual problem causing the defect. The Maintenance Manager should regularly review the work orders to ensure that re-occurring defects are being handled appropriately, and not signed off as “No Defect Found”. Further training may be required.

Delays in correcting issues written up by the drivers can have a negative impact on the attitudes of the drivers, the passengers and, ultimately, the community YCIPTA is serving. If the drivers feel that their concerns about the vehicles are not being corrected and passengers make comments about things not working, the natural reaction by the drivers will be to tell the passengers that they have told management about the problems but nothing was done. Passengers will start questioning whether or not they want to count on YCIPTA to provide them with transportation to work, school, etc. This will be especially true if the bus breaks down due to a defect not addressed in a timely manner. People who have a bad experience tend to tell a number of people about that experience, negatively influencing the opinions of even those who have never used YCIPTA. Furthermore, drivers tend to write up defects for a short time before they stop and consider that Maintenance is not going to fix them. This provides the drivers an “excuse” for not continuing to write up defects that are obviously not being considered a defect by Maintenance. This should not be considered a valid excuse, but it should not come as a surprise if this is happening.

Repairs made on the vehicles are incomplete and the vehicle keeps coming back with the same defect.

Delays in correcting issues can have a negative impact on the attitudes of the drivers, the passengers and, ultimately, the community YCIPTA is serving

Defects Noted During the Inspection

This section itemizes defects found on each vehicle inspected between September 12 and September 15, 2019. The defects are organized by location of the defects found on the coaches.

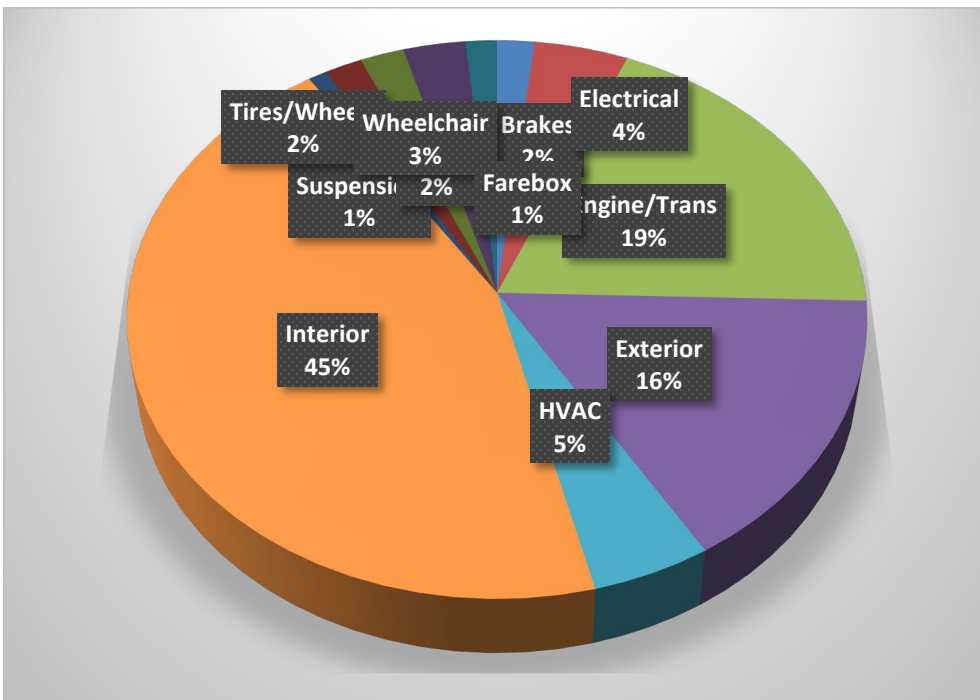
There are ten (11) major categories per coach:

- Brakes
- Electrical
- Engine/Trans
- Exterior
- HVAC
- Interior
- Suspension
- Tires/Wheels
- Lights
- Wheelchair
- Farebox

Category	# of Defects
Brakes	6
Electrical	15
Engine/Trans	64
Exterior	53
HVAC	16
Interior	149
Suspension	3
Tires/Wheels	6
Lights	7
Wheelchair	10
Farebox	5
Grand Total	334

A total of 334 defects were found during the inspection. This is an average of 9.02 defects per vehicle.

The Interior category had the highest number of defects. Most interior defects are cosmetic, although, because they are consistently ignored, the number of defects per bus is significantly higher than it should be. We do note that there were defects found during our inspection that had been recorded in the DVI book at least once and not yet corrected. We also note that a couple of our inspections were performed immediately after the PM Inspections were performed and those defects repaired.



11

Defects Found by Category

Most of the defects identified were Interior defects, items that each one of your passengers sit and stare at every day. We found cutaways that the rear evaporator covers are missing screws, the stop request wiring was hanging loose, and indicator lamps that were inoperative or missing.

Specific information on each defect per vehicle will be found in Appendix B.

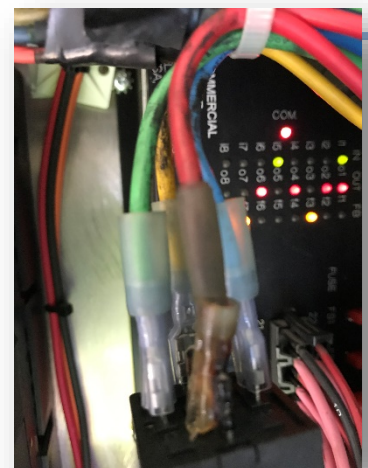
There was one (1) vehicle identified for a severe electrical hazard.

Safety and Out of Service Items

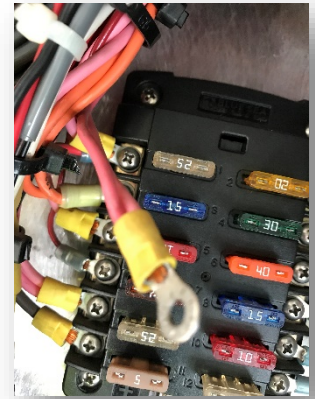
This section identifies defects found by our inspector that are classified as Out of Service (OOS) defects.

Electrical

The only vehicle that raised a safety concern was Vehicle 130 and the concern was related to electrical wiring. The electrical panel above the driver’s seat contained several wires that were burnt so severely that the insulation had melted away leaving the wiring exposed. We found two relays and one circuit board that were also melted. Electrical compartments are often the source of fires and these connections are dangerously close to starting a fire just above the driver’s head. Even if the result is just smoke coming from the compartment, this could easily result in an accident from the driver becoming distracted from the screaming passengers.



Vehicle 130 had already been removed from service for an unrelated defect, but we also noted several other vehicles that have wiring issues only not as severe. Some of the issues appear to be self-induced, as the mechanics are placing too many butt connections and creating a higher resistance in the circuit. We also found wires that had been disconnected, yet improperly terminated. We found wires that were cut, and a new section added using the wrong gauge wire, which also creates a higher resistance in the circuit.



Other Safety-Related Defects Found

Fire Extinguishers

Part of the inspection process was to verify that the fire extinguishers had been properly serviced and certified. We found eight (8) fire extinguishers that were expired, discharged or not secured --one that had expired in 2017. The fire extinguishers are certified yearly, and someone should have noted when each unit was recertified--yet another process that failed. In addition, we found several fire extinguishers in the shop truck that were expired or discharged.



It should be noted that the inspection of the fire extinguishers should be a component of the Preventative Maintenance program and the daily check to be performed by the drivers during a pre-trip inspection. Note item 2.11 below is on the Preventative Maintenance checklist and only identifies that the mechanic checks all safety equipment. Most inspection forms require that the mechanic verify the certification date. This is another indication that the PMI forms are inadequate for Public Transportation services.

12

2.11	Check All Safety Equipment
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Vehicle Registration and Insurance Certification

The vehicles are required to carry both proof of registration and insurance in the state of Arizona, as well as California. We found a few vehicles were missing one or both of the required forms. These items are also part of the daily check an operator is to perform during the pre-trip inspection. On five (5) vehicles, the proof of insurance expired in March 2019 and nobody caught it until we performed the Audit in September of 2019.



Brake Pads and Rotors

When brake pads are changed on Public Transportation cutaway vehicles, it is customary to replace the rotors or resurface them; however, we found a couple of instances where pads were replaced, at least twice, without replacing or resurfacing the rotors. The rotors now have ridges where the metal exposed to the brake pad has worn down lower than the thickness of the rotor edges. The manufacturer has a minimum thickness and runout measurement for the rotor, but it should be noted that you carry more passengers than the cutaway OE Manufacturer designed the vehicle for. RATP Dev needs to consider the safety of the driver, passengers, pedestrians, and other vehicle operators and passengers when making a decision to not replace or resurface the rotors. At the very least, a rotor thickness and runout measurement should have been noted on the workorder for the Maintenance Manager to review. We did not find any work orders that indicated the mechanic had measured rotor thickness or rotor runout.

Obstructed Drivers' Operation

We found several instances where the operators' ability to brake was obstructed by hanging wires. Operators need to be able to trust that nothing is interfering with their ability to quickly apply the brakes when another vehicle suddenly stops or turns in front of them. Unfortunately, the fellow motorists that we encounter on the road do not think about the time it takes to slow a bus down compared to a car. If an operator has to manage the wires around the brake pedal prior to making a hard stop, there will be an accident. I am not sure if this has already happened, but I suspect it likely has or will.



13

PMI Forms

While it is general practice to use an existing form to develop new Preventive Maintenance Inspection forms, the form must be developed specifically for the fleet to be inspected. The form must include the Original Equipment Manufacturer (OEM) requirements to comply with FTA requirements.

A review of the records shows that RATP Dev have three different PMI forms in use and each of them differ in which filters get changed at each interval.

The forms currently used do not comply with FTA requirements as they are not developed specifically for the fleet being maintained.

We did not review each Manufacturers' manual; however, this must be done by RATP Dev to comply with FTA requirements.

We found the program lacked compliance with the Manufacturer (New Flyer) requirements in at least the following areas;

1. The wheelchair ramp fluid is not identified for replacement in the PMI forms. However, the manufacturer requires the ramp fluid be changed every year.

PRELIMINARY Fluid & Lubrication Guide

2.29. Fluid & Lubrication Guide

The following Guide is a convenient reference for the lubrication points on your New Flyer vehicle. It provides component locations, lubrication procedures and intervals, and lubricant types. Further preventive maintenance information on each component in this Guide can be found in this section of the manual under the component's specific maintenance interval. See "Fig. 2.29: Fluid & Lubrication Points" on page 43, Fig. 2.29: Fluid & Lubrication Points on page 44.

Item	Component	Procedure	Interval	Lube Type
1	Windshield Washer Nozzle	Fill bottle as required		Methylene Alcohol Windshield Washer Fluid
2	Entrance Door Baseplate	Lubricate connecting rod spherical bearings (4 bearings)	Yearly	SAE 20
3	Exit Door Baseplate	Lubricate connecting rod spherical bearings (4 bearings)	Yearly	SAE 20
4	Drag Link	Lubricate drag link ball joint at steering arm. Apply lubricant until new lubricant comes out of the boot.	Upon receipt of vehicle, trip 3,000 miles (4,800 km). Retest every 6,000 miles (9,600 km).	EP (Extreme Pressure) additive, NLGI Category 2, max. drop point is 255°F (127°C)
5	Idle Arm Link	Purge lubricate at fittings	Every 6,000 miles (9,600 km)	Multi-Purpose Grease w/Extreme Pressure Additive
6	Power Steering Miter Box	Lubricate fitting on miter box	Quarterly	Multi-Purpose Grease w/Extreme Pressure Additive
7	Wheelchair Ramp Pump	Check fluid	Every 6,000 miles (9,600 km)	DEXRON®-II
8	Wheelchair Ramp Mechanism	Change fluid	Yearly	DEXRON®-II
		Lubricate cam & guide	Every 6,000 miles (9,600 km)	Silicone Grease

2. The PMI form shows secondary fuel filters are to be replaced every 24,000 miles on a "B" Inspection. However, the New Flyer manual requires the primary fuel filters are replaced every 6,000 miles, and secondary filters are replaced every 12,000 miles.

PRELIMINARY Preventive Maintenance Guide

INTERVALS (DAILY - 6,000 mi.)

DAILY	MONTHLY	QUARTERLY	9,000 mi. (14,400 km)
			Battery System
			Wheelchair Ramp Mechanism
			Driver's/Passenger's
			HOAD Return Air Filter
			Passive Fires
			Automatic Slack Adjusters
			Front & Rear Axle Lubrication
			Rear Axle Breather Tube
			Front & Rear Brake Chambers
			Brake Components
			Low Voltage Inspection
			Primary Fuel Filter Replacement

3. The PMI form does not indicate a coolant change interval. However, the New Flyer manual requires the coolant be replaced every 80,000 miles.

PRELIMINARY 75,000 Miles (120,000 km) Preventive Maintenance NEW FLYER

2.18. 75,000 Miles (120,000 km) Preventive Maintenance

Change both filters every 75,000 miles (120,000 km), 3,000 hours, or 36 months and top up fluid. Refer to 2.21 "150,000 Miles (240,000 km) Preventive Maintenance" on page 36 in this section for procedure.

2.18.1. Transmission Filters

CAUTION: Fluid and filter change frequency is determined by the severity of transmission service. More frequent changes may be necessary if the operating conditions create high levels of contamination or overheating. Perform an oil analysis to determine proper change interval. If there is any question as to the severity of the transmission duty cycle, refer to Allison Service Manual and Allison Service Tip.

2.19. 80,000 Miles (128,000 km) Preventive Maintenance

2.19.1. Coolant

Change coolant every 80,000 miles (128,000 km) 2,000 operating hours, or two years. Refer to Section 6 of this manual for the coolant draining and filling procedure.

14

- The PMI form shows the wheel bearings are inspected at 48,000 miles. However, the New Flyer manual requires the wheel bearings to be lubed at 54,000 miles

PRELIMINARY
Fluid & Lubrication Guide **NEW FLYER**

Item	Component	Procedure	Interval	Lube Type
10	King Pins	Lubricate the king pin ends through upper and lower grease fittings. Top fitting is on the end of an access tube.	Upon receipt of vehicle, after first 3,000 miles (4,800 km), and thereafter every 6,000 miles (9,600 km)	Multi-purpose grease (lithium - 12 hydroxystearate type) with EP (Extreme Pressure) additives, NLGI Category 2, min. drop point is 350°F (180°C). Lubricant must not contain graphite or MoS2 (Molybdenum Disulfide) solid lubricants as EP (Extreme Pressure) additives
11	Wheel Bearing-Front	Check for leaks Change lubricant in hub grease cavities and inner and outer wheel bearings	Daily Every 54,000 miles (87,000 km)	Multi-purpose grease (lithium - 12 hydroxystearate type) with EP (Extreme Pressure) additives, NLGI Category 2, min. drop point is 350°F (180°C). Lubricant must not contain graphite or MoS2 (Molybdenum Disulfide) solid lubricants as EP (Extreme Pressure) additives

The bus inspection form does not give any information about when an alignment is needed. However, the New Flyer manual requires the alignment every 48,000 miles.

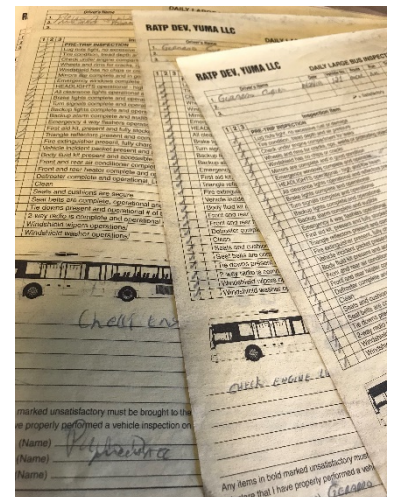
PRELIMINARY
NEW FLYER Preventive Maintenance Guide

INTERVALS (30,000 - 54,000 mi.)			
30,000 mi. (48,000 km)	36,000 mi. (58,000 km)	48,000 mi. (77,200 km)	54,000 mi. (87,000 km)
Fuel Tanks	Rear Axle Lubrication	Front End Alignment	Front Axle Lubrication

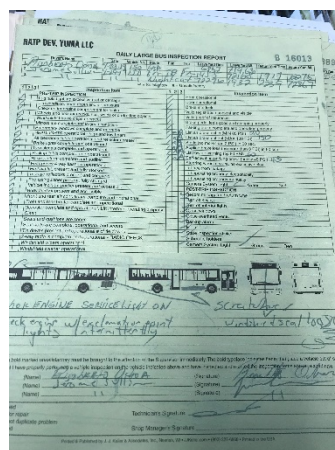
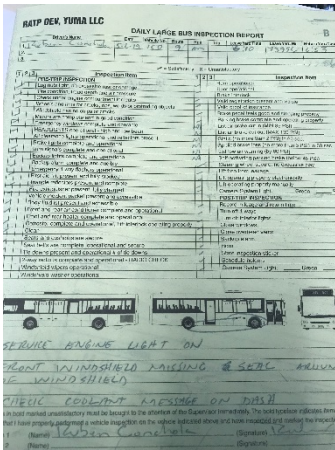
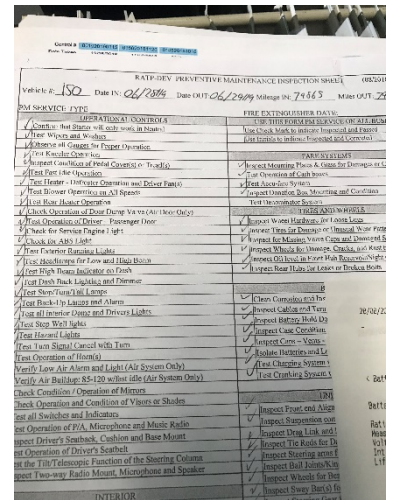
Work Order Review

Below is a list of workers that we reviewed in the bus files. These were taken at random and is not a comprehensive review of all work orders for each bus. RATP Dev did not have the repairs documented in the YCIPTA Data Management System, so we spot checked the hard copies and found some significant issues.

- Vehicle 121 has several dozen DVI forms beginning in 2017 stating the check engine lamp is on, yet no work had been performed to correct this defect.
- Vehicle 121 had a defect noted on the PMI form on 6/14/19 for possible misfire, yet the defect was not repaired
- Vehicle 121 had a defect noted on the PMI form on 8/13/19 for a misfire, yet the defect was not repaired. The form just notes that a sensor is needed and a tune up is needed.



- Vehicle 150 had an inspection performed on 6/28/19 using an older form, one that did require the date of the fire extinguisher be documented, yet the section is blank.
- Vehicle 150 has had the front windshield seal missing since at least April 2019 and was still missing when we performed our audit.



16

Shop

The new Maintenance Manager began cleaning the shop prior to our arrival. However, there is much more work to do to get all of the shop cleaned up and fully functional.

The Parts Room is a complete mess, with cobwebs and spiders everywhere. Records storage in the parts room is also very disorganized.

Inventory is severely lacking with evidence of parts shortages on filters, a basic requirement of the Preventive Maintenance program.



Fareboxes parts are in complete disarray with spare parts found throughout the Manager's office.



We found several electrical panels that were blocked with debris and one panel by the Manager's office that is permanently blocked by the parts room cage. The OSHA standard of 30 inches is required for all panels serving 120 volts to 250 volts.

*"For equipment serving between 120 volts and 250 volts, the regulations require a minimum of three feet of clearance. The width of the working space in front shall be 30 inches minimum or width of the equipment. The OSHA standard (29 CFR1910.305 (d)) requires a dead front on **electrical panel boards**."*

The parts room cage should have been extended to the Manager's wall, thus the electrical panel would have been in the parts room and the 30 inch standard could have been maintained.



Trends

Solutions for Transit reviewed twelve months' worth of PMI and work order records for each vehicle inspected. In addition, because we had only PMI data to import for all vehicles into The Reporting Solution database, we were not able to allow the SQL database to report trends. Below is a listing of trends that were documented from manually reviewing records. It should be noted that most DVI defects are not documented in workorders and often just ignored.

Trends found included:

- DVIs are not responded to daily, sometimes not for weeks and sometimes not at all.
- The warranty program is ignored on the New Gilligs. The alignment issues create an irregular wear pattern on the tires, wearing on one side. The mechanics are rotating these tires to the rear. Meanwhile, your alignment problems have started the same issues with the new tires installed on the fronts and the warranty period continues toward expiration.
- Most repairs are not addressed appropriately, and some significant training is needed. We found this with the alignment issues, check engine lamps, ABS lamps, headsign troubleshooting, farebox repairs, stop requests systems, etc. We also found that significant training is needed for the PM inspections, as the mechanics are not finding the defects that we found.
- PM Inspections are being performed from at least three different forms, each of which have different intervals for filter changes.
- The mechanics are performing A-Inspections, basically an oil change, then documenting them as B or C-Inspections in YCITPA's data management system.

So key engine filtration systems are ignored, and this is leading to Roadcalls and breakdowns in the yard.

- Nobody is assigning work to the mechanics so most of their day is not used for repairing the defects--they sit in the shop and play on their phones.

PMI Records

Solutions for Transit reviewed twelve months' worth of Preventive Maintenance Inspections (PMI) for each of the vehicles. In reviewing RATP Dev's PMI forms, they indicate intervals of 4,000 miles for PMIs on all light and medium-duty vehicles, and 6,000 miles for all heavy-duty vehicles, regardless of manufacturer and year. This can be an acceptable practice as long as the minimum requirements for each PMI include the minimum requirements for each bus and year per the individual manufacturers' recommendations and the inspection form indicates which manufacturer the form was designed for. However, RATP Dev reported the PMI interval as 4,000 miles for light duty, 5,000 miles for medium duty, and 6,000 miles for heavy duty vehicles.

A Maintenance Plan is required under FTA Circular 5010.1E, which shall describe a system of periodic inspections and preventive maintenance to be performed at certain defined intervals. In addition, the Maintenance Plan needs to identify goals, process and procedures, and copies of the inspection forms. During an FTA audit, an auditor will compare the inspections to the Manufacturer's Manual to ensure the inspections meet the Manufacturer's recommendations. No Maintenance Plan that meets the FTA requirements was available on-site and we found at least three different inspection forms in use.

RATP Dev began the service last year using an Excel PM Tracker system, which is never a sustainable system. The PM Tracker listed the Passport vehicles as 6,000 miles between PMI. When RATP Dev finally moved to the YCIPTA Data Management System, the Passport vehicles were listed at 5,000 miles between PMI. During our Audits, we found the Passport PMI forms listed these vehicles at 4,000 miles between PMI. We found the same issues had occurred under the National Express contract. RATP Dev likely used the same Excel PM Tracker without validating it.

FTA Circular 5010 requires grantees to have a Maintenance Plan

Timeliness of PMIs Completed

The YCIPTA Data Management System PMI intervals of 4,000 miles for cutaways and non-rev, 5,000 miles for Arboc and Passport and 6,000 miles for New Flyer and Gillig were used to determine timeliness for all vehicles.

If a PMI falls outside the agreed upon range (FTA considers an agency deficient for being either 10+% late or missed), it will be shown as "Early" or "Late". FTA no longer penalizes an agency for completing the PMIs early. They are indicated as "Early" for

information purposes only and are considered on-time for purposes of determining the percentage of inspections done on-time.

PMI Records – All Revenue Vehicles

Vehicle	Inspection Intervals	Total Inspections Performed	# of PMIs Completed Late	Average Miles Between PMIs	Percentage on Time
117	4,000	6	2	7,613	33%
121	4,000	6	2	4,945	33%
122	4,000	6	1	4,188	17%
123	4,000	6	1	6,392	17%
125	5,000	10	3	6,458	30%
126	5,000	5	2	7,667	40%
129	5,000	4	3	13,146	75%
130	5,000	7	4	4,402	57%
131	5,000	8	5	8,249	63%
132	5,000	3	2	21,064	67%
137	6,000	2	0	4,320	100%
138	6,000	3	2	6,105	67%
142	6,000	2	0	62	100%
146	4,000	3	1	3,035	33%
147	4,000	4	1	7,810	25%
148	4,000	3	1	1,983	33%
149	6,000	4	2	17,980	50%
150	5,000	8	4	5,166	50%
151	5,000	10	6	5,277	60%
152	5,000	7	5	6,600	71%
153	5,000	10	6	4,660	60%
200	6,000	9	1	5,893	11%
201	6,000	8	2	8,480	25%
202	6,000	5	2	5,857	40%
203	6,000	6	1	5,321	17%
204	6,000	6	1	5,388	17%
205	6,000	4	1	6,228	25%
206	6,000	4	1	6,216	25%
300	4,000	4	1	2,578	25%
301	4,000	3	1	2,441	33%
		166	64	195,524	39%

19

Failures are those, which, because of local policy, prevent a vehicle from completing or starting a scheduled revenue trip. Mechanical System Failures have a direct impact on the service provided to the riding public.

YCIPTA system wide average is 1,426 miles between roadcalls, which is unacceptable. The National average, using FY 2017 NTD data for the services YCIPTA provided, is 6,762 miles between roadcalls. Your goal should be about 10,000 miles between roadcalls.

Most of the buses are roadcalled at least once a month. Clearly the Preventive Maintenance program is not addressing the issues common to Public Transit vehicles.

The vehicles listed below had more than 30 roadcalls in a calendar year, indicating that the Preventive Maintenance Program has failed completely on these vehicles.

Vehicle Number	Beginning Miles 9/1/2018	Ending Miles 8/31/2019	Total Miles Traveled	# of Roadcalls	Miles Between Roadcalls
Bus125	401720	440109	38,389	35	1,097
Bus126	457061	491201	34,140	47	726
Bus129	452049	484782	32,733	35	935
Bus130	437443	468995	31,552	47	671
Bus131	451400	495233	43,833	63	696
Bus149	701383	734536	33,153	33	1,005
Bus151	40925	96573	55,648	35	1,590
Bus152	49528	96619	47,091	47	1,002
Bus200	162313	216598	54,285	31	1,751

21

It should be noted that bus 200 is a 2016 Gillig coach and yet it is roadcalled at least twice a month. Gillig makes a purpose-built coach, meaning the buses that they build are built specifically for Public Transportation, and they should not be breaking down this often. Most of our locations see 7,000 miles between roadcalls on these vehicles.

Many of these roadcalls are for a regen, meaning that the aftertreatment Diesel Particulate Filter (DPF) is partially plugged and the vehicle needs to driven at highway speeds for 20 minutes. It is likely caused by RATP Dev’s policy of allowing the buses to idle in the yard for an excessive amount of time, as the DPF can not effectively burn off particulates when the vehicle is at idle.

However, DPFs are supposed to be removed and professionally cleaned to ensure the ash is removed from the combustion chamber of the DPF. Most OEM require this process at 200,000 miles and bus 200 is at 225,000 miles and we see no record of this cleaning occurring.

Furthermore, your New Flyers likely have retrofit DPFs installed and they require more regular cleaning. Most sites suggest yearly or at 150,000 miles.

Miles Between Roadcalls – All Vehicles

Vehicle Number	Beginning Miles 9/1/2018	Ending Miles 8/31/2019	Total Miles Traveled	# of Roadcalls	Miles Between Roadcalls
Bus117	334292	357037	22,745	11	2,068
Bus121	247694	274730	27,036	14	1,931
Bus122	230697	247859	17,162	8	2,145
Bus123	262447	284580	22,133	16	1,383
Bus125	401720	440109	38,389	35	1,097
Bus126	457061	491201	34,140	47	726
Bus129	452049	484782	32,733	35	935
Bus130	437443	468995	31,552	47	671
Bus131	451400	495233	43,833	63	696
Bus132	477959	512328	34,369	26	1,322
Bus137	787979	795747	7,768	13	598
Bus138	126115	146792	20,677	18	1,149
Bus141	198729	198729	-	-	
Bus142	156377	157253	876	4	219
Bus146	48619	56534	7,915	1	7,915
Bus147	54943	74190	19,247	2	9,624
Bus148	24782	30944	6,162	1	6,162
Bus149	701383	734536	33,153	33	1,005
Bus150	40708	88031	47,323	27	1,753
Bus151	40925	96573	55,648	35	1,590
Bus152	49528	96619	47,091	47	1,002
Bus153	9410	57612	48,202	15	3,213
Bus200	162313	216598	54,285	31	1,751
Bus201	151224	199780	48,556	17	2,856
Bus202	780	37565	36,785	26	1,415
Bus203	899	36688	35,789	9	3,977
Bus204	877	34747	33,870	11	3,079
Bus205	912	28970	28,058	11	2,551
Bus206	960	29697	28,737	15	1,916
Bus300	0	13547	13,547	2	6,774
Bus301	0	13602	13,602	5	2,720
			891,383	625	
Average Miles Between Roadcalls					1,426.213

22

Fluids Analysis Management

Based on our review of the records, an oil sample program has been implemented. The oil sample program provides recommendations from the Laboratory. RATP Dev will need to follow the recommendations from the laboratory to ensure an effective process is maintained.

Contract Compliance

The following sections were identified as non-compliant with the contract between RATP Dev and YCIPTA.

- **Section c, page 53:** *All components of the vehicle bodies, appurtenances, and frames shall be maintained in a safe, sound, and undamaged condition at all times. Damage (including body, glass, and all vehicle appurtenances) shall be repaired in a professional manner within three weeks (21 calendar days) of occurrences.*
 - The windshield trim on bus 150 has been missing for several months and we found no evidence that the replacement seal has even been ordered.
- **Section h, page 53:** *Tires shall always be matched (by manufacturer, size, and tread pattern) on each axle. Tires shall not vary more than 3/32" between inner and outer tires and not more than 4/32" between curb side and road side.*
 - Bus 200 left rear outer tire is 6/32 where the inner is 12/32. The right rear outer is 14, where the inner is 21. This causes an accelerated wear on the newer tire as it is carrying most of the load for that side. We found many vehicles that were not in compliance with this section.
- **Section c, page 55:** *The CONTRACTOR shall implement a proactive Quality Assurance Plan, subject to approval by YCIPTA, to verify the quality of work performed.*
 - RATP Dev does not have anybody verifying the quality of the work performed as evidenced by the number of defects found.
- **Section 5, page 55:** *CONTRACTOR shall perform repair work expeditiously in response to identification of problems by bus operators or other staff members. CONTRACTOR shall assure YCIPTA that required repairs shall not be deferred beyond a reasonable time.*
 - Maintenance is deferred for excessive lengths of time and most DVI defects are not addressed at all.
- **Section 11, page 57:** *Daily Vehicle Servicing: CONTRACTOR shall perform daily vehicle servicing on all YCIPTA vehicles and equipment used in this Agreement.*
 - The vehicles are not serviced daily and most vehicles were found with trash or debris in them during my inspections. Even vehicles that had not gone out the day before were found with dirty floors or trash.
- **Section 9, page 57:** *CONTRACTOR shall maintain vehicles in accordance with the Transit Fleet Rule established by the California Air Resources Board (CARB), including submission of fleet reports and other requirements. CONTRACTOR shall be responsible to maintain the CARB's Voluntary Compliance Program for YCIPTA's diesel bus fleet Emissions Control Programs: CONTRACTOR shall perform and certify such tests of equipment required to meet YCIPTA, other local, States of Arizona and California, and Federal requirements related to exhaust smoke and engine emissions*
 - The excessive vehicle idling and failure to professional clean the DPFs are not compliant with CARB or EPA.
- **Section 7, page 57:** *Parts Inventory: CONTRACTOR shall establish and maintain an ongoing spare parts inventory sufficient to minimize vehicle down-time and ensure that peak vehicle requirements are met.*
 - The parts inventory is severely below an acceptable level and mechanics are making regular parts runs just to keep the PM program moving.

Conclusion and Recommendations

Based on the results of the on-site inspections and the analysis of the records, Solutions for Transit concludes that RATP Dev is doing a poor job of maintaining the vehicles to the Manufacturers' recommendations. This will impact the longevity of the vehicles and lead to a higher cost per mile of the vehicles. RATP Dev is also doing a poor job of maintaining the records for the vehicles and maintaining sufficient spare parts for the vehicles.

Recommendations

Following are recommendations that would help ensure that RATP Dev keeps the vehicles up to the highest standards.

Emergency Windows

All of the emergency exit window latches need to be cleaned and lubed with a dry lube as most of the buses inspected during each of the audits had problems with dirty window channels. The windows did all open, but only because these are newer buses.

Excessive Idling

We recommend that RATP Dev immediately eliminate the practice of idling the buses every morning in excess of the California Air Resources Board limit of five minutes.

Diesel Particulate Filters

All of the vehicles need to have DPF on a regular maintenance schedule that meets the requirements under the California Air Resources Board (CARB), the Environmental Protection Agency (EPA), and the Original Equipment Manufacturers (OEM) recommendations. I have not seen any work orders showing that the DPFs have been removed and professionally cleaned; however, I have seen many roadcalls that indicate they have not been cleaned. The vehicles in excess of 200,000 miles need to have the DPF removed and professionally cleaned, and any retrofit DPFs need to be professionally cleaned if the vehicle is in excess of 150,000 miles. If the OEM requirements are greater than these, then the OEM requirements should be followed.

Training

Training should be considered for performing PMIs. As noted, many defects that should have been identified on the PMI are showing up in the DVIs shortly after the PMI. More concerning is that most defects found, or should have been found, during the PMIs are not being repaired at all. Maintenance should not be deferred for any reason except waiting on parts, and even then, the delay must be reasonable, and the defect cannot be safety related or impact the longevity of the vehicle.

Review Repairs

We recommend that when the work orders are originated, the Maintenance Manager review them against previous work orders to ensure the defects are not repeat defects. We also recommend that the Maintenance Manager spot check some of the work performed in the shop to ensure the Mechanics are completing the PMIs as assigned and identifying the defects that exists. This also ensures that they are aware of the defects, how the defects were diagnosed and resolved, and takes ownership and pride in the repairs

performed. In addition, they will likely notice trends if a particular vehicle keeps showing up with the same defect.

Track Repairs

We recommend that YCIPTA require RATP Dev to create work orders for all DVI defects in the YCIPTA Data Management System, with minor exceptions. Exceptions would include repairs such as changing a light bulb, or other items that take less than 15 minutes. Any repair that takes longer should have a work order created.

We also recommend that YCIPTA require the RATP Dev Maintenance Manager review each work order for completeness and accuracy of the repair. This can be completed after the vehicle is placed back into service, but if deficiencies exist, the Manager should instruct the mechanic to bring the vehicle back in and show the mechanic how to properly make the repair.

We also recommend that the Manager perform spot checks of the vehicles after PM Inspections are completed, to ensure the defects are written up and that the repairs have been completed correctly. The vehicles should be returned to "Like New" condition after each PM Inspection and repairs have been completed.

We also recommend that the vehicle files be maintained for the life of the equipment. After the Maintenance Manager approves the work order repairs it should be filed immediately.

We recommend that RATP Dev contact Gillig about the irregular wear pattern on the right front tires. We also recommend that RATP Dev put a warranty program in place to ensure FTA regulations on warranty repairs are complied with.

We recommend that RATP Dev contact GFI about the issues with the trim stock. GFI will classify this as a Class Failure. *"This is a failure of a given component and/or device in twenty (20%) percent of the equipment provided. The determination of a "Class Failure" by the authority and Genfare shall assume that all such equipment within its respective category has these defects and shall ultimately experience these same failures."*

PMIs

We recommend that YCIPTA require RATP Dev to immediately develop a Maintenance Plan that incorporates the FTA required components. This will ensure the PMI forms are developed meeting the Manufacturers' recommendations. We also recommend spot checks of the vehicles to ensure the defects are written up and are repaired.

Parts

We recommend that YCIPTA require RATP Dev to maintain enough supplies and filters to allow for regular maintenance and repair without running out. Typically, a Parts Room would maintain a Min/Max process that allows sufficient lead time for new parts to arrive before the stock runs out. The Min value sets the lowest number that the parts room can have of a specific part before reordering. This value is based on how often the part is needed and the lead time to receive a new part. Filters are part of the scheduled maintenance program, which is a simple calculation of miles. Your fleet traveled just close to 900,000 miles in the last fiscal

year. The inspections on the fixed route fleet are done between 4,000 and 6,000 miles, so that is about 180 inspections per year or 15 per month. You need at least 15 of each filter on the shelf if the purchasing process and lead time is 30 days. If the process and lead time is 15 days, then you need at least 8 filters on the shelf.

Follow-Up Audits

In order to follow up on recommendations and issues found during this audit, it is advised that follow-up audits be performed in approximately four months. The follow up audit can include 10% to 25% of the fleet and be performed by your Quality Assurance Officer. The inspection should be unannounced, and vehicles selected by a YCIPTA staff member. This audit provides for a baseline that YCIPTA staff can follow when performing future audits “in house”. Subsequent audits will enable YCIPTA to determine if the contractor has implemented the recommendations and if additional improvements need to be made. This will help ensure that the major component failures are kept to a minimum. More frequent audits will also ensure that RATP Dev maintenance staff does not fall into the bad habits that are affecting the life of the vehicles. Issues will be caught at a relatively early stage. FTA contractor compliance language can be found under FTA Circular 5010.1E, FTA Circular 9030.1E, and the FTA Master Agreement.

We would recommend that every year, a major audit including all of the vehicles be performed by a third-party contractor. We also recommend that a major audit be performed anytime a contract is expiring, regardless if the existing contractor wins the bid or not.



Yuma County Intergovernmental Public Transportation Authority

2715 East 14th Street, Yuma, AZ 85365-1900, Telephone: 928-539-7076

Fax: 928-783-0309, email: info@ycipta.az.gov, Web: www.yciptaz.gov

October 25, 2019

Discussion and Action Item 2

To: Yuma County Intergovernmental Public Transportation Authority
Board of Directors
From: Shelly Kreger, Transit Director
Subject: Discussion and or action and or action regarding the FY2018-2019
Annual Performance Report.

Requested Action: N/A

Background and Summary:

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) has developed Transit Service Evaluation Guidelines to accomplish the following goals:

- To facilitate the use of limited resources;
- Determine the location of demand, planning, and implementation and management of Yuma County Area Transit (YCAT) service within the area.

Service guidelines help YCIPTA balance its services between productivity, social equity, geographic coverage, and investment needs. In most cases, flexible guidelines help define minimum thresholds that should be met. The performance indicators discussed and used in this report examine YCAT service at the route level for Fiscal Years 2013-14 through FY 2018- 2019.

YCAT has experienced an increase of almost 5% in ridership for this fiscal year from 445,889 in FY2017-2018 to 467,195 in FY2018-2019. Fare box recovery ratio which is currently at 14.50%.

During FY 2018-2019, contract operating cost *per hour* (\$74.97 system-wide) was higher than the previous year, previously at \$70.44 in FY2017-2018. The entire system has maintained an average subsidy per passenger (based on contract

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Shelly Kreger, Transit Director

costs only) of about \$6.00 over the past three years. As expected, Yellow 95 is the champion performer with a subsidy of \$3.64 per boarding.

YCAT routes have experienced an increase since prior year except for Yellow 95 had a 2.66% decrease, Orange at a 4.33% decrease, Blue 5 at a .61% and again large increase in our Special/Seasonal routes.

As in the past Yellow 95 dominates its share of total YCAT patronage, constituting 56% in FY 2018-19.

Brown Route 3 has an increase of 28.76% recovering from the drop of 24.38% from prior year.

Green Route 4/4A boardings has shown a good increase of 28.42% from FY2017-2018. Green 4A provides counter clockwise service to Green 4's clockwise operations, also replacing portions of discontinued Red 1.

Purple 6 boardings of 46,307 was an increase of 13.96% making up for the previous year of -12.45% boardings of 40,635.

Gold 8 boardings of 3,838 was increased by 33.77%. Silver 9 boardings also has a very successful increase of 34.88% from prior year. With Silver 9 having a more direct route to the AWC more of the students are riding this route instead of Yellow 95 hence the drop in boardings for Yellow of 2.66%

Net operating subsidy per boarding for the entire YCAT fixed route system has increased by \$.05 and is at \$5.17 for FY2018-2019 based on contract costs but still remains below established standards.

As shown in Figure 15, YCAT's estimated subsidy per passenger (based on contract operating expenses only) has increased on most routes. And as expected, the most cost-effective route continues to be Yellow 95 at \$2.55 per boarding, followed by Silver 9 at \$4.01.

In contrast and also as expected, lifeline routes have much higher subsidies per passenger. Turquoise 10 subsidy per passenger boarding has increased to \$29.14.

The prepaid fare programs for students add what is properly classified as fare revenues to all YCAT routes. As shown in Figure 17 below, prepaid fares accounted for 45.3% of all YCAT fixed route boardings in FY 2018-19, 23.3% on Orange 2, 42.5% on Purple 6A, 26.2% on Gold 8, 29.7% on Green 4/4A, 40.5% on Brown 3, and 59.7% on Yellow 95.

Financial Impacts: N/A

Budgeted: N/A

Recommended Motion: N/A

Legal Counsel Review: No

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Shelly Kreger, Transit Director

Attachments: FY2018-2019 Annual Performance Report

For information regarding this agenda item, please contact Shelly Kreger via email to: skreger@ycipta.az.gov or call 928-539-7076, extension 101.

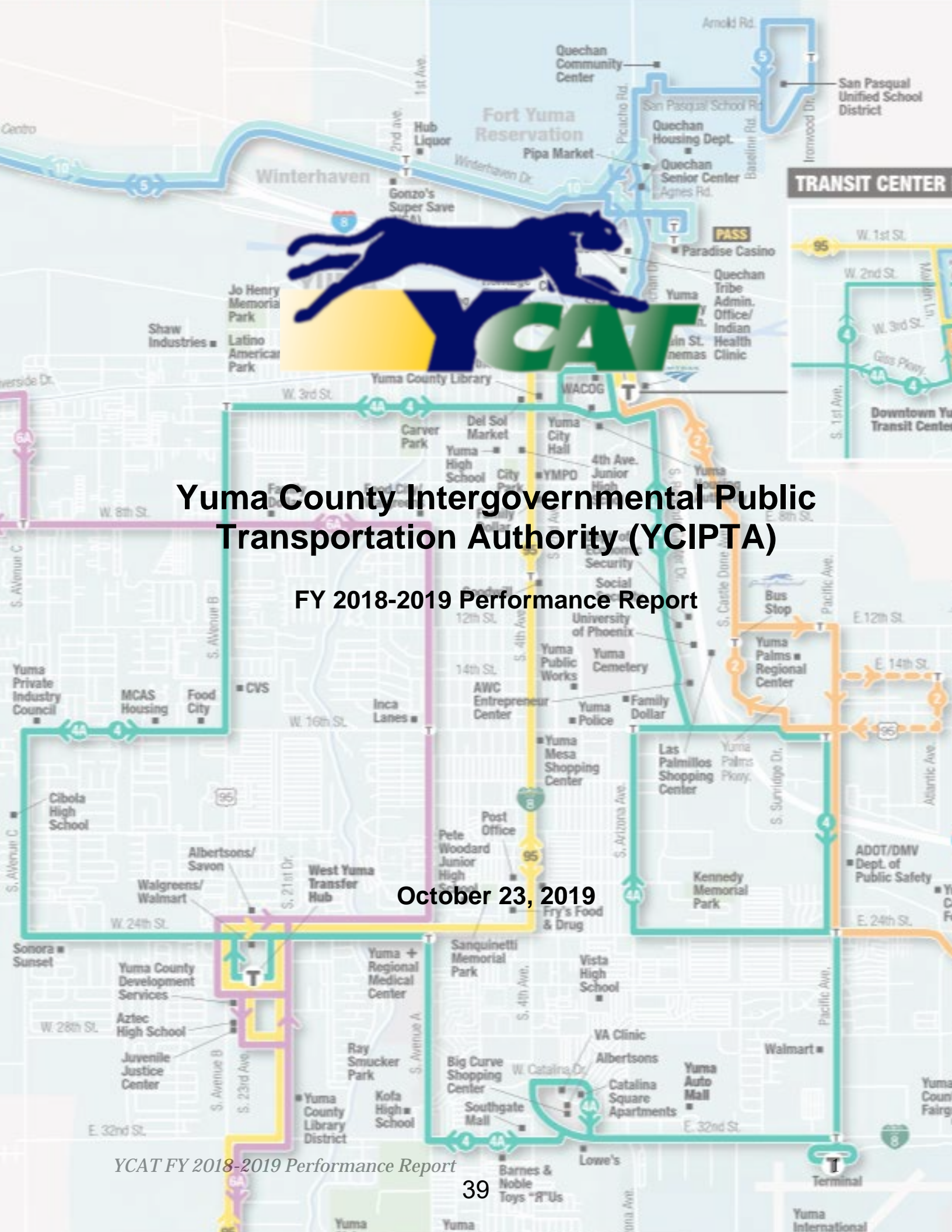
Approved for submission:



Shelly Kreger
Transit Director

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Shelly Kreger, Transit Director



Yuma County Intergovernmental Public Transportation Authority (YCIPTA)

FY 2018-2019 Performance Report

October 23, 2019

Yuma County Intergovernmental Public Transportation Authority (YCIPTA)

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Susan Thorpe	Yuma County

YCIPTA Management Staff

Shelly Kreger, Transit Director
Chona Medel, Financial Services Operation Manager
Carol Perez, Transit Operations Manager
Minda Davy, Contract Legal Counsel

RATP Dev (Contractor) Management Staff

Jeffrey Stewart, Operations Manager
Vacant, Maintenance Manager

FY 2018-2019 Performance Report

Table of Contents

1. Introduction.....	4
2. System and Routes Description Area.....	5
3. Service Change History, 2013-2019.....	11
Service Coverage & Service to “Transit Dependent” Persons.....	16
4. YCAT System & Route Performance.....	18
Fixed Route Operating Statistics & Performance Measure Trends..	20
Demand Responsive Operating Statistics & Perf. Measures.....	30
5. Conclusions and Recommendations.....	31
Appendix A. YCAT Performance Source Data (for charts).....	33

LIST OF FIGURES

1. YCIPTA Service Change Analysis Process.....	1
2. YCAT Map & Service Area, Regional View.....	7
3. YCAT Map & Service Area, Central Yuma.....	7
4. 0.75 Mile Coverage, YCAT Fixed Route & Demand Responsive Service.....	7
5. YCAT Service Profile, Effective Monday, August 18, 2014.....	10
6. YCAT Performance Objectives, FY 2017-18.....	18
7. YCAT Performance Analysis Summary Statistics.....	19
8. Boarding Passengers by Route.....	21
9. Boarding Passengers Change from Prior Year, Percent.....	22
10. Revenue Vehicle Hours by Route.....	24
11. Boarding Passengers Per Revenue Hour.....	24
12. Contract Operating Expense by Route.....	26
13. Contract Operating Expense per Revenue Vehicle Hour.....	26
14. Contract Expense Per Boarding Passenger	27
15. Estimated Subsidy Per Boarding Passenger (contract expense only).....	27
16. Farebox Cost Recovery by Route, Cash Only (contact expense only).....	28
17. YCAT Total Boardings vs. Prepaid Fare Boardings,	29
18. YCAT Demand Responsive Operating Trends.....	30

1. Introduction

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) has developed Transit Service Evaluation Guidelines to accomplish the following goals:

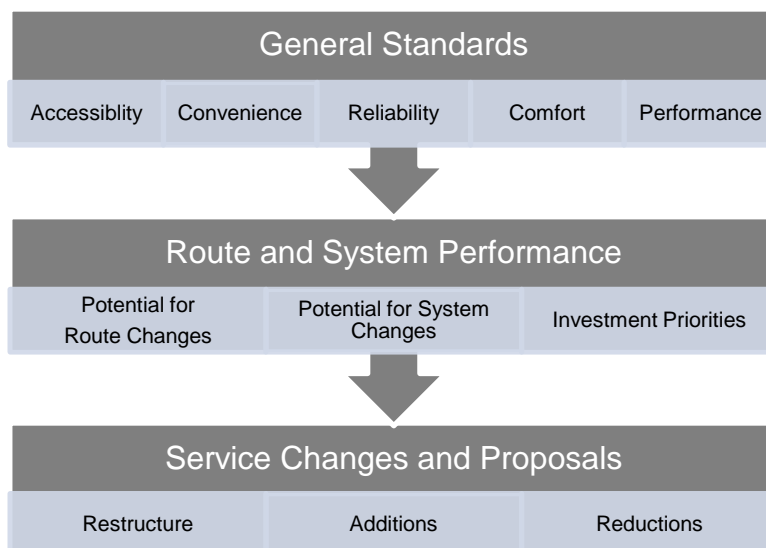
- To facilitate the use of limited resources;
- Determine the location of demand, planning, and implementation and management of Yuma County Area Transit (YCAT) service within the area.

Service guidelines help YCIPTA balance its services between productivity, social equity, geographic coverage, and investment needs. In most cases, flexible guidelines help define minimum thresholds that should be met. The performance indicators discussed and used in this report examine YCAT service at the route level for Fiscal Years 2013-14 through FY 2018-2019.

Service Evaluation Process

While eliminating transit service is not a goal in itself, given YCIPTA's limited budget, it may be necessary to reduce service in some areas and reallocate available resources to address important needs in other areas, or in some cases reduce poorly-performing services to balance the budget. Service performing below adopted productivity thresholds are first on the list for service changes designed to increase efficiency and effectiveness. However, not all routes that operate below YCIPTA's adopted productivity thresholds have the same priority for changes. For example, the major service restructuring recommended by YCIPTA's first Short Range Transit Plan, and implemented on August 18, 2014, included major changes that combined and streamlined routes operating below productivity standards, served areas with essentially no ridership, and/or largely duplicated other routes. Most of the system remains the same today except the Turquoise Route 10 was reduced from three days a week to two days a week which began July 1, 2016. Beginning July 1, 2018 the Turquoise Route 10 was brought back to three days a week but instead of Monday, Wednesday and Saturday schedule it is now Monday, Wednesday and Friday. Figure 1 below illustrates the service change/planning process for making service changes:

Figure 1. YCIPTA Service Change Analysis Process



2. System & Routes Description

Since YCIPTA's inception, transit service has been identified and marketed under the "Yuma County Area Transit" (YCAT) identity.

In general, YCAT route changes and new services are evaluated after 90 days of service, with adjustments made when necessary. YCIPTA began managing YCAT operations in January 2012, when the first round of major changes was implemented. Following these changes, several additional services were incrementally added including Brown Route 3 serving the Fortuna Foothills area; Turquoise 10 providing intercity service between Yuma and El Centro, California two days per week; NightCAT service providing evening flex service for Arizona Western College, Northern Arizona University, and University of Arizona (AWC/NAU/UA) students; and WelltonCAT, which was Friday-only local demand responsive service in that community.

This section describes service changes made incrementally to each route since 2012, as well as the major YCAT system restructuring implemented on August 18, 2014 as recommended in the agency's most recent *Short-Range Transit Plan*. This document also includes a series of data tables and charts documenting YCAT performance during FY 2013-14 through FY 2018-19.

YCAT provides a family of services that are designed to meet a wide array of travel needs. The four classes of the service are:

FIXED ROUTE services provide service on a recurring, set schedule along a fixed path with pickup and drop-off of passengers at bus stops at specific locations.

Urban (Orange 2, Green 4/4A, Blue 5, Turquoise 10 and Yellow 95)

Rural and Intercity services connect the Yuma urbanized area— "urbanized area" is defined by the U.S. Census as a built-up area of 50,000 persons or more—with "rural areas" including smaller cities and towns, e.g., such as Wellton, Somerton and San Luis. These routes include Blue 5, Gold 8, Silver 9

Additional categories include:

FLEX – allows for deviations from a particular route path, to provide direct pickup and drop-off of passengers, who live in the designated geographic area of the basic route.

Urban (Brown 3 and Purple 6A)

Rural (Purple 6A and Gold 8) Purple 6A serves multiple roles, providing service to West Yuma (urban), the North Cocopah, East Cocopah, and West Cocopah Reservations, plus Somerton and unincorporated rural areas in the Highway 95 corridor.

Special Services (NightCAT, HolidayCAT, and contract Shuttle Service) – generally provides service for a targeted group of passengers, with a unique transportation need such as students returning to Yuma from AWC/NAU/UA on Monday-Thursday evenings.

DEMAND RESPONSIVE services (e.g., YCAT OnCall and formerly, WelltonCAT). YCAT's "OnCall" demand responsive service provides door-to-door service for persons eligible for the service under the federal Americans with Disabilities Act (ADA) of 1990. That is, persons with disabilities who are unable to use YCAT fixed route service. Vehicles are dispatched on a strictly as-needed basis, operating only when trip reservations have been made.

During FY 2013-14, YCAT began administering **VANPOOLS** in Yuma County, an arrangement in which a group of at least 7 passengers, with a volunteer driver, share the use and cost of a van to travel between prearranged destinations and employment location. Currently, Yuma Proving Ground (YPG) employees are the largest market served by the YCAT vanpools program. To date there are 35 vans in the vanpool program.

Figure 2 on the next page illustrates YCAT services at the countywide level; Figure 3 illustrates fixed route services in the central Yuma area. Figure 4 illustrates the YCAT OnCall service area, as well as the areas within 0.75 mile of YCAT fixed route service. Figure 5 provides a capsule description of existing YCAT fixed route, flex route and demand responsive services as of June 2019.

Figure 2. YCAT Map & Service Area, Regional View

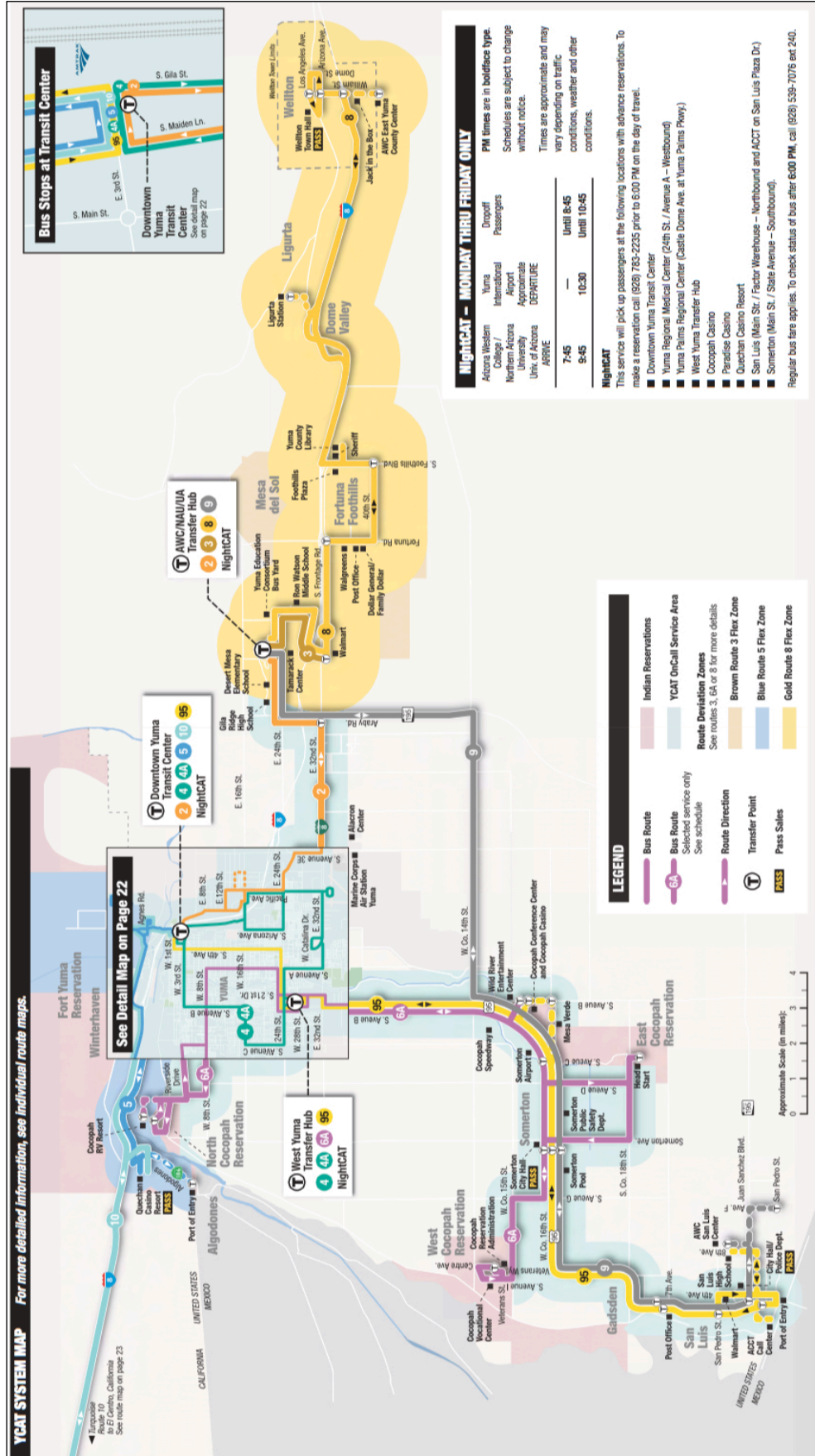


Figure 3. YCAT Fixed Route Map & Service Area, Central Yuma

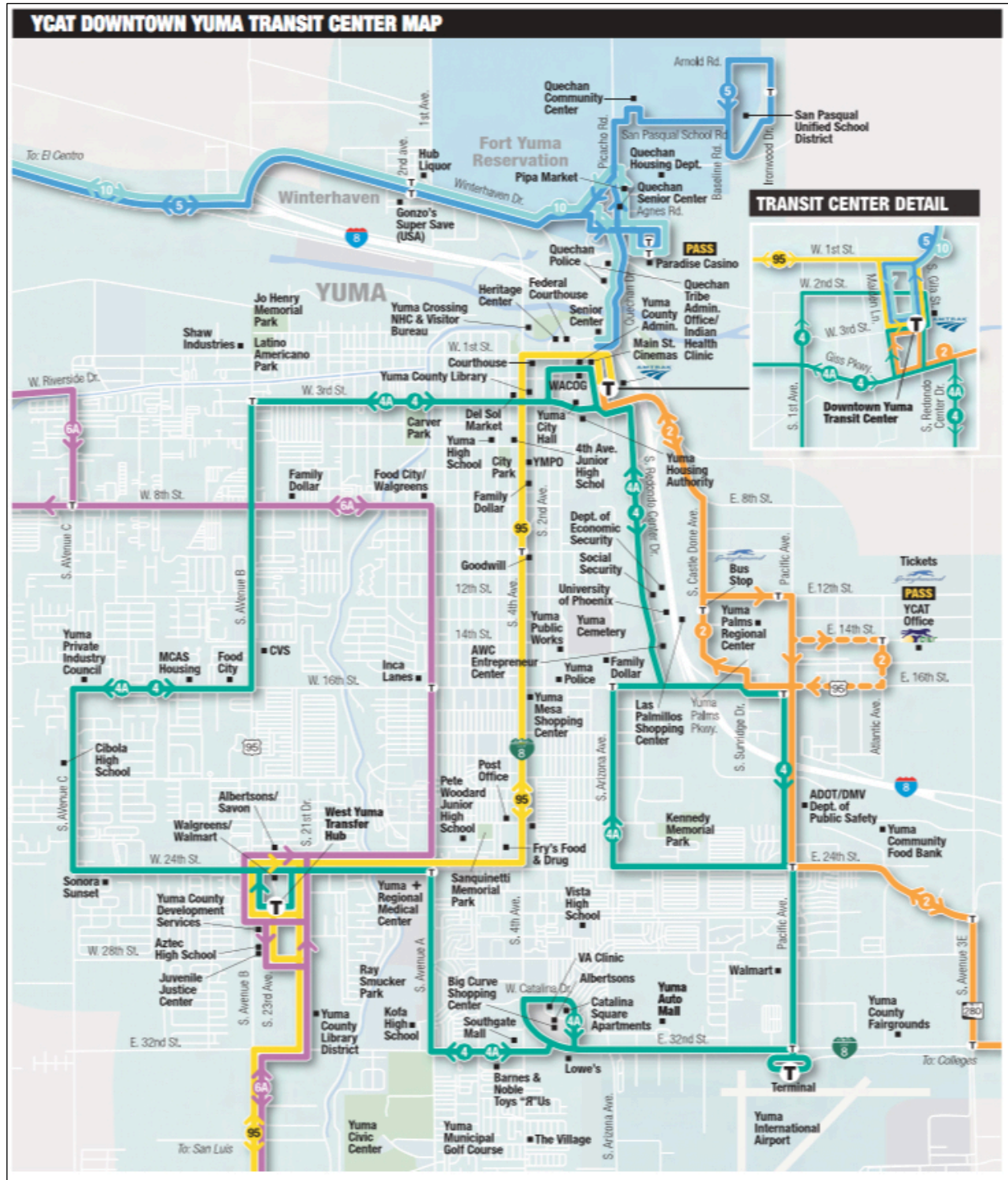


Figure 4. 0.75 Mile Coverage, YCAT Fixed Route & Demand Responsive Service

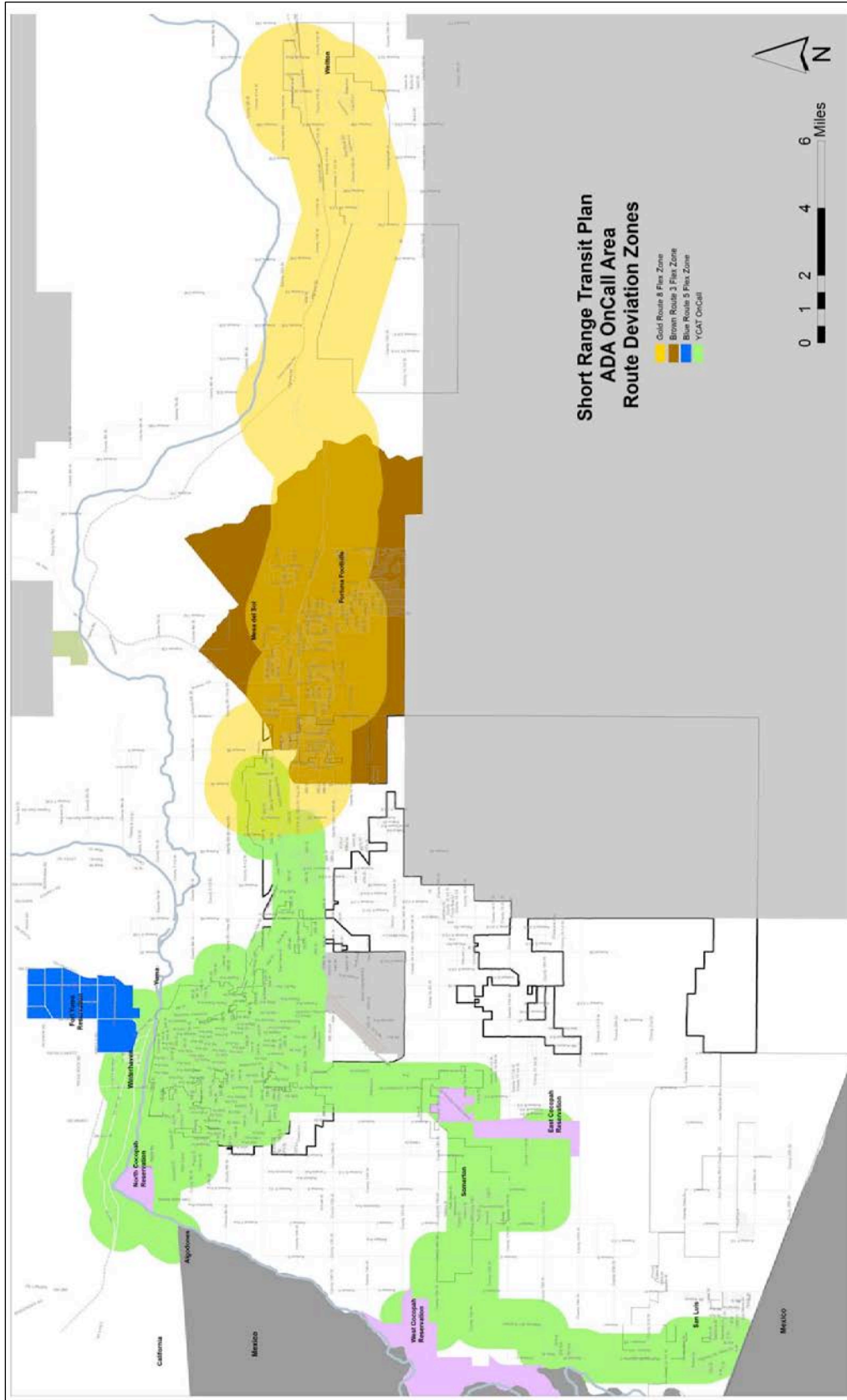


Figure 5. YCAT Service Profile, Effective Monday, August 18, 2014*

Route Number/Name	Type of Route	Headway	Peak Buses	Service Hours	Where Does Route Go?
Red Route1 Central Yuma Circulator via 4th Ave (Counter Clockwise)	Urban Fixed Route	60 min	1	6:30 am to 5:30 pm Monday-Friday 9:30 am to 4:30 pm Saturday DISCONTINUED Aug 2014	Service from Downtown Yuma Transit Center in a counter-clockwise direction in the City of Yuma serving 1st St, Paradise Casino, 4th Ave, West Yuma Transfer Hub at Walmart on 26th St at Ave B, E 32nd Street, Yuma Airport, S Pacific Ave, Yuma Palms Regional Ctr and Redondo Center Dr.
Orange Rte 2 East Yuma/Colleges (Clockwise)	Urban Fixed Route	60 min	1	6:20 am to 8:15 pm Monday-Friday 10:20 am to 6:21 pm - Saturday	Service from Downtown Yuma Transit Center via East 8th St, S. Castle Dome Pkwy (Yuma Palms), S. Pacific Ave, E. 24th St, S Ave 3E, E 32nd St, Araby Rd, E. 24th St to/from Arizona Western College (AWC)/Northern Arizona University (NAU)/University of Arizona (UA)
Brown Route 3 Fortuna Foothills Shuttle	Urban Flex Route	60 min	1	7:57 am to 6:24 pm Monday-Friday. Some trips via Route 8 NO Saturday service	Service from Arizona Western College (AWC)/Northern Arizona University (NAU), University of Arizona (UA) to the Fortuna Foothills in a point deviation checkpoint type of service.
Green Route 4/A Central Yuma Circulator via Pacific Avenue (Two way loop)	Urban Fixed Route	60 mi.	1	Route 4 - 6:53 am to 6:48 pm and Route 4A - 6:58 am to 5:53 pm Monday-Friday Route 4 - 9:53 am to 3:48 pm Saturday	Route 4 service clockwise within Yuma from Downtown Yuma Transit Center via S. Redondo Center Pkwy, E. 16th St, S. Pacific Ave, Yuma Airport, W. 32nd St, S Ave A, West Yuma Transfer Hub at Walmart on 26th St at Ave B, W. 24th Street, S Ave C, W. W 16th St, S Avenue B, W. 3rd St back to downtown Yuma. Route 4A service counterclockwise on same route, except via S. Arizona Ave and E 24th St rather than S. Pacific Ave, and eastbound deviation via Catalina Drive eastbound off W 32nd St.
Blue Route 5 Quechan Shuttle	Rural Fixed Route	60 min	1	7:19 am to 6:11 pm Monday-Friday 10:19 am to 4:11 pm Saturday	Two-way service within the Fort Yuma Indian Reservation and Winterhaven, from Paradise Casino via Picacho Road and I-8 to Andrade Port of Entry, Downtown Yuma Transit Center, Quechan Resort Casino. 5 trips serve Andrade weekdays, 3 trip Saturdays.
Purple Route 6/6A Avenues A & C Cocopah Shuttle	Rural Fixed Route	60 min Mon-Fri 3 round trips Saturdays	2	6:57 am to 6:30 pm Monday-Friday 3 round trips Saturdays from 10:57 am to 4:02 pm	From North Cocopah Reservation via Riverside Drive, Ave C, 8th St, Ave A, 24th St to West Yuma Transfer Hub at Walmart on 26th St/Ave B, Cocopah Casino, Somerton, East and West Cocopah Reservations. Two way service.
Violet Route 7 Cocopah Shuttle	Rural Flex Route	60 min.	1	7:45 am to 6:45 pm Monday-Friday DISCONTINUED Aug 2014	Deviated fixed route service between Cocopah West Reservation, Cocopah East Reservation (westbound only), Mesa Verde/Orange Grove, Cocopah Casino.
Gold Route 8 Interstate 8/Wellton	Rural Flex Route	2 round trips	1	6:55 am to 7:52 am; 2:57 pm- 4:52 pm Monday-Friday	Deviated fixed route service from AWC/NAU/UA, Fortuna Foothills and on request to Ligurta Station.
Silver Route 9 San Luis-AWC Connector	Rural Fixed Route	3 am and 2 pm trips	2	5:46 am to 9:15 am/3:15 pm- 6:16 pm Monday- Thursday	Two Way Service from AWC/NAU/UA to Somerton and San Luis via AWC San Luis Center State Route 95, and E County 14th St. (Service via Arizona 195 discontinued August 2014).
Turquoise Route 10 Interstate 8/El Centro	Urban Fixed Route	2 round trips 3 days/week	1	7:30 am-10:17 am/ 1:30 pm- 4:17 pm Mon, Wed, Fri	Fixed route service from Quechan Paradise Casino, Downtown Yuma Transit Center, Yuma Palms, and Winterhaven to/from El Centro, California. Service to Imperial Valley Mall upon request. Note: Winter Schedule operates an hour later on all trips.
Yellow Route 95 S. 4th Ave, Highway 95 South (Yuma-Somerton- Gadsden-San Luis)	Urban/ Rural Fixed Route	30 min Peak (Mon-Fri); 60 min Midday & Saturday	4	5:35 am to 8:07 pm Monday- Friday 9:32 am to 6:43 pm Saturday	Service from Yuma Palms Regional Center, Downtown Yuma Transit Center to San Luis via West Yuma Transfer Hub, Somerton and Gadsden via US Highway 95 and Yuma Palms. Note: This route replaced former Red 1 on S 4th Ave in Yuma.
NightCAT	Shuttle	2 night trips	1	7:15 pm to 11:15 pm Monday-Friday.	Service from AWC/NAU/UA to requested bus stops in Winterhaven, Yuma, San Luis, Somerton, Cocopah & Fort Yuma Reservations, Winterhaven, and Fortuna Foothills and within ¼ mile radius of existing YCAT routes only.
YCAT OnCall	Urban and Rural Dial-A- Ride	Reservation s next day in advance; u to 7 days in advance	2	5:50 am to 8:07 pm Monday- Friday 9:15 am to 6:43 pm Saturdays	Door to door service in compliance with ADA, providing complementary paratransit within ¼ mile of YCAT fixed routes. Services provided in southwestern Yuma County, portions of Imperial County, CA and Winterhaven, CA, excluding Wellton, El Centro, Tacna and Fortuna Foothills (covered by other services).
WelltonCAT	Shuttle	Fridays	-	3:00 pm to 7:00pm Fridays DISCONTINUED Aug 2014	General public demand response service within Wellton and surrounding areas.
YCAT Vanpool	Vanpool	n/a	35 vans	24 hours	Commute-oriented point to point service initiated by passengers using contracted vans with YCIPTA subsidy of up to \$300/month.

* Routes marked yellow discontinued on August 16, 2014, but shown in table due to data for historical purposes.

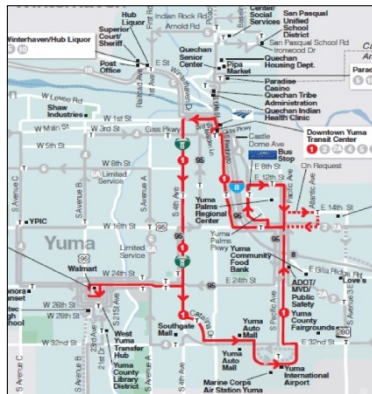
3. Service Change History, 2013-2019

Red 1 – Central Yuma (Counterclockwise)

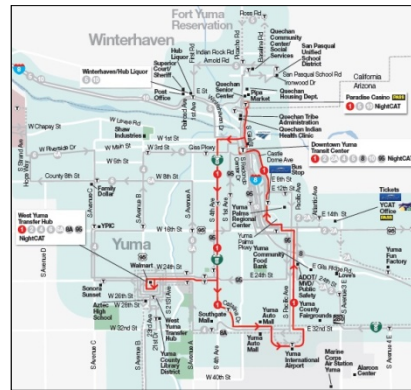
Route 1 was discontinued prior to 2012 for budgetary reasons, but the route was restored in January 2012. This route served major destinations in central Yuma including downtown, Yuma Palms Regional Center, Yuma International Airport, Yuma Regional Medical Center, and the West Yuma transfer center, as well as S. Pacific Avenue, S. 4th Street, Redondo Center Drive and other major streets. From January 2012 through January 2013, Route 1 also provided service across the Colorado River into California to serve Winterhaven and the Quechan Paradise Casino. From January 2013 to October 2013, Blue Route 5 replaced California service. Effective August 18, 2014, Red 1 was discontinued, various segments replaced by several routes.

The figures below show changes to Red 1 prior to its August 2014 discontinuance.

Post January 2013



Post October 2013

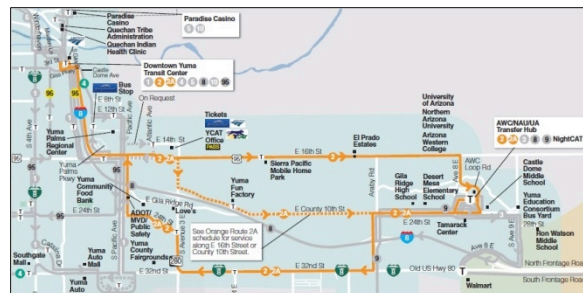


Orange 2 – Central Yuma – East Yuma – AWC/NAU/UA

Orange Route 2 underwent a number of incremental changes prior to its modification as part of YCAT’s major restructuring implemented in August 2014. These included variations in the routing between downtown Yuma and AWC/NAU/UA, and changes in the route’s late afternoon ending times due to low student ridership after 3:00 p.m.

The figures below show changes to Orange prior to the August 2014 changes.

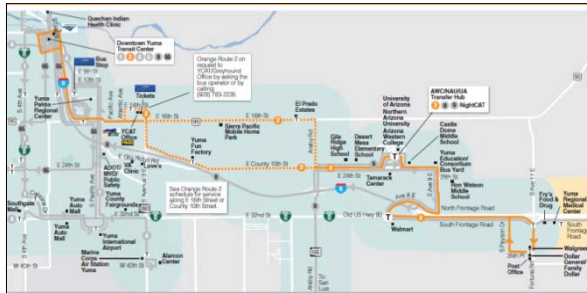
Post January 2013



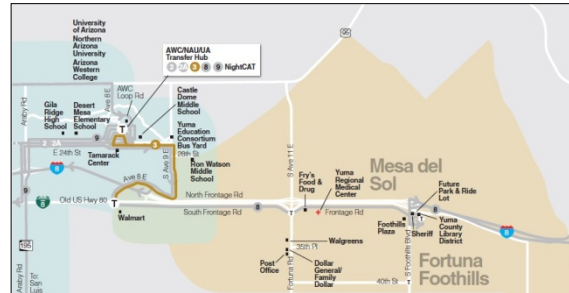
Brown 3 – Fortuna Foothills Flex Route

Brown Route 3 began service in Spring 2012 to serve the Fortuna Foothills area generally located east of the AWC/NAU/UA campus, straddling I-8. Service was modified in January 2013 to replace limited fixed route service previously provided by an Orange 2/2A service variation.

Post October 2013 (Orange 2/2A)



Post January 2013



Green 4 – Central Yuma (clockwise)

Green Route 4 was operated prior to the January 2012 changes, and survived earlier cuts that temporarily eliminated Red 1 for budgetary reasons. Modifications were made in January 2013 in order to improve on-time performance and eliminate a non-productive segment serving an industrial area east of MCAS-Yuma. Incremental changes were also made to made

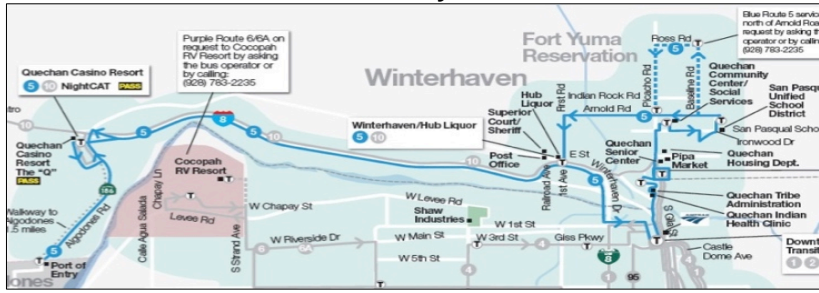
Post January 2013



Blue 5 – Yuma-Paradise Casino-Winterhaven-Quechan Reservation

Blue Route 5 began operation in January 2012 to accommodate trips crossing the Colorado River between Arizona and California, including to the Quechan Casino & Resort, Quechan Paradise Casino, Fort Yuma “Indian Hill,” Winterhaven and the Quechan Indian Reservation in general. Later, a connection to the border crossing at Algodones was added due to numerous requests. Blue 5 schedule changes were made often to improve on-time performance, plus changes to afternoon service ending times.

Post January 2013



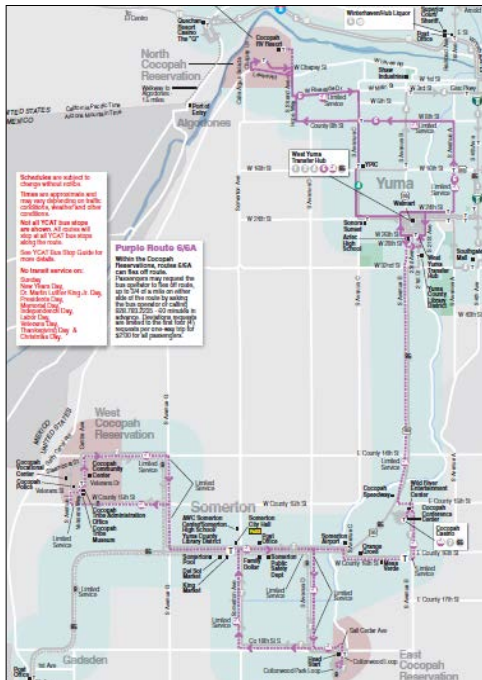
Post October 2013



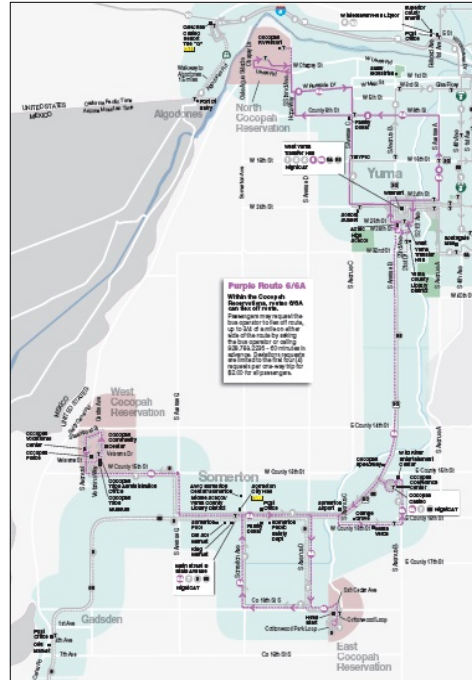
Purple 6/6A – Cocopah North, East, West, South-Yuma-Somerton

Purple Route 6/6A has undergone a series of changes designed to improve productivity and on-time performance. The current configuration of Purple 6A combined previous Purple 6, Purple 6A, and Violet 7 in October 2013. This combination occurred so the North, West and East Cocopah Reservation would be served by one route, rather than forcing tribal members to transfer at the West Yuma transit center or Cocopah Casino.

Post January 2013



Post October 2013



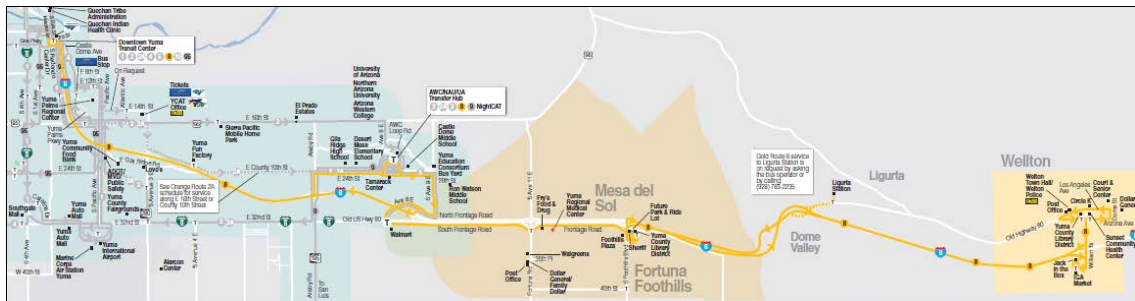
Violet 7 – West Cocopah-Somerton-East Cocopah-Cocopah Casino

This route was discontinued in early 2014, with service combined with Purple 6A. See maps above.

Gold 8/8A – (Yuma)-AWC/NAU/UA-Fortuna Foothills-Wellton

In January 2012, Gold 8 originally served the entire Yuma-AWC/NAU/UA-Fortuna Foothills-Wellton corridor. In late 2013, the route was changed to serve only the AWC/NAU/UA-Fortuna Foothills-Wellton segment, with connections through to Yuma provided by Orange 2 at AWC/NAU/UA. Gold 8 also covers the Fortuna Foothills area served by Brown 3, reducing expenses in that relatively low productivity area.

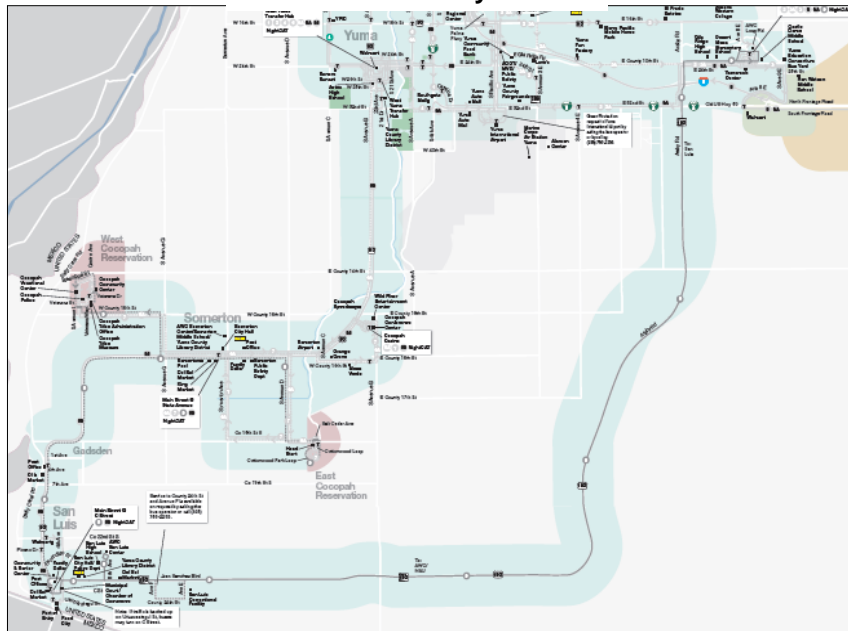
Post January 2012



Silver 9 – San Luis-AWC/NAU/UA

Silver Route 9 began operation in January 2012 to serve the need to connect students living in San Luis to AWC/NAU/UA. This route was modified to provide flex service on school nights, including drop-offs in Somerton and the Cocopah Reservations. This route was modified in August 2014 to provide direct services in the Highway 95 corridor to supplement Yellow 95, and to provide direct service between Somerton and AWC/NAU/UA, in addition to San Luis.

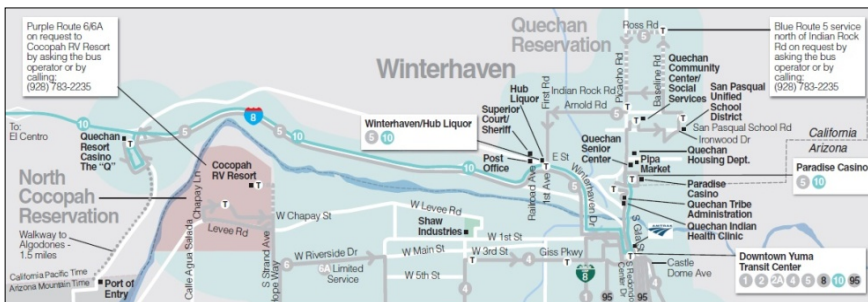
Post January 2013



Turquoise 10 – Yuma-Quechan Reservation-EI Centro

Turquoise Route 10 began operation in FY 2012-13 in order to provide a 3-day-per-week connection between Yuma, the Cocopah Indian Reservation and El Centro, California. This route specifically was designed to meet the needs of Eastern Imperial County, California residents who needed access to various county or state functions, such as courts, Department of Motor Vehicles, and social and medical services only available in El Centro or other major Imperial County communities, not Winterhaven or on the Quechan Indian Reservation. On July 1, 2016 this route was reduced to two days per week due to not meeting the fare box ratio recovery as per Transportation Development Act (TDA) funding requirements. On July 1, 2018 this route was returned to three days a week but instead of Monday, Wednesday and Saturday it changed to Monday, Wednesday and Friday.

Post January 2013



Post October 2013

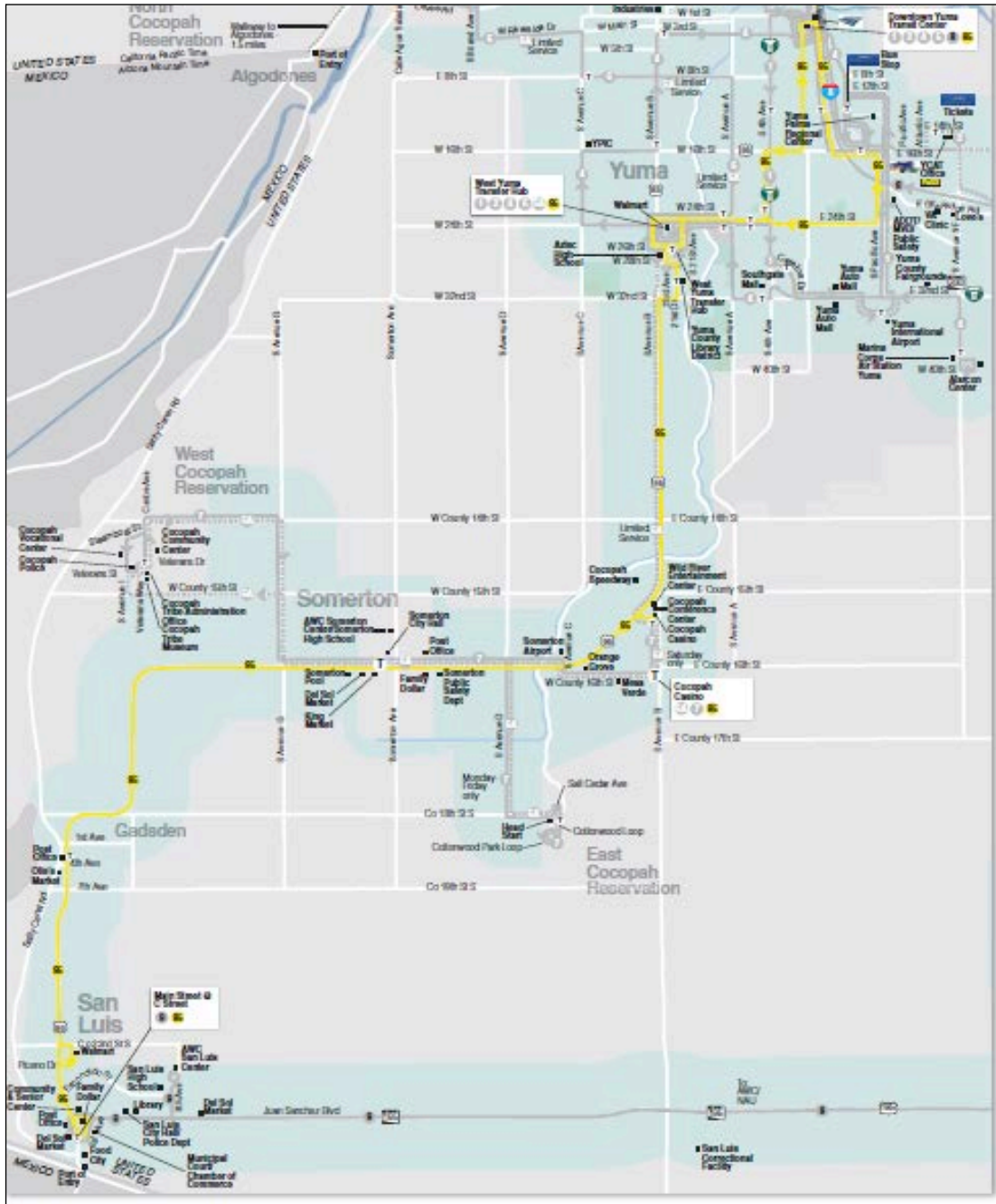


Yellow 95 – Yuma-East Cocopah-Somerton-Gadsden-San Luis

Yellow Route 95 provides intercity semi-express bus service between Yuma, the East Cocopah/Cocopah Casino, Somerton, Gadsden, and San Luis, ending within a block of the Mexican border. Service frequencies have varied over the years, with service every 45 minutes over most of the span of service. Various combinations of entry into and leaving Central Yuma were also tried. Changes in Yellow 95 service ending times have also been made incrementally, plus an extension of selected trips to the ACCT Call Center in San Luis.

In August 2014, Yellow 95 was restructured to cover S. 4th Avenue in Central Yuma in both directions, replacing discontinued Red 1 on this segment. In addition, Yellow 95 buses are now through-routed with Orange 2 to/from AWC/NAU/UA.

Post January 2013



Service Coverage & Service to “Transit Dependent” Persons

In a highly auto-oriented area like Yuma County, the primary role of transit has evolved to provide access and mobility for those, who for whatever reason, do not have access to a motor vehicle so that can access work, shopping, medical and other daily activities. “Accessibility” means that access to desired activities and destinations is readily available. In contrast, “mobility” refers to the physical movement needed to achieve access, regardless of mode.

In urbanized areas, the YCAT standard is at least 75% of the population shall have access to a fixed route bus stop within 0.5 mile, or a 10-minute walk. Since the primary role of YCAT is to serve those without access to a vehicle, the system should be readily available where “transit dependent” persons reside. Figure 4 illustrates the reach of transit effective with the August 2014 changes, compared to population within a 0.75 mile of a route, which is also the coverage area of ADA-required OnCall service. A majority of Yuma urbanized area and incorporated city residents live near a bus route.

In the route coverage analysis based on an evaluation of 2010 U.S. Census data completed for the *YCAT Transportation Development Plan* completed in 2011 and detailed in YCAT’s *FY 2018-2019 Performance Report*, about 77% of the population has a bus route within a half mile reach within the urbanized area.

The figure on page 14 of YCAT’s *FY 2018-2019 Performance Report* illustrates duplicate coverage areas; within half a mile in several parts of central Yuma, primarily occurring between Ave A and Pacific Avenue. “Duplicate coverage” means an area that has more than one route within walking distance. This is typical of areas with major activity centers or that are densely populated (the population density of several areas of Central Yuma exceed 8,000 persons per square mile).

Prior to the August 2014 service changes, three routes (Red 1, Green 4, and Yellow 95) convolutedly traverse nearly the same geographic area in one-way directional loops. Along Avenue A, route Purple 6 overlaps with Red 1, Green 4, and Yellow 95 along 4th Ave. One-way loops usually are less legible (*simplicity makes it easier to remember the transit system layout*), and increase travel time since one-way loops require much out-of-direction travel. A rider must typically return to their origin differently than to the destination, thus diminishing legibility and convenience.

Low-income status is also a key indicator of transit dependency. The Federal Transit Administration (FTA) defines a “low-income” person as someone whose median household income is at or below 150% of the U.S. Department of Health and Human Services (HHS) poverty guidelines. Pages 15 and 16 of YCAT’s *FY 2018-2019 Performance Report* illustrate low-income areas in the YCAT service area, based on American Community Survey median income data, as well as the following 2018 HHS preliminary estimate of weighted average poverty thresholds: \$12,793 (1 *per* household); \$16,265 (2 *per* household); \$19,992 (3 *per* household); and \$25,707 (4 *per* household).

3. YCAT System & Route Performance

During FY 2018-2019, YCAT carried 457,195 passengers including YCAT OnCall demand responsive service, a 6.67% increase from the prior fiscal year. Additionally, a systemwide farebox recovery ratio of 14.50% farebox recovery ratio (*proportion of transit operating expenses covered by passenger fares*) was achieved.

In addition, prepaid pass programs were continued during FY 2018-19 for Arizona Western Collage, Northern Arizona University, University of Arizona, Aztec High School, PEPP Tech and Yuma Private Industry Council Charter High School students, employees, and facility. This program allows students and employees with valid IDs to ride YCAT fixed route buses for free. Since in effect these programs are prepaid fares, they increase the achieved YCAT farebox recovery ratio still further

Figure 6 below provides performance measures used for system productivity analysis for FY 2018-19. Figure 7 summarizes key operating data by route. Subsequent figures illustrate the comparative performance of each route compared to one another and from one year to the next.

As a general rule, new transit service should fully meet established performance standards by the end of the second full year of operation. Expansion of existing service should be meeting at least 50% of the established performance standards during the first year of operations.

Figure 6. YCAT Performance Objectives, FY 2018-19

Service Categories	Performance Measures			
	Operating Cost per Hour Not Exceed	Passengers per Revenue Hour Not to Fall Below	Subsidy per Passenger Not to Exceed	Farebox Recovery Not to Fall Below
Urban Fixed (Routes , 2, 4, 4A, and 95)	\$90.00	10	\$10.00	20%
Rural Fixed (Routes 5, 8A, 9, 10)		5		
Urban Flex (Routes 3 and 6A)		4		
Rural Flex (Routes 6A and 8)		3		
Special Service (NightCAT and HolidayCAT)		3		
Shuttles (no current)		20		
Demand Response (YCAT OnCall) ¹		2.5	\$25.00	5%
Systemwide	\$90.00	15	\$17.50	20%

¹ Fully replacing previous Dial-A-Ride, YCAT OnCall is available to ADA customers only.

Figure 7. YCAT Performance Analysis Summary Statistics

ROUTE		FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
Red 1	Boardings	16,107	37,339	42,581	4,026				
	Revenue Hours	1,784.0	3,568.0	3,145.0	419.6				
	Operating Cost	\$ 84,679	\$ 158,054	\$ 154,423	\$ 24,672				
Orange 2	Boardings	28,036	47,909	54,418	44,655	44,306	36,763	37,448	35,825
	Revenue Hours	3,235.0	3,634.0	3,061.0	4,120.1	3,004.3	3,122.8	4,273.6	4,257.9
	Operating Cost	\$ 165,922	\$ 160,989	\$ 150,308	\$ 242,262	\$ 194,288	\$ 211,226	\$ 301,032	\$ 319,215
Brown 3	Boardings	-	5,293	11,494	9,066	9,395	8,500	6,428	8,277
	Revenue Hours	-	1,396.0	2,848.0	2,434.4	2,285.4	2,379.9	2,140.3	2,090.7
	Operating Cost	\$ -	\$ 61,849	\$ 139,847	\$ 143,143	\$ 147,797	\$ 160,974	\$ 150,763	\$ 156,740
Green 4/Green 4A	Boardings	45,767	43,165	54,010	64,267	58,649	51,122	47,216	60,636
	Revenue Hours	3,537.0	3,645.0	3,440.0	5,823.9	6,141.9	6,239.5	6,192.8	6,078.3
	Operating Cost	\$ 165,922	\$ 161,489	\$ 168,923	\$ 342,445	\$ 397,197	\$ 422,040	\$ 436,221	\$ 455,690
Blue 5	Boardings	664	11,597	15,532	16,793	17,062	17,134	18,744	18,630
	Revenue Hours	289.0	3,405.0	3,544.0	3,112.3	3,059.6	3,094.7	3,062.1	3,039.0
	Operating Cost	\$ 13,664	\$ 150,828	\$ 174,024	\$ 183,003	\$ 197,864	\$ 209,326	\$ 215,694	\$ 227,834
Purple 6 (6A FY15)	Boardings	23,493	12,517	8,643	46,107	44,680	46,414	40,635	46,307
	Revenue Hours	3,098.0	2,486.0	1,434.0	5,907	5,697	5,800	5,707	5,583
	Operating Cost	\$ 161,536	\$ 110,117	\$ 70,606	\$ 347,302	\$ 368,438	\$ 392,309	\$ 401,980	\$ 418,543
Purple 6A	Boardings	742	4,700	14,246	-				
	Revenue Hours	309.0	854.0	2,100.0	-				
	Operating Cost	\$ 14,629	\$ 37,810	\$ 103,123	\$ -				
Violet 7	Boardings	7,282	19,866	20,621	-				
	Revenue Hours	1,283.0	2,774.0	2,048.0	-				
	Operating Cost	\$ 63,540	\$ 122,889	\$ 100,557	\$ -				
Gold 8	Boardings	953	1,831	1,832	7,353	3,696	3,251	2,869	3,838
	Revenue Hours	294.0	581.0	851.0	612.4	593.0	572.1	747.8	735.5
	Operating Cost	\$ 13,955	\$ 25,717	\$ 41,784	\$ 36,009	\$ 38,349	\$ 38,695	\$ 52,675	\$ 55,140
Silver 9	Boardings	2,281	10,892	14,035	16,248	15,589	13,072	11,825	15,950
	Revenue Hours	547.0	1,130.0	1,007.0	1,054.2	1,096.2	1,029.3	965.4	882.6
	Operating Cost	\$ 25,977	\$ 50,047	\$ 49,444	\$ 61,987	\$ 70,891	\$ 69,620	\$ 68,003	\$ 66,169
Turquoise 10	Boardings	-	1,027	2,651	5,597	3,079	1,748	1,641	2,084
	Revenue Hours	-	343.0	907.0	911.4	866.8	605.8	567.3	864.7
	Operating Cost	\$ -	\$ 16,178	\$ 44,522	\$ 53,590	\$ 70,891	\$ 40,976	\$ 39,961	\$ 64,827
Peach 13	Boardings	-	-	4,621	202				
	Revenue Hours	-	-	1,053.0	84.0				
	Operating Cost	\$ -	\$ -	\$ 51,702	\$ 4,939				
Yellow 95	Boardings	155,962	176,214	214,031	241,263	225,405	239,812	263,088	256,092
	Revenue Hours	7,620.0	8,688.0	9,786.0	12,390.9	13,898.0	14,081.0	12,785.2	12,421.9
	Operating Cost	\$ 397,306	\$ 384,865	\$ 480,515	\$ 728,585	\$ 898,784	\$ 952,442	\$ 900,589	\$ 931,270
NightCAT	Boardings	814	2,639	3,163	3,848	3,157	3,186	3,131	3,358
	Revenue Hours	185.0	388.0	587.0	727.5	846.6	901.1	832.2	855.1
	Operating Cost	\$ 8,762	\$ 17,180	\$ 28,822	\$ 42,777	\$ 54,750	\$ 60,952	\$ 58,620	\$ 64,107
Seasonal/Other	Boardings	-	1,358	1,334	1,619	557	394	4,931	7,834
	Revenue Hours	-	155.0	90.0	179.6	102.8	-	134.2	179.4
	Operating Cost	\$ -	\$ 3,588	\$ 4,419	\$ 10,560	\$ 3,718	\$ -	\$ 5,338	\$ 13,450
GRAND TOTAL	Boardings	296,240	349,511	463,326	461,044	425,575	421,396	437,956	458,831
	Revenue Hours	22,223.0	32,892.0	36,939.0	37,777	37,592	37,826	37,408	36,988
	Operating Cost	\$ 1,189,267	\$ 1,570,215	\$ 1,764,596	\$ 2,221,276	\$ 2,442,967	\$ 2,558,561	\$ 2,634,991	\$ 2,772,983

IMPORTANT NOTE: Operating costs presented in this table are contract expenses only, and do not include YCIPTA costs for administration, overhead, fuel, insurance, etc.

Fixed Route Operating Statistics & Performance Measure Trends

Figures 8 through Figure 16 summarize changes in performance indicators for each individual route and the YCAT fixed route network as a whole, by Fiscal Year. These indicators are as follows:

Figure 8. Boarding Passengers by Route

Figure 9. Boarding Passengers Change from Prior Year

Figure 10. Revenue Vehicle Hours by Route

Figure 11. Boarding Passengers per Revenue Vehicle Hour

Figure 12. Contract Operating Expense by Route

Figure 13. Contract Operating Expense per Revenue Vehicle Hour

Figure 14. Contract Expense Per Boarding Passenger

Figure 15. Estimated Subsidy Per Boarding Passenger (contract expense only)

Figure 16. Estimated Farebox Cost Recovery by Route (contract expense only)

Definitions. A “boarding passenger” is one person boarding a bus one time, regardless of how many times an individual boards a bus in a given day (This is **not** the same as a “linked trip,” which is one individual traveling from one origin to one destination regardless of how many boardings and transfers are made in one trip. Estimating linked trips is an analytical challenge beyond the scope of the current analysis).

A “revenue vehicle hour” is a bus operating over a period of one hour, when transit service is available for use by passengers. Revenue vehicle hours specifically exclude the time required for a bus to travel to/from the bus garage and its service originating or ending point, e.g., when a bus is not available for passengers to use.

“Contract operating expense” is the cost to YCIPTA for bus service that is contracted out to the private sector for operations, including wages and benefits for drivers, dispatchers, contractor’s management and maintenance personnel. This expense specifically **does not** include YCIPTA’s direct expenses for non-contractor (e.g., public sector) wages and benefits, office expenses including rent, materials expense such as fuel and other supplies, insurance, administrative and other overhead costs.

“Cash fares” also do not include contractual prepaid fare programs for AWC/NAU/UA and other students, employees and Cocopah tribal members that allow cash-free boarding with only a valid ID. The “farebox cost recovery” for YCAT routes is calculated dividing cash fares by contract operating expenses. Though this farebox cost recovery calculation is overstated since direct, non-operating contract expenses are not included, it is approximately representative for the entire system, since prepaid fare revenues can legitimately be calculated as fares. An outcome unique to YCAT is that the Orange 2 and Silver 9 farebox recovery (and to an extent, that of Yellow 95) calculated here is low due to large numbers of AWC/NAU/UA students. This is also the case for Purple 6A, due to heavy usage by Cocopah tribal members who may board with a valid tribal ID.

Figure 8. Boarding Passengers by Route

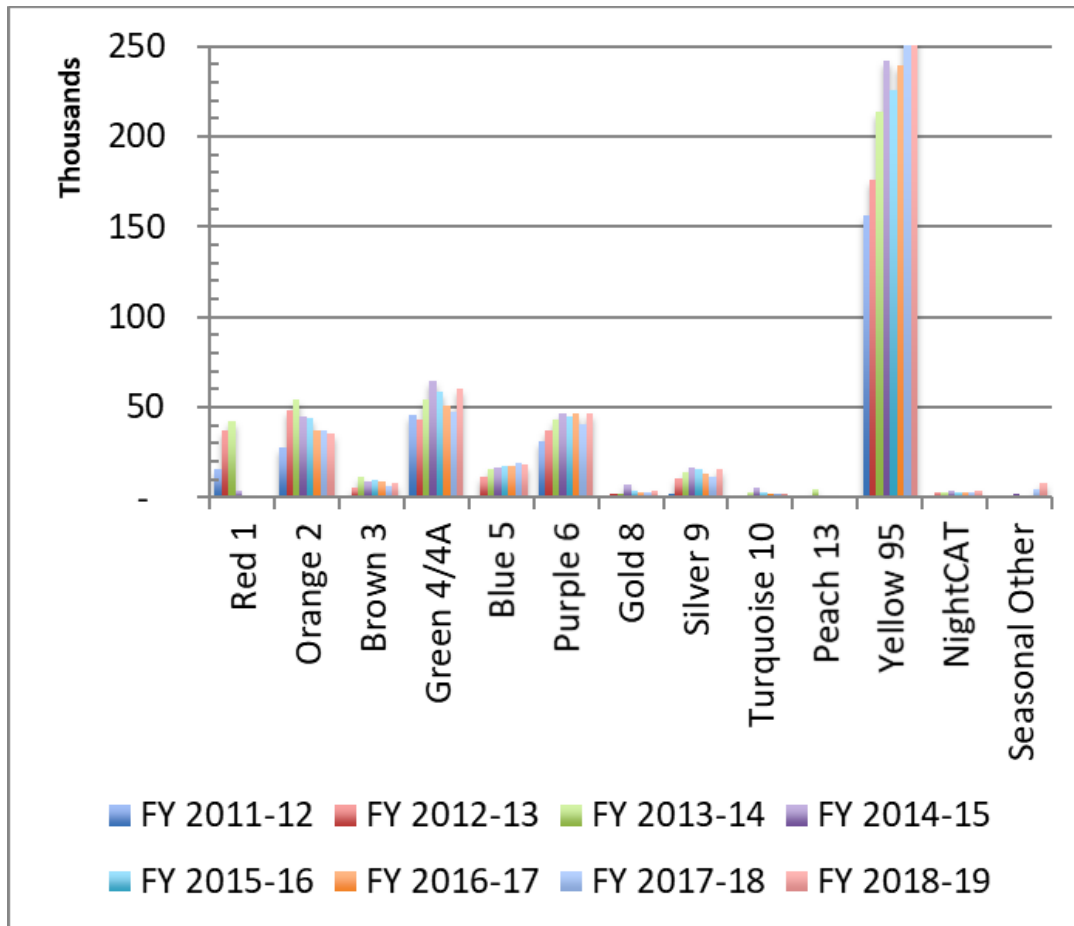
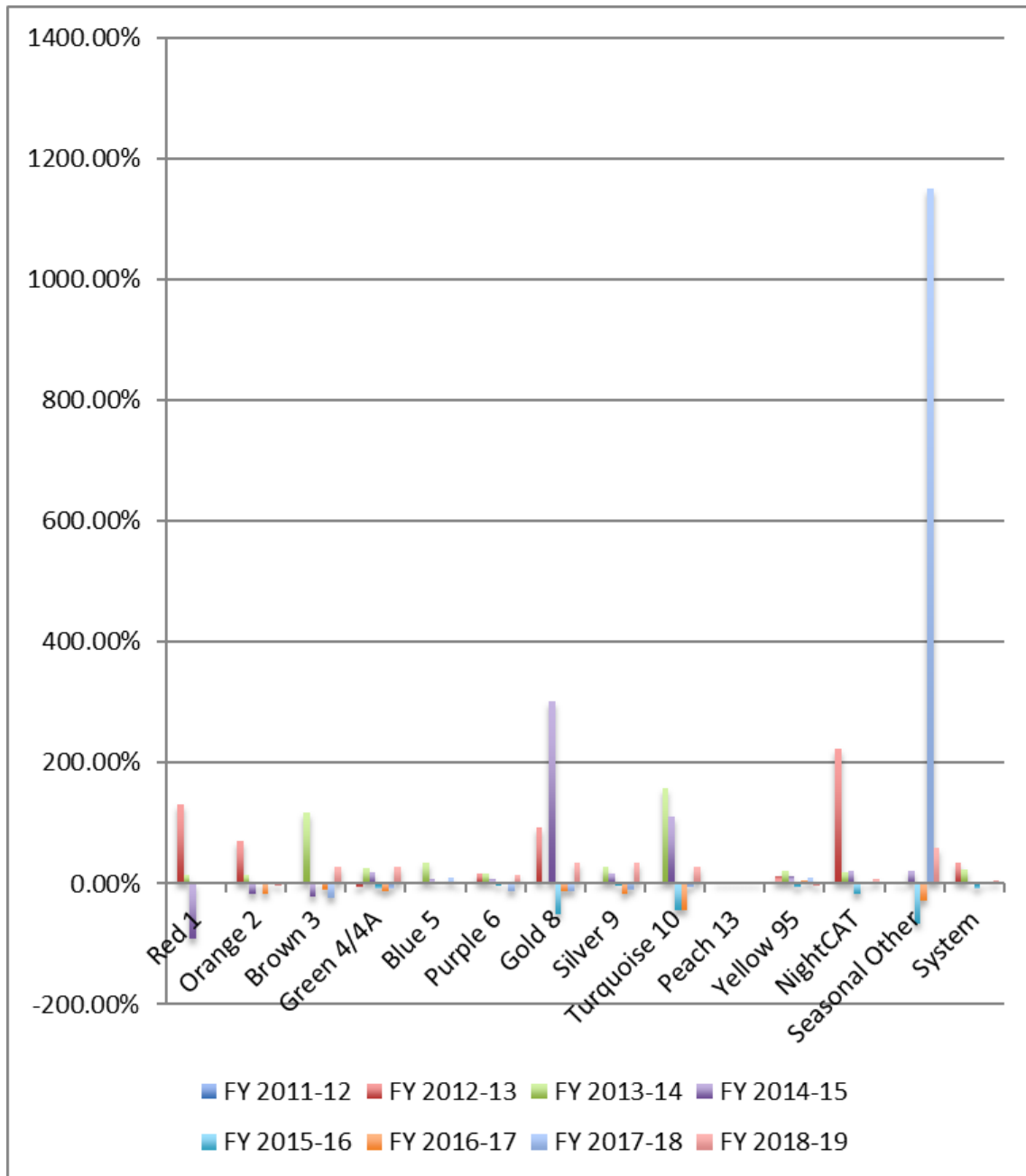


Figure 9. Boarding Passengers Change From Prior Yr, Percent #



As shown in Figure 8, most YCAT routes have experienced an increase since prior year except for Yellow 95 had a 2.66% decrease, Orange at a 4.33% decrease, Blue 5 at a .61% and again large increase in our Special/Seasonal routes.

As in the past Yellow 95 dominates its share of total YCAT patronage, constituting 56% in FY 2018-19.

Effective on Monday, August 18, 2015, Yellow 95 and Orange 2 were restructured to "interline," e.g., eastbound Yellow 95 buses become Orange 2 buses at the downtown Yuma transit center, and westbound Orange 2 buses transition to southbound/westbound Route 95. Yellow 95 also was restructured to incorporate the South 4th Avenue segment of previous Red 1 in both directions, and Orange 2 was rerouted in both directions via East 32nd Avenue and other connecting segments.

Brown Route 3 has an increase of 28.76% recovering from the drop of 24.38% from prior year.

Green Route 4/4A boardings has shown a good increase of 28.42% from FY2017-2018. Green 4A provides counter clockwise service to Green 4's clockwise operations, also replacing portions of discontinued Red 1.

Purple 6 boardings of 46,307 was an increase of 13.96% making up for the previous year of -12.45% boardings of 40,635.

Gold 8 boardings of 3,838 was increased by 33.77%. Silver 9 boardings also has a very successful increase of 34.88% from prior year. With Silver 9 having a more direct route to the AWC more of the students are riding this route instead of Yellow 95 hence the drop in boardings for Yellow of 2.66%

Figure 10. Revenue Vehicle Hours by Route

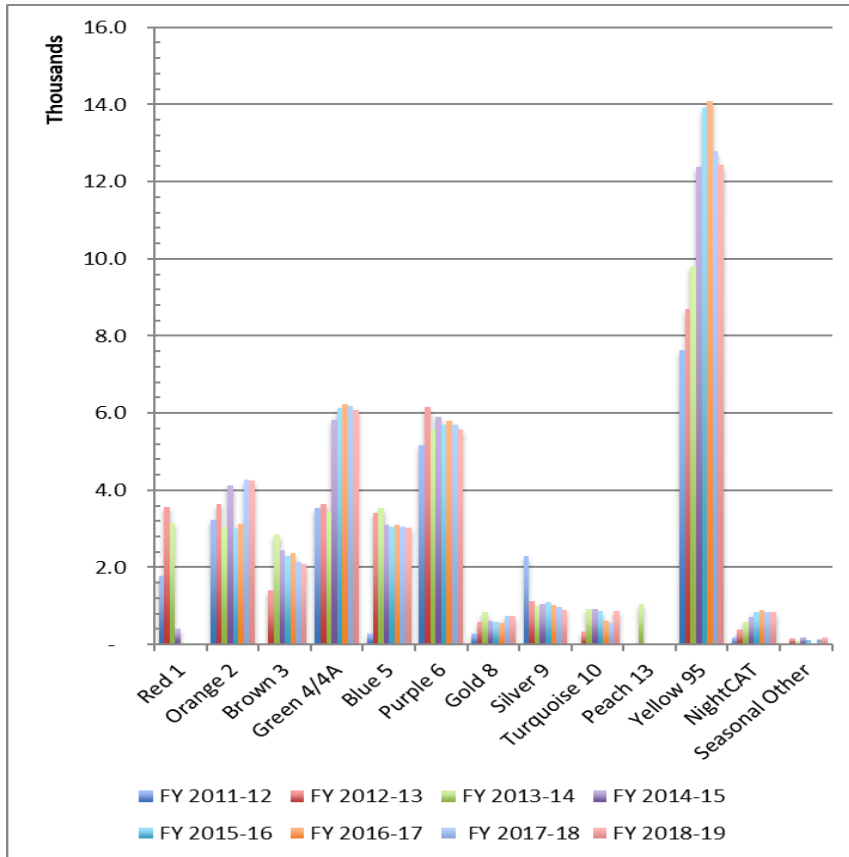
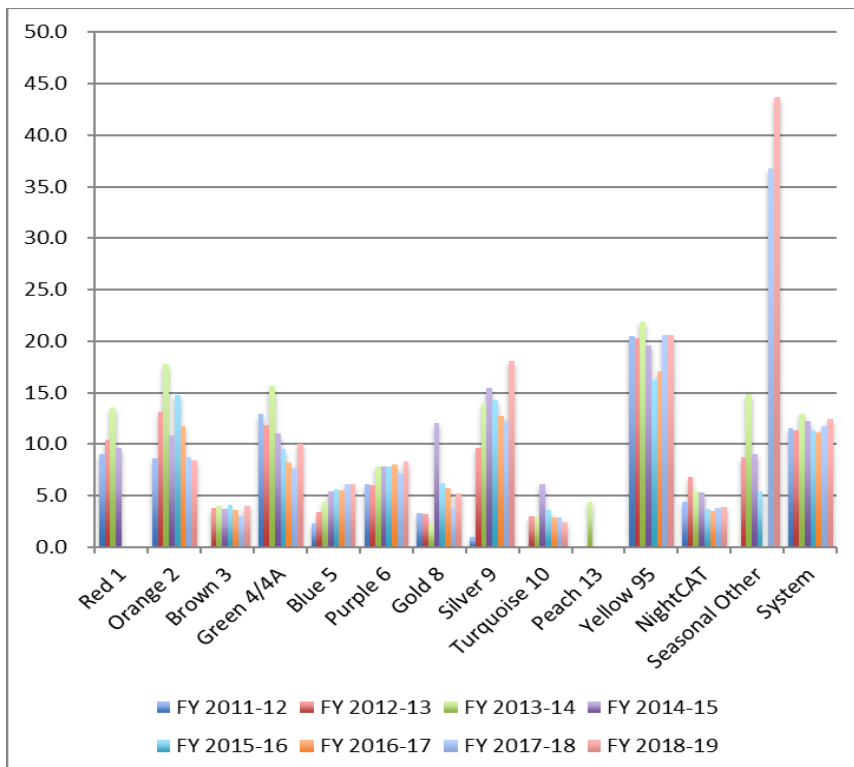


Figure 11. Boarding Passengers Per Revenue Vehicle Hour



Important Note: Figures 12, 13, 14, 15 and 16 are based on contract expenses only.

Figure 12. Contract Operating Expense By Route

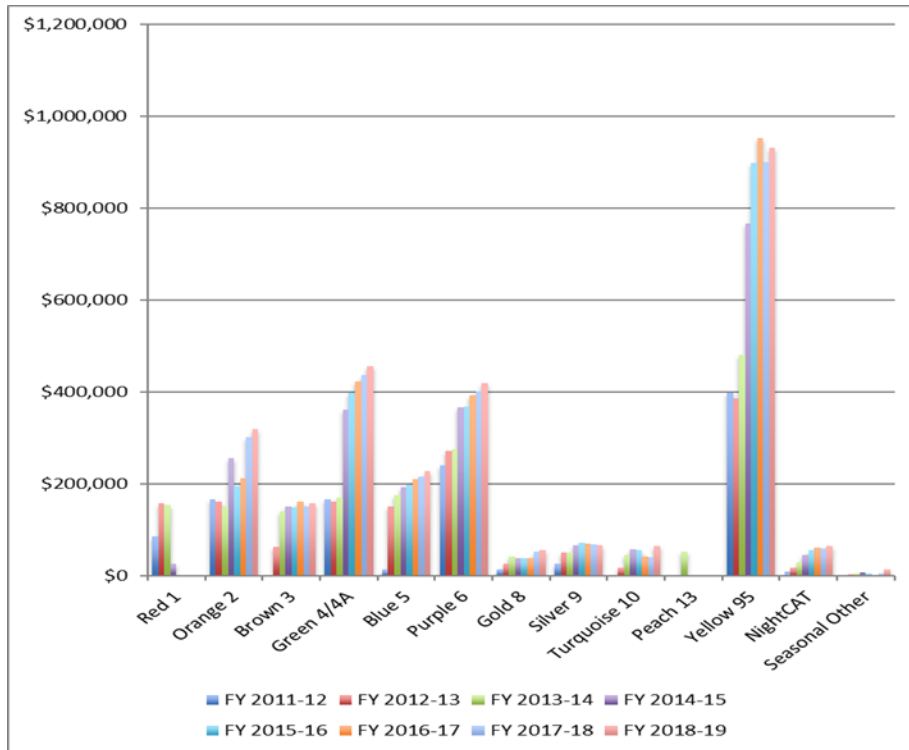


Figure 13. Contract Operating Expense Per Revenue Vehicle Hour

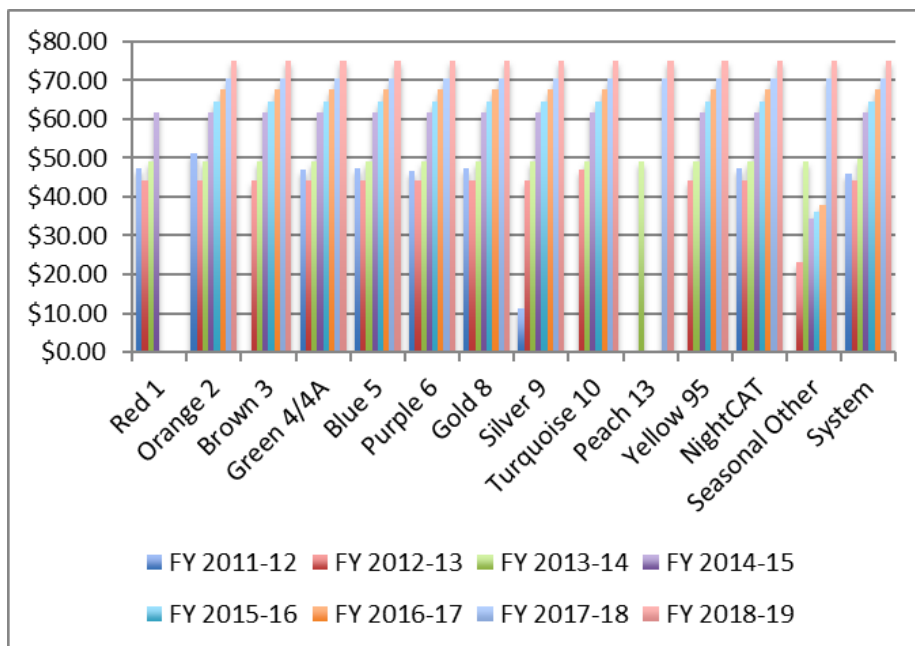


Figure 14. Contract Expense Per Boarding Passenger

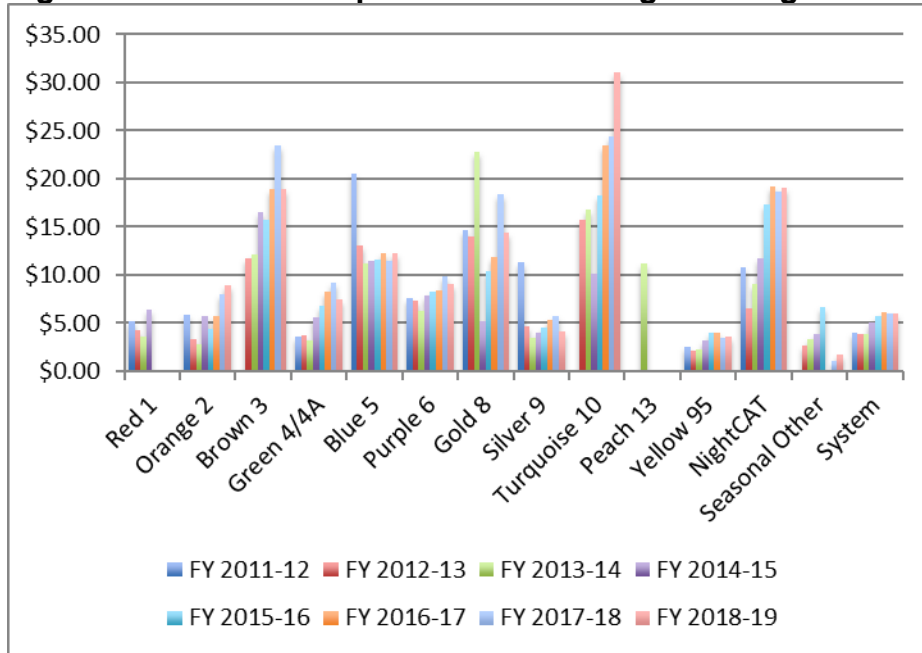
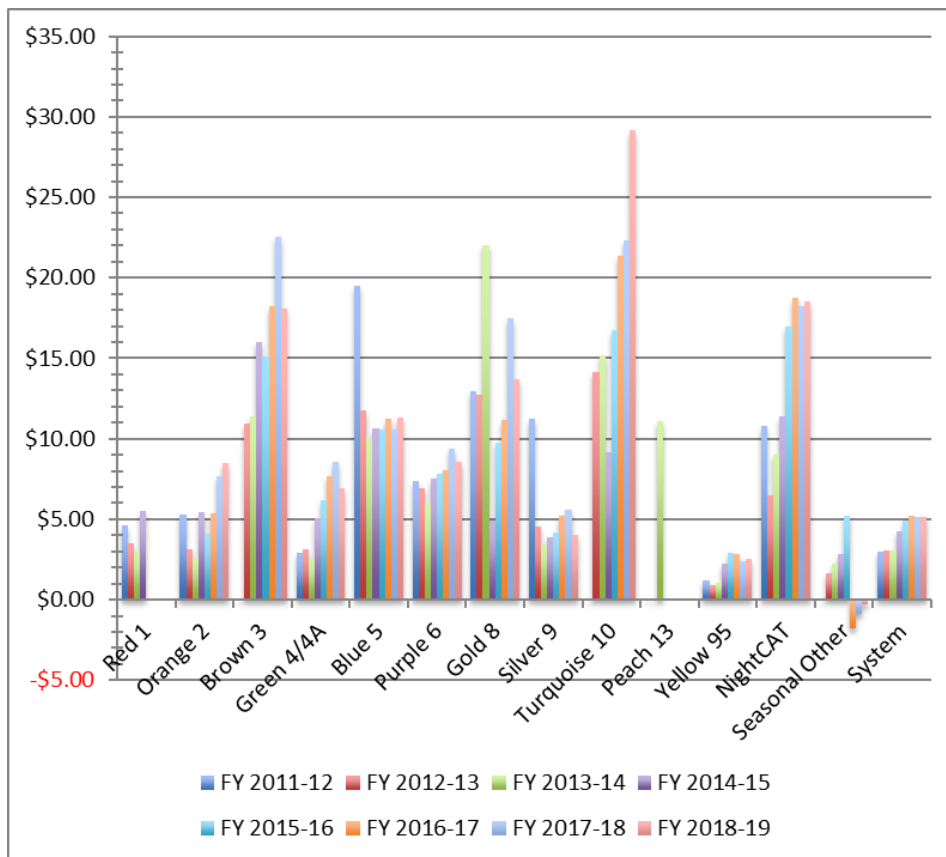


Figure 15. Estimated Subsidy Per Boarding Passenger (Contract Expense Only)



The results for Figures 12 through 16 generally closely follow the allocation of operating resources to a given route, e.g., primarily revenue vehicle hours. Miles operated have an influence on total costs, particularly for fuel and bus maintenance. However, the average speeds vary so much on different YCAT routes that revenue vehicle hours was considered to be a more influential on a route's operating expense.

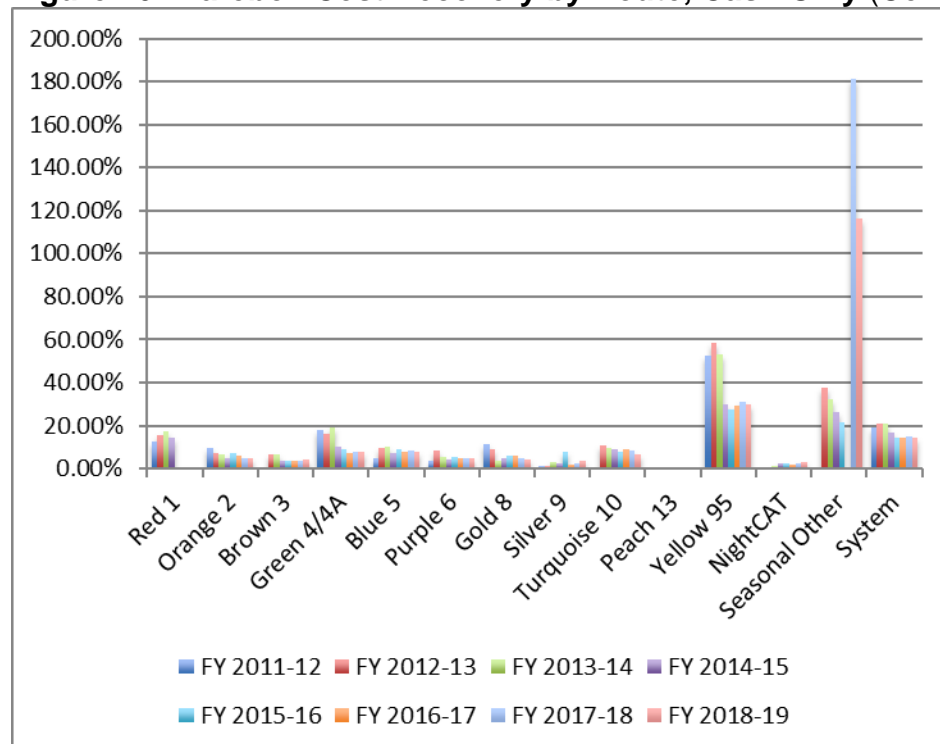
Net operating subsidy per boarding for the entire YCAT fixed route system has increased by \$.05 and is at \$5.17 for FY2018-2019 based on contract costs but still remains below established standards.

As shown in Figure 15, YCAT's estimated subsidy per passenger (based on contract operating expenses only) has increased on most routes. And as expected, the most cost-effective route continues to be Yellow 95 at \$2.55 per boarding, followed by Silver 9 at \$4.01.

In contrast and also as expected, lifeline routes have much higher subsidies per passenger. Turquoise 10 subsidy per passenger boarding has increased to \$29.14.

To some extent, the overall subsidy per boarding on a given route is probably less than it may appear, since the calculations on which Figures 12-16 are based do not include prepaid fare arrangements, such as that for AWC/NAU/UA and other students, as well as employees of AWC/NAU/UA and YRMC. This issue is discussed further below after Figure 16.

Figure 16. Farebox Cost Recovery by Route, Cash Only (Contract Expense Only)



According to Figure 16, YCAT's fixed route farebox cost recovery is about 14.5%, which has remained steady over the four fiscal years evaluated. This figure is probably an accurate approximation of YCAT's total overall farebox cost recovery, e.g., once other

YCAT operating expenses are added to its contract expenses, and revenues obtained from prepaid fare programs including AWC/NAU/UA students and employees, Cocopah tribal members, other students and YRMC employees are added to cash fares.

The prepaid fare programs for students add what is properly classified as fare revenues to all YCAT routes. As shown in Figure 17 below, prepaid fares accounted for 45.3% of all YCAT fixed route boardings in FY 2018-19, 23.3% on Orange 2, 42.5% on Purple 6A, 26.2% on Gold 8, 29.7% on Green 4/4A, 40.5% on Brown 3, and 59.7% on Yellow 95.

If transferring is estimated to be 25% of total ridership, then prepaid fares may account for closer to half of total “linked trips” made on YCAT fixed route service. As previously mentioned, calculated linked trips is a complex exercise beyond the scope of this analysis. One method is to conduct onboard surveys and estimate how many transfers are made based on survey answers. It would also be possible to ascertain growth in total trip-making by comparing growth in passenger miles in a given fiscal year with prior years, based on on-board sampling conducted for YCAT’s annual report to the National Transit Database (NTD).

Figure 17. YCAT Total Boardings vs. Prepaid Fare Boardings, 7/1/2018 – 6/30/2019

Route	Total Boardings	Prepaid Fare Boarding	Prepaid Fare Boarding Percent
Orange 2	35,825	8,350	23.3%
Brown 3	8,277	3,350	40.5%
Green 4/4A	60,636	18,011	29.7%
Blue 5	18,630	7,920	42.5%
Purple 6A	46,307	10,740	23.2%
Gold 8	3,838	1,007	26.2%
Silver 9	15,950	1,167	7.3%
Turquoise 10	2,084		0.0%
Yellow 95	256,092	152,942	59.7%
Night CAT	3,358	938	27.9%
System Total	450,997	204,425	45.3%

Demand Responsive Operating Statistics & Performance Measures

Figure 18 summarizes operating statistics and performance measures for YCAT's demand responsive service, YCAT OnCall.

Figure 18. YCAT Demand Responsive Operating Trends

SERVICE		FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19
YCAT	Boardings	14,307	3,568	7,209	6,585	7,522	8,696	7,933	8,364
OnCall	Revenue Hours	9,399.0	2,897.0	3,630.0	2,820.9	4,039.0	4,181.0	4,260.8	4,261.5
	Cash Fares*	\$30,053	\$4,556	\$3,923	\$8,155	\$7,949	\$9,638	\$6,778	\$6,782
	Operating Cost	\$ 416,723	\$ 113,205	\$ 155,488	\$ 160,313	\$ 111,572	\$ 111,420	\$ 169,495	\$ 133,385
<i>*Cash fares represent actual cash and not prepurchased passes.</i>									
YCAT	Boardings/RVH	1.5	1.2	2.0	2.3	1.9	2.1	1.9	2.0
OnCall	Expense/Boarding	\$29.13	\$31.73	\$21.57	\$24.35	\$14.83	\$12.81	\$21.37	\$15.95
	Net Subsidy/Boardin	\$27.03	\$30.45	\$21.02	\$23.11	\$13.78	\$11.70	\$20.51	\$15.14
	Farebox Recovery %	7.2%	4.0%	2.5%	5.1%	7.1%	8.6%	4.0%	5.1%

As noted in the YCAT *Short Range Transit Plan* and elsewhere, YCAT-funded demand responsive service was reduced at the end of FY 2011-12 to provide service only as needed to persons with disabilities who are unable to use regular fixed route service, pursuant to the mandates of 1990's American with Disabilities Act (ADA).

5. Conclusions and Recommendations

YCAT has experienced an increase of almost 5% in ridership for this fiscal year from 445,889 in FY2017-2018 to 467,195 in FY2018-2019. Fare box recovery ratio which is currently at 14.50%.

During FY 2018-2019, contract operating cost *per hour* (\$74.97 system-wide) was higher than the previous year, previously at \$70.44 in FY2017-2018. The entire system has maintained an average subsidy per passenger (based on contract costs only) of about \$6.00 over the past three years. As expected, Yellow 95 is the champion performer with a subsidy of \$3.64 per boarding.

APPENDIX

APPENDIX A. YCAT Performance Source Data (Source: YCAT Statistical & Financial Reports)														
Boaring Passengers by Route														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	16,107	28,036	-	45,767	664	31,517	953	2,281	-	-	155,962	814	-	282,101
FY 2012-13	37,339	47,909	5,293	43,165	11,597	37,083	1,831	10,892	1,027	-	176,214	2,639	1,358	376,347
FY 2013-14	42,581	54,418	11,494	54,010	15,532	43,510	1,832	14,035	2,651	4,621	214,031	3,163	1,334	463,212
FY 2014-15	4,026	44,721	9,103	64,393	16,842	46,320	7,358	16,248	5,997	135	242,043	3,854	1,619	462,259
FY 2015-16	-	44,306	9,395	58,649	17,062	44,680	3,696	15,589	3,079	-	225,405	3,157	557	425,575
FY 2016-17	-	36,763	8,500	51,122	17,134	46,414	3,251	13,072	1,748	-	239,812	3,186	394	421,396
FY 2017-18	-	37,448	6,428	47,216	18,744	40,635	2,869	11,825	1,641	-	263,088	3,131	4,931	437,956
FY 2018-19	-	35,825	8,277	60,636	18,630	46,307	3,838	15,950	2,084	-	256,092	3,358	7,834	458,831
Revenue Hours														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	1,784.0	3,235.0	-	3,537.0	289.0	5,153.0	294.0	2,281.0	-	-	7,620.0	185.0	-	24,378.0
FY 2012-13	3,568.0	3,634.0	1,396.0	3,645.0	3,405.0	6,144.0	581.0	1,130.0	343.0	-	8,688.0	388.0	155.0	33,077.0
FY 2013-14	3,145.0	3,061.0	2,848.0	3,440.0	3,544.0	5,582.0	851.0	1,007.0	907.0	1,053.0	9,786.0	587.0	90.0	35,901.0
FY 2014-15	419.6	4,120.1	2,434.4	5,823.9	3,112.3	5,906.5	612.4	1,054.2	911.4	-	12,391.8	727.5	179.6	37,693.7
FY 2015-16	-	3,004.3	2,285.4	6,141.9	3,059.6	5,697.2	593.0	1,096.2	866.8	-	13,898.0	846.6	102.8	37,591.8
FY 2016-17	-	3,122.8	2,379.9	6,239.5	3,094.7	5,800.0	572.1	1,029.3	605.8	-	14,081.0	901.1	-	37,826.2
FY 2017-18	-	4,273.6	2,140.3	6,192.8	3,062.1	5,706.7	747.8	965.4	567.3	-	12,785.2	832.2	134.2	37,407.6
FY 2018-19	-	4,257.9	2,090.7	6,078.3	3,039.0	5,582.8	735.5	882.6	864.7	-	12,421.9	855.1	179.4	36,987.9
Contract Operating Expense by Route														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	\$84,679	\$165,922	\$0	\$165,922	\$13,664	\$239,705	\$13,955	\$25,977	\$0	\$0	\$397,306	\$8,762	\$0	\$1,115,892
FY 2012-13	\$158,054	\$160,989	\$61,849	\$161,489	\$150,828	\$270,816	\$25,717	\$50,047	\$16,178	\$0	\$384,865	\$17,180	\$3,588	\$1,461,600
FY 2013-14	\$154,423	\$150,308	\$139,847	\$168,923	\$174,024	\$274,286	\$41,784	\$49,444	\$44,522	\$51,702	\$480,515	\$28,822	\$4,419	\$1,789,502
FY 2014-15	\$25,956	\$254,869	\$150,592	\$360,266	\$192,527	\$365,376	\$37,883	\$65,213	\$56,379	\$0	\$766,557	\$45,003	\$6,180	\$2,331,732
FY 2015-16	\$0	\$194,288	\$147,797	\$397,197	\$197,864	\$368,438	\$38,349	\$70,891	\$56,056	\$0	\$898,784	\$54,750	\$3,718	\$2,431,062
FY 2016-17	\$0	\$211,226	\$160,974	\$422,040	\$209,326	\$392,309	\$38,695	\$69,620	\$40,976	\$0	\$952,442	\$60,952	\$0	\$2,558,561
FY 2017-18	\$0	\$301,032	\$150,763	\$436,221	\$215,694	\$401,980	\$52,675	\$68,003	\$39,961	\$0	\$900,589	\$58,620	\$5,338	\$2,634,991
FY 2018-19	\$0	\$319,215	\$156,740	\$455,690	\$227,834	\$418,543	\$55,140	\$66,169	\$64,827	\$0	\$931,270	\$64,107	\$13,450	\$2,772,983
Boarding Passengers/Revenue Vehicle Hour														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	9.0	8.7	0.0	12.9	2.3	6.1	3.2	1.0	0.0	0.0	20.5	4.4	0.0	11.6
FY 2012-13	10.5	13.2	3.8	11.8	3.4	6.0	3.2	9.6	3.0	0.0	20.3	6.8	8.8	11.4
FY 2013-14	13.5	17.8	4.0	15.7	4.4	7.8	2.2	13.9	2.9	4.4	21.9	5.4	14.8	12.9
FY 2014-15	9.6	10.9	3.7	11.1	5.4	7.8	12.0	15.4	6.1	0.0	19.5	5.3	9.0	12.3
FY 2015-16	0.0	14.7	4.1	9.5	5.6	7.8	6.2	14.2	3.6	0.0	16.2	3.7	5.4	11.3
FY 2016-17	0.0	11.8	3.6	8.2	5.5	8.0	5.7	12.7	2.9	0.0	17.0	3.5	-	11.1
FY 2017-18	-	8.8	3.0	7.6	6.1	7.1	3.8	12.2	2.9	0.0	20.6	3.8	36.7	11.7
FY 2018-19	-	8.4	4.0	10.0	6.1	8.3	5.2	18.1	2.4	0.0	20.6	3.9	43.7	12.4
Contract Expense/Revenue Vehicle Hour														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	\$47.47	\$51.29	\$0.00	\$46.91	\$47.28	\$46.52	\$47.47	\$11.39	\$0.00	\$0.00	\$47.36	\$47.36	\$0.00	\$45.77
FY 2012-13	\$44.30	\$44.30	\$44.30	\$44.30	\$44.30	\$44.08	\$44.26	\$44.29	\$47.17	\$0.00	\$44.30	\$44.28	\$23.15	\$44.19
FY 2013-14	\$49.10	\$49.10	\$49.10	\$49.11	\$49.10	\$49.14	\$49.10	\$49.10	\$49.09	\$49.10	\$49.10	\$49.10	\$49.10	\$49.85
FY 2014-15	\$61.86	\$61.86	\$61.86	\$61.86	\$61.86	\$61.86	\$61.86	\$61.86	\$61.86	\$0.00	\$61.86	\$61.86	\$34.41	\$61.86
FY 2015-16	\$0.00	\$64.67	\$64.67	\$64.67	\$64.67	\$64.67	\$64.67	\$64.67	\$64.67	\$0.00	\$64.67	\$64.67	\$36.17	\$64.67
FY 2016-17	\$0.00	\$67.64	\$67.64	\$67.64	\$67.64	\$67.64	\$67.64	\$67.64	\$67.64	\$0.00	\$67.64	\$67.64	\$38.05	\$67.64
FY 2017-18	0	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44	\$70.44
FY 2018-19	-	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97	\$74.97
Contract Expense/Boarding Passenger														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	\$5.26	\$5.92	\$0.00	\$3.63	\$20.58	\$7.61	\$14.64	\$11.39	\$0.00	\$0.00	\$22.55	\$10.76	\$0.00	\$3.96
FY 2012-13	\$4.23	\$3.36	\$11.69	\$3.74	\$13.01	\$7.30	\$14.05	\$4.59	\$15.75	\$0.00	\$2.18	\$6.51	\$2.64	\$3.88
FY 2013-14	\$3.63	\$2.76	\$12.17	\$3.13	\$11.20	\$6.30	\$22.81	\$3.52	\$16.79	\$11.19	\$2.25	\$9.11	\$3.31	\$3.86
FY 2014-15	\$6.45	\$5.70	\$16.54	\$5.59	\$11.43	\$7.89	\$5.15	\$4.01	\$10.07	\$0.00	\$3.17	\$11.68	\$3.82	\$5.04
FY 2015-16	\$0.00	\$4.39	\$15.73	\$6.77	\$11.60	\$8.25	\$10.38	\$4.55	\$18.21	\$0.00	\$3.99	\$17.34	\$6.68	\$5.71
FY 2016-17	\$0.00	\$5.75	\$18.94	\$8.26	\$12.22	\$8.45	\$11.90	\$5.33	\$23.44	\$0.00	\$3.97	\$19.13	\$0.00	\$6.07
FY 2017-18	\$0.00	\$8.04	\$23.45	\$9.24	\$11.51	\$9.89	\$18.36	\$5.75	\$24.35	\$0.00	\$3.42	\$18.72	\$1.08	\$6.02
FY 2018-19	\$0.00	\$8.91	\$18.94	\$7.52	\$12.23	\$9.04	\$14.37	\$4.15	\$31.11	\$0.00	\$3.64	\$19.09	\$1.72	\$6.04
Cash Fares (excluding fare agreements)														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	\$ 10,697	\$ 16,836	\$ -	\$ 32,481	\$ 709	\$ 8,284	\$ 1,628	\$ 272	\$ -	\$ -	\$ 209,531	\$ -	\$ 21	\$ 280,459
FY 2012-13	\$ 25,977	\$ 11,237	\$ 4,088	\$ 26,222	\$ 14,435	\$ 13,380	\$ 2,362	\$ 639	\$ 1,645	\$ -	\$ 223,643	\$ 34	\$ 1,409	\$ 325,071
FY 2013-14	\$ 27,063	\$ 9,612	\$ 9,104	\$ 31,945	\$ 18,046	\$ 14,296	\$ 1,450	\$ 1,539	\$ 4,205	\$ 326	\$ 255,898	\$ 423	\$ 1,435	\$ 375,339
FY 2014-15	\$ 3,692	\$ 12,661	\$ 5,236	\$ 35,634	\$ 13,587	\$ 15,922	\$ 1,858	\$ 1,698	\$ 4,959	\$ -	\$ 230,786	\$ 1,205	\$ 1,619	\$ 385,904
FY 2015-16	\$ -	\$ 14,293	\$ 5,687	\$ 35,296	\$ 17,407	\$ 18,832	\$ 2,389	\$ 5,351	\$ 4,469	\$ -	\$ 244,242	\$ 1,276	\$ 797	\$ 350,037
FY 2016-17	\$ -	\$ 13,009	\$ 5,837	\$ 29,185	\$ 16,224	\$ 19,137	\$ 2,370	\$ 1,295	\$ 3,588	\$ -	\$ 276,273	\$ 1,150	\$ 702	\$ 368,067
FY 2017-18	\$ -	\$ 14,854	\$ 5,823	\$ 32,686	\$ 17,765	\$ 19,918	\$ 2,494	\$ 1,591	\$ 3,291	\$ -	\$ 280,875	\$ 1,514	\$ 9,689	\$ 390,498
FY 2018-19	\$ -	\$ 16,281	\$ 6,982	\$ 34,999	\$ 17,613	\$ 21,316	\$ 2,447	\$ 2,274	\$ 4,090	\$ -	\$ 278,475	\$ 1,883	\$ 15,666	\$ 402,024

Farebox Cost Recovery By Route (Contract Expense Only)														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	12.59%	9.74%	0.00%	17.69%	5.08%	3.50%	11.62%	1.04%	0.00%	0.00%	52.65%	0.00%	0.00%	18.85%
FY 2012-13	15.50%	7.00%	6.67%	16.30%	9.61%	8.50%	9.22%	1.28%	10.83%	0.00%	58.30%	0.20%	37.80%	20.99%
FY 2013-14	17.52%	6.39%	6.51%	18.91%	10.37%	5.21%	3.47%	3.11%	9.44%	0.63%	53.25%	1.47%	32.47%	20.97%
FY 2014-15	14.22%	4.97%	3.48%	9.89%	7.06%	4.36%	4.90%	2.60%	8.79%	0.00%	30.11%	2.68%	26.20%	16.55%
FY 2015-16	0.00%	7.36%	3.85%	8.89%	8.80%	5.11%	6.23%	7.55%	7.97%	0.00%	27.17%	2.33%	21.43%	14.40%
FY 2016-17	0.00%	6.16%	3.63%	6.92%	7.75%	4.88%	6.12%	1.86%	8.76%	0.00%	29.01%	1.89%		14.39%
FY 2017-18	0.00%	4.93%	3.86%	7.49%	8.24%	4.95%	4.73%	2.34%	8.24%	0.00%	31.19%	2.58%	181.49%	14.82%
FY 2018-19	0.00%	5.10%	4.45%	7.68%	7.73%	5.09%	4.44%	3.44%	6.31%	0.00%	29.90%	2.94%	116.48%	14.50%
Boarding Passengers Change, From Prior Year (%) (FY 2010-11 not calculated)														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12														
FY 2012-13	131.82%	70.88%	0.00%	-5.69%	0.00%	17.66%	92.13%	0.00%	0.00%	0.00%	12.99%	224.20%	0.00%	33.41%
FY 2013-14	14.04%	13.59%	117.15%	25.12%	33.93%	17.33%	0.05%	28.86%	158.13%	0.00%	21.46%	19.86%	-1.77%	23.08%
FY 2014-15	-90.55%	-17.82%	-20.80%	19.22%	8.43%	6.46%	301.64%	15.77%	111.13%	0.00%	13.09%	21.85%	21.36%	-0.21%
FY 2015-16		-0.93%	3.21%	-8.92%	1.31%	-3.54%	-49.77%	-4.06%	-44.99%	0.00%	-6.87%	-18.09%	-65.60%	-7.94%
FY 2016-17		-17.02%	-9.53%	-12.83%	0.42%	3.88%	-12.04%	-16.15%	-43.23%	0.00%	6.39%	0.92%	-29.26%	-0.98%
FY 2017-18		1.86%	-24.38%	-7.64%	9.40%	-12.45%	-11.75%	-9.54%	-6.12%	0.00%	9.71%	-1.73%	1151.52%	3.93%
FY 2018-19		-4.33%	28.76%	28.42%	-0.61%	13.96%	33.77%	34.88%	27.00%	0.00%	-2.66%	7.25%	58.87%	4.77%
Subsidy Per Boarding Passenger (Contract Expenses Only)														
	Red 1	Orange 2	Brown 3	Green 4/4A	Blue 5	Purple 6	Gold 8	Silver 9	Turquoise 10	Peach 13	Yellow 95	NightCAT	Seasonal Other	System
FY 2011-12	\$4.59	\$5.32	\$0.00	\$2.92	\$19.51	\$7.34	\$12.93	\$11.27	\$0.00	\$0.00	\$1.20	\$10.76	\$0.00	\$2.96
FY 2012-13	\$3.54	\$3.13	\$10.91	\$3.13	\$11.76	\$6.94	\$12.76	\$4.54	\$14.15	\$0.00	\$0.91	\$6.50	\$1.60	\$3.02
FY 2013-14	\$2.99	\$2.59	\$11.37	\$2.54	\$10.04	\$5.98	\$22.02	\$3.41	\$15.21	\$11.12	\$1.05	\$8.98	\$2.24	\$3.05
FY 2014-15	\$5.53	\$5.42	\$15.97	\$5.04	\$10.62	\$7.54	\$4.90	\$3.91	\$9.19		\$2.21	\$11.36	\$2.82	\$4.21
FY 2015-16		\$4.06	\$15.13	\$6.17	\$10.58	\$7.82	\$9.73	\$4.20	\$16.75		\$2.90	\$16.94	\$5.24	\$4.89
FY 2016-17		\$5.39	\$18.25	\$7.68	\$11.27	\$8.04	\$11.17	\$5.23	\$21.39		\$2.82	\$18.77	-\$1.78	\$5.20
FY 2017-18		\$7.64	\$22.55	\$8.55	\$10.56	\$9.40	\$17.49	\$5.62	\$22.35		\$2.36	\$18.24	-\$0.88	\$5.12
FY 2018-19		\$8.46	\$18.09	\$6.94	\$11.28	\$8.58	\$13.73	\$4.01	\$29.14		\$2.55	\$18.53	-\$0.28	\$5.17



General Managers Update
October 28, 2019

- **Current Fleet Condition.**
 - **Road Supervisors**
 - **Shop operations**
 - **Training**
- **Personnel changes/issues**
- **Miles between major breakdowns**



Yuma County Intergovernmental Public Transportation Authority

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Transit Directors Report September - October 2019

- **Automatic Passengers Counters (APC):** Pilot has gone well. In the process of installing on the rest of the fleet.
- **Grants:** 5307 Operating and STP grants have been awarded
- **Short Range Strategic Plan:** No proposals were received by YMPO. The RFP will need to be updated on the funding amount (TBD) and advertised again.
- **Upcoming Projects:**
 - Bus Shelter procurement
 - YCIPTA support vehicle procurement
 - Strategic Plan
 - Vanpool RFP
- **Upcoming Events/Conferences/Meetings:**

Yuma County Intergovernmental Public Transportation Authority Board Of Directors

Larry Killman – Chairperson – Town of Wellton, Susan M. Zambrano – Vice Chairperson - Arizona Western College,
Dr. Michael Sabath – Secretary/Treasurer. - Northern Arizona University, Jay Simonton – City of Yuma,
Brian Golding, Sr.-Quechan Tribe, Ralph Velez - City of San Luis, Paul Soto – Cocopah Tribe,
Ian McGaughey - City of Somerton, Susan Thorpe – Yuma County

Shelly Kreger, Transit Director



RIDERSHIP AND FARES

Period: 8/1/2019 to 8/31/2019

Route	Cash Fares			Day Passes Sold		Passes Accepted				Free			Special Revenues					Statistics			Total Pax
	Basic Cash	Disc Cash	Deviations	Day Passes	Disc Day	Day Passes	31-Day Passes	1& 10 Ride	Paper Passes	< 5 & PCAs	Grey-hound	On Call ID	Aztec	YPIC	Colleges	Cocopah	Vista	WC	Bikes	Guides	
Orange 2	733	386	0	43	25	356	107	5	126	20	3	13	13	11	970	112	50	26	37	5	2,973
Brown 3	77	79	26	23	27	117	12	0	9	13	2	2	0	0	186	4	2	1	13	2	553
Green 4	326	340	0	81	70	624	264	16	107	19	20	0	67	133	208	89	857	5	67	6	3,221
Green 4A	240	236	0	42	73	391	248	6	96	12	3	0	23	212	246	87	521	6	23	3	2,436
Blue 5	354	268	9	77	96	526	112	2	42	27	0	5	2	3	41	73	6	24	28	12	1,634
Purple 6	352	265	0	67	48	277	65	3	59	94	3	0	96	29	142	2,034	56	70	53	5	3,590
Gold 8	48	22	3	17	18	43	12	0	6	3	0	0	1	2	110	0	10	1	12	0	292
Silver 9	64	39	0	1	0	0	0	0	48	0	0	0	0	0	722	7	0	0	1	4	881
Turquoise 10	218	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	8	7	1	230
Yellow 95	7,640	6,019	3	622	319	2,551	907	33	1,787	98	44	16	756	136	1,400	639	392	85	330	20	23,359
Grand Total:	10,053	7,654	41	973	676	4,885	1,727	65	2,280	298	75	36	958	526	4,025	3,045	1,894	226	571	58	39,170

REVENUE:

Total Revenue: \$33,705.53
 Unclassified Revenue: \$1,307.71
 As a % of Total: 3.88%



RIDERSHIP AND FARES

Period: 9/1/2019 to 9/30/2019

Route	Cash Fares			Day Passes Sold		Passes Accepted				Free			Special Revenues					Statistics			Total Pax
	Basic Cash	Disc Cash	Deviations	Day Passes	Disc Day	Day Passes	31-Day Passes	1& 10 Ride	Paper Passes	< 5 & PCAs	Grey-hound	On Call ID	Aztec	YPIC	Colleges	Cocopa	Vista	WC	Bikes	Guides	
Orange 2	803	413	0	45	27	355	153	17	107	18	2	10	76	20	1,883	52	53	15	49	3	4,034
Brown 3	80	48	40	16	26	144	31	4	2	17	0	7	0	2	196	0	3	9	12	3	576
Green 4	291	416	0	52	84	516	370	18	68	22	13	8	40	130	362	61	1,181	6	38	2	3,632
Green 4A	224	236	0	22	79	354	207	22	51	3	13	0	16	122	348	40	609	1	21	2	2,346
Blue 5	324	210	0	74	89	506	99	4	41	40	3	10	1	4	56	91	6	7	1	9	1,558
Purple 6	347	280	0	39	45	254	70	3	68	152	3	1	118	18	119	2,154	57	59	60	3	3,728
Gold 8	50	23	12	21	18	50	22	3	1	13	0	2	1	1	118	1	13	5	4	1	337
Silver 9	116	23	0	4	0	2	1	5	111	0	0	0	3	0	1,704	2	0	0	1	0	1,971
Turquoise 10	215	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	6	0	218
Yellow 95	6,823	5,666	0	510	269	2,053	1,112	30	1,588	114	13	28	820	189	2,086	558	386	95	267	21	22,245
Grand Total:	9,272	7,317	52	783	637	4,234	2,065	106	2,037	380	47	66	1,075	486	6,872	2,959	2,308	203	459	44	40,644

REVENUE:

Total Revenue: \$30,763.33
 Unclassified Revenue: \$1,371.77
 As a % of Total: 4.46%



Yuma County Intergovernmental Public Transportation Authority

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Summary Financial Report for August and September 2019

This report is a summary for the period August and September 2019. The attached monthly profit and loss statements are unaudited figures.

Reconciled account balances for YCIPTA checking accounts held at 1st Bank Yuma for the following months are as follows:

September 2019

Greyhound	\$6,852.02
General	\$74,966.86
Payroll	\$526.65
Fare Revenue	\$9,532.79

September 2019

YC Treasurer	\$228,273.98
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Greyhound sales by Month

August	\$13,265.85
September	\$ 8,615.07

Fare Revenue by Month

August 2019

YCAT	\$37,863.02
On Call	\$210.00

September 2019

YCAT	\$35,570.26
On Call	\$140.00

Accounts payable as of September 30, 2019 was \$1,949,938.99

Accounts receivable as of September 30, 2019 was \$1,055,619.50

The Auditors are still reviewing items for the FY 2018 Audit. We have had some scheduling delays we are moving forward to finish up prior to the end of November to have it presented by the end of the year board meeting.

Yuma County Intergovernmental Public Transportation Auth.
Executive Board P&L
 August 2019

1:02 PM
 10/25/2019
 Accrual Basis

	Aug 19	Jul - Aug 19	YTD Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense					
Income					
40000 · Intergovernmental					
40700 · Miscellaneous Revenues					
40799-3 · Advertising Sales	0.00	0.00	16,000.00	-16,000.00	0.0%
40799-4 · Greyhound Commissions - YCIPTA	869.55	4,524.21	26,400.00	-21,875.79	17.14%
40799-5 · Interest	457.89	1,046.47	1,200.00	-153.53	87.21%
40799-6 · Miscellaneous Revenues	251.29	259.85	2,000.00	-1,740.15	12.99%
Total 40700 · Miscellaneous Revenues	1,578.73	5,830.53	45,600.00	-39,769.47	12.79%
40900 · Local Funding					
40900-2 · Local Transit Dues	486,820.00	516,739.00	516,739.00	0.00	100.0%
40900-4 · Contributions Public Entities	73,400.00	131,618.30	557,628.00	-426,009.70	23.6%
Total 40900 · Local Funding	560,220.00	648,357.30	1,074,367.00	-426,009.70	60.35%
41101 · State Grants					
41101-1 · ADOT 5311	0.00	0.00	1,157,552.00	-1,157,552.00	0.0%
41101-2 · ADOT 5310	0.00	0.00	25,000.00	-25,000.00	0.0%
Total 41101 · State Grants	0.00	0.00	1,182,552.00	-1,182,552.00	0.0%
41300 · Federal Grant Revenue					
41399-1 · FTA 5307	0.00	0.00	6,046,633.00	-6,046,633.00	0.0%
41399-4 · STP Capital Grant	0.00	0.00	301,240.00	-301,240.00	0.0%
Total 41300 · Federal Grant Revenue	0.00	0.00	6,347,873.00	-6,347,873.00	0.0%
Total 40000 · Intergovernmental	561,798.73	654,187.83	8,650,392.00	-7,996,204.17	7.56%
41000 · Charges for Service					
40100 · Fare Revenue					
40101 · YCAT Fares	37,863.02	74,300.57	455,748.00	-381,447.43	16.3%
40190 · On Call Fares	210.00	210.00	3,600.00	-3,390.00	5.83%
Total 40100 · Fare Revenue	38,073.02	74,510.57	459,348.00	-384,837.43	16.22%
Total 41000 · Charges for Service	38,073.02	74,510.57	459,348.00	-384,837.43	16.22%

Yuma County Intergovernmental Public Transportation Auth.
Executive Board P&L
 August 2018

1:05 PM
 10/25/2019
 Accrual Basis

	Aug 18	Jul - Aug 18	YTD Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense					
Income					
40000 · Intergovernmental					
40700 · Miscellaneous Revenues					
40799-3 · Advertising Sales	0.00	793.75	16,000.00	-15,206.25	4.96%
40799-4 · Greyhound Commissions - YCIPTA	1,497.42	3,825.72	31,200.00	-27,374.28	12.26%
40799-5 · Interest	333.48	479.59	1,200.00	-720.41	39.97%
40799-6 · Miscellaneous Revenues	216.00	224.00	2,000.00	-1,776.00	11.2%
Total 40700 · Miscellaneous Revenues	2,046.90	5,323.06	50,400.00	-45,076.94	10.56%
40900 · Local Funding					
40900-2 · Local Transit Dues	0.00	510,982.00	516,739.00	-5,757.00	98.89%
40900-4 · Contributions Public Entities	57,664.49	168,108.13	494,023.00	-325,914.87	34.03%
Total 40900 · Local Funding	57,664.49	679,090.13	1,010,762.00	-331,671.87	67.19%
41101 · State Grants					
41101-1 · ADOT 5311	103,219.86	183,764.25	1,643,938.00	-1,460,173.75	11.18%
41101-2 · ADOT 5310	0.00	0.00	25,000.00	-25,000.00	0.0%
Total 41101 · State Grants	103,219.86	183,764.25	1,668,938.00	-1,485,173.75	11.01%
41300 · Federal Grant Revenue					
41399-1 · FTA 5307	132,552.00	208,672.00	8,618,502.00	-8,409,830.00	2.42%
41399-4 · STP Capital Grant	0.00	0.00	414,985.00	-414,985.00	0.0%
Total 41300 · Federal Grant Revenue	132,552.00	208,672.00	9,033,487.00	-8,824,815.00	2.31%
Total 40000 · Intergovernmental	295,483.25	1,076,849.44	11,763,587.00	-10,686,737.56	9.15%
41000 · Charges for Service					
40100 · Fare Revenue					
40101 · YCAT Fares	41,936.52	84,747.66	423,447.00	-338,699.34	20.01%
40190 · On Call Fares	207.25	505.50	6,663.00	-6,157.50	7.59%
Total 40100 · Fare Revenue	42,143.77	85,253.16	430,110.00	-344,856.84	19.82%
Total 41000 · Charges for Service	42,143.77	85,253.16	430,110.00	-344,856.84	19.82%

	Aug 19	Jul - Aug 19	YTD Budget	\$ Over Budget	% of Budget
Total Income	599,871.75	728,698.40	9,109,740.00	-8,381,041.60	8.0%
Gross Profit	599,871.75	728,698.40	9,109,740.00	-8,381,041.60	8.0%
Expense					
50100 · Salaries and Wages					
50102 · Regular Salaries and Wage	36,241.05	60,914.13	368,376.00	-307,461.87	16.54%
Total 50100 · Salaries and Wages	36,241.05	60,914.13	368,376.00	-307,461.87	16.54%
50200 · Fringe Benefits					
50201 · FICA- SS & Medicare	2,772.45	4,659.94	75,591.00	-70,931.06	6.17%
50202 · ASRS	5,585.47	8,337.79	44,610.00	-36,272.21	18.69%
50203 · Health Insurance	2,155.03	5,082.96	44,988.00	-39,905.04	11.3%
50204 · FUTA	23.37	23.37	500.00	-476.63	4.67%
50205 · Life Insurance	62.05	124.10	768.00	-643.90	16.16%
50207 · State Unemployment	0.00	0.00	3,000.00	-3,000.00	0.0%
50208 · Workers Compensation Ins	807.00	807.00	2,500.00	-1,693.00	32.28%
Total 50200 · Fringe Benefits	11,405.37	19,035.16	171,957.00	-152,921.84	11.07%
50300 · Services					
50301-1 · ADA Paratransit	10,733.69	21,433.98	129,324.00	-107,890.02	16.57%
50301-2 · Accounting & Audit	0.00	0.00	38,000.00	-38,000.00	0.0%
50301-3 · Vanpool Subsidy	10,500.00	20,700.00	126,000.00	-105,300.00	16.43%
50302 · Advertising	4,146.33	9,033.04	80,000.00	-70,966.96	11.29%
50303-1 · Legal Services	900.00	1,800.00	25,800.00	-24,000.00	6.98%
50303-2 · Cash Handel/Payroll Processing	748.74	1,425.52	15,000.00	-13,574.48	9.5%
50303-3 · IT Support/Web Development	2,070.00	22,767.98	20,800.00	1,967.98	109.46%
50304 · Temporary Help	0.00	2,441.12	3,000.00	-558.88	81.37%
50305-0 · Bus Contractor	257,100.04	553,182.57	3,209,107.00	-2,655,924.43	17.24%
50305-1 · Contract Costs	2,083.33	4,166.66	100,000.00	-95,833.34	4.17%
50305-2 · Equipment Maintenance	153.06	153.06	20,000.00	-19,846.94	0.77%
50305-3 · Office Equip Repair	0.00	24.87	3,000.00	-2,975.13	0.83%
50305-4 · Vehicle Repair & Maintance	6,796.29	6,796.29	231,747.00	-224,950.71	2.93%
50305-5 · Building Repairs & Maintance	1,010.00	1,403.40	12,000.00	-10,596.60	11.7%
50305-6 · Communications/Radio Service	0.00	0.00	20,000.00	-20,000.00	0.0%
50305-7 · Grounds Keeping/Pest Control	39.00	78.00	1,500.00	-1,422.00	5.2%

	Aug 18	Jul - Aug 18	YTD Budget	\$ Over Budget	% of Budget
Total Income	337,627.02	1,162,102.60	12,193,697.00	-11,031,594.40	9.53%
Gross Profit	337,627.02	1,162,102.60	12,193,697.00	-11,031,594.40	9.53%
Expense					
50100 · Salaries and Wages					
50102 · Regular Salaries and Wage	34,907.60	46,100.69	359,677.00	-313,576.31	12.82%
Total 50100 · Salaries and Wages	34,907.60	46,100.69	359,677.00	-313,576.31	12.82%
50200 · Fringe Benefits					
50201 · FICA- SS & Medicare	2,670.46	4,383.08	72,691.00	-68,307.92	6.03%
50202 · ASRS	3,962.55	5,249.80	42,442.00	-37,192.20	12.37%
50203 · Health Insurance	3,624.00	7,248.00	43,488.00	-36,240.00	16.67%
50204 · FUTA	0.00	0.00	500.00	-500.00	0.0%
50205 · Life Insurance	27.55	94.70	768.00	-673.30	12.33%
50207 · State Unemployment	0.00	2,640.00	3,000.00	-360.00	88.0%
50208 · Workers Compensation Ins	974.00	1,002.30	2,500.00	-1,497.70	40.09%
Total 50200 · Fringe Benefits	11,258.56	20,617.88	165,389.00	-144,771.12	12.47%
50300 · Services					
50301-1 · ADA Paratransit	12,891.27	22,354.56	126,000.00	-103,645.44	17.74%
50301-2 · Accounting & Audit	0.00	0.00	28,000.00	-28,000.00	0.0%
50301-3 · Vanpool Subsidy	10,200.00	20,700.00	126,000.00	-105,300.00	16.43%
50302 · Advertising	5,056.64	7,859.24	80,000.00	-72,140.76	9.82%
50303-1 · Legal Services	3,742.50	4,704.75	45,000.00	-40,295.25	10.46%
50303-2 · Cash Handel/Payroll Proces	699.32	1,402.93	6,500.00	-5,097.07	21.58%
50303-3 · IT Support/Web Developmen	1,005.00	1,845.76	15,000.00	-13,154.24	12.31%
50304 · Temporary Help	245.28	395.84	3,000.00	-2,604.16	13.2%
50305-0 · Bus Contractor	238,965.51	467,975.78	2,892,863.00	-2,424,887.22	16.18%
50305-1 · Contract Costs	10,298.37	20,552.58	100,000.00	-79,447.42	20.55%
50305-2 · Equipment Maintenance	946.15	946.15	40,000.00	-39,053.85	2.37%
50305-3 · Office Equip Repair	0.00	238.48	3,000.00	-2,761.52	7.95%
50305-4 · Vehicle Repair & Maintance	67,380.23	100,904.88	280,000.00	-179,095.12	36.04%
50305-5 · Building Repairs & Maintanc	1,963.33	5,838.42	12,000.00	-6,161.58	48.65%
50305-6 · Communications/Radio Serv	0.00	13,650.00	20,000.00	-6,350.00	68.25%
50305-7 · Grounds Keeping/Pest Conti	39.00	78.00	2,500.00	-2,422.00	3.12%

	Aug 19	Jul - Aug 19	YTD Budget	\$ Over Budget	% of Budget
50305-8 · Software Updates/Maintenance	0.00	2,911.22	55,000.00	-52,088.78	5.29%
50307 · Security Services	0.00	0.00	500.00	-500.00	0.0%
Total 50300 · Services	296,280.48	648,317.71	4,090,778.00	-3,442,460.29	15.85%
50400 · Materials and Supplies					
50401 · Fuel, Oil, Lubricants	38,809.85	77,421.63	458,700.00	-381,278.37	16.88%
50499-1 · Office Supplies	186.38	1,161.78	3,000.00	-1,838.22	38.73%
50499-2 · Postage	60.00	123.65	1,500.00	-1,376.35	8.24%
50499-3 · Printing	266.55	1,285.27	20,000.00	-18,714.73	6.43%
50499-4 · Misc Materials & Supplies	106.74	117.84	35,400.00	-35,282.16	0.33%
Total 50400 · Materials and Supplies	39,429.52	80,110.17	518,600.00	-438,489.83	15.45%
50500 · Utilities					
50501 · Electricity	1,497.26	2,921.65	17,000.00	-14,078.35	17.19%
50502-1 · Refuse Disposal	217.04	394.98	2,000.00	-1,605.02	19.75%
50502-2 · Water - Offices	108.62	248.24	1,500.00	-1,251.76	16.55%
Total 50500 · Utilities	1,822.92	3,564.87	20,500.00	-16,935.13	17.39%
50600 · Casualty and Liability Insuranc					
50608-1 · Gen Liab Insurance	5,964.00	5,964.00	4,000.00	1,964.00	149.1%
50608-2 · Prof. Liability Insurance	4,360.20	4,360.20	3,500.00	860.20	124.58%
50608-3 · Automobile Insurance	0.00	0.00	4,500.00	-4,500.00	0.0%
Total 50600 · Casualty and Liability Insuranc	10,324.20	10,324.20	12,000.00	-1,675.80	86.04%
50900 · Miscellaneous Expenses					
50901 · Memberships/Dues/Subscriptions	2,890.00	2,890.00	15,000.00	-12,110.00	19.27%
50902 · Travel Expenses	50.01	-348.56	30,000.00	-30,348.56	-1.16%
50906 · Finance Charges/Penalties	18.10	60.99	5,000.00	-4,939.01	1.22%
50999-1 · License and Permits	0.00	0.00	300.00	-300.00	0.0%
50999-2 · Training/Education	0.00	0.00	75,044.00	-75,044.00	0.0%
50999-3 · Other Misc Expense	317.07	375.44			
50999-5 · Telephone/Internet	648.60	1,245.26	8,000.00	-6,754.74	15.57%
Total 50900 · Miscellaneous Expenses	3,923.78	4,223.13	133,344.00	-129,120.87	3.17%
51200 · Leases and Rentals					
51212-1 · Building Lease	4,200.00	8,400.00	50,400.00	-42,000.00	16.67%

	Aug 18	Jul - Aug 18	YTD Budget	\$ Over Budget	% of Budget
50305-8 · Software Updates/Maintenar	0.00	2,699.81	55,000.00	-52,300.19	4.91%
50307 · Security Services	0.00	0.00	500.00	-500.00	0.0%
Total 50300 · Services	353,432.60	672,147.18	3,709,363.00	-3,037,215.82	18.12%
50400 · Materials and Supplies					
50401 · Fuel, Oil, Lubricants	37,774.34	73,582.03	400,000.00	-326,417.97	18.4%
50499-1 · Office Supplies	768.35	1,217.59	3,000.00	-1,782.41	40.59%
50499-2 · Postage	60.00	120.00	3,000.00	-2,880.00	4.0%
50499-3 · Printing	1,146.22	1,550.59	25,000.00	-23,449.41	6.2%
50499-4 · Misc Materials & Supplies	-20.29	70.55	35,400.00	-35,329.45	0.2%
Total 50400 · Materials and Supplies	39,728.62	76,540.76	466,400.00	-389,859.24	16.41%
50500 · Utilities					
50501 · Electricity	1,585.05	3,283.50	17,000.00	-13,716.50	19.32%
50502-1 · Refuse Disposal	149.24	281.86	1,500.00	-1,218.14	18.79%
50502-2 · Water - Offices	113.55	214.18	1,500.00	-1,285.82	14.28%
Total 50500 · Utilities	1,847.84	3,779.54	20,000.00	-16,220.46	18.9%
50600 · Casualty and Liability Insuranc					
50608-1 · Gen Liab Insurance	4,145.54	3,029.65	3,900.00	-870.35	77.68%
50608-2 · Prof. Liability Insurance	0.00	0.00	3,500.00	-3,500.00	0.0%
50608-3 · Automobile Insurance	0.00	0.00	3,900.00	-3,900.00	0.0%
Total 50600 · Casualty and Liability Ins	4,145.54	3,029.65	11,300.00	-8,270.35	26.81%
50900 · Miscellaneous Expenses					
50901 · Memberships/Dues/Subscriptio	0.00	3,440.00	18,000.00	-14,560.00	19.11%
50902 · Travel Expenses	4,120.70	9,354.11	30,000.00	-20,645.89	31.18%
50906 · Finance Charges/Penalties	17.39	567.50	5,000.00	-4,432.50	11.35%
50999-1 · License and Permits	0.00	0.00	300.00	-300.00	0.0%
50999-2 · Training/Education	0.00	545.00	25,000.00	-24,455.00	2.18%
50999-3 · Other Misc Expense	188.29	1,971.63	200,000.00	-198,028.37	0.99%
50999-5 · Telephone/Internet	687.99	1,377.98	8,000.00	-6,622.02	17.23%
Total 50900 · Miscellaneous Expenses	5,014.37	17,256.22	286,300.00	-269,043.78	6.03%
51200 · Leases and Rentals					
51212-1 · Building Lease	4,200.00	8,400.00	50,400.00	-42,000.00	16.67%
51212-2 · Leases Rental Equipment	0.00	0.00	1,000.00	-1,000.00	0.0%

	Aug 19	Jul - Aug 19	YTD Budget	\$ Over Budget	% of Budget
Total 51200 - Leases and Rentals	4,200.00	8,400.00	50,400.00	-42,000.00	16.67%
51600 - Capital Outlay					
51600-3 - Buildings/Mutli Modal Center	0.00	0.00	2,933,711.00	-2,933,711.00	0.0%
51600-5 - Automobiles	0.00	0.00	163,224.00	-163,224.00	0.0%
51600-6 - Furniture and Equipment	0.00	34.75	646,850.00	-646,815.25	0.01%
Total 51600 - Capital Outlay	0.00	34.75	3,743,785.00	-3,743,750.25	0.0%
Total Expense	403,627.32	834,924.12	9,109,740.00	-8,274,815.88	9.17%
Net Ordinary Income	196,244.43	-106,225.72	0.00	-106,225.72	100.0%
Net Income	196,244.43	-106,225.72	0.00	-106,225.72	100.0%

	Aug 18	Jul - Aug 18	YTD Budget	\$ Over Budget	% of Budget
Total 51200 - Leases and Rentals	4,200.00	8,400.00	51,400.00	-43,000.00	16.34%
51600 - Capital Outlay					
51600-3 - Buildings/Mutli Modal Cente	0.00	0.00	3,499,492.00	-3,499,492.00	0.0%
51600-5 - Automobiles	0.00	0.00	2,567,733.00	-2,567,733.00	0.0%
51600-6 - Furniture and Equipment	15,776.80	15,776.80	1,056,643.00	-1,040,866.20	1.49%
Total 51600 - Capital Outlay	15,776.80	15,776.80	7,123,868.00	-7,108,091.20	0.22%
Total Expense	470,311.93	863,648.72	12,193,697.00	-11,330,048.28	7.08%
Net Ordinary Income	-132,684.91	298,453.88	0.00	298,453.88	100.0%
Net Income	-132,684.91	298,453.88	0.00	298,453.88	100.0%

Yuma County Intergovernmental Public Transportation Auth.
Executive Board P&L
September 2019

1:05 PM
10/25/2019
Accrual Basis

	Sep 19	Jul - Sep 19	YTD Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense					
Income					
40000 · Intergovernmental					
40700 · Miscellaneous Revenues					
40799-3 · Advertising Sales	0.00	0.00	16,000.00	-16,000.00	0.0%
40799-4 · Greyhound Commisions - YCIPTA	-407.82	4,116.39	26,400.00	-22,283.61	15.59%
40799-5 · Interest	114.24	1,160.71	1,200.00	-39.29	96.73%
40799-6 · Miscellaneous Revenues	4.15	264.00	2,000.00	-1,736.00	13.2%
Total 40700 · Miscellaneous Revenues	-289.43	5,541.10	45,600.00	-40,058.90	12.15%
40900 · Local Funding					
40900-2 · Local Transit Dues	0.00	516,739.00	516,739.00	0.00	100.0%
40900-4 · Contributions Public Entities	0.00	131,618.30	557,628.00	-426,009.70	23.6%
Total 40900 · Local Funding	0.00	648,357.30	1,074,367.00	-426,009.70	60.35%
41101 · State Grants					
41101-1 · ADOT 5311	0.00	0.00	1,157,552.00	-1,157,552.00	0.0%
41101-2 · ADOT 5310	0.00	0.00	25,000.00	-25,000.00	0.0%
Total 41101 · State Grants	0.00	0.00	1,182,552.00	-1,182,552.00	0.0%
41300 · Federal Grant Revenue					
41399-1 · FTA 5307	0.00	0.00	6,046,633.00	-6,046,633.00	0.0%
41399-4 · STP Capital Grant	0.00	0.00	301,240.00	-301,240.00	0.0%
Total 41300 · Federal Grant Revenue	0.00	0.00	6,347,873.00	-6,347,873.00	0.0%
Total 40000 · Intergovernmental	-289.43	653,898.40	8,650,392.00	-7,996,493.60	7.56%
41000 · Charges for Service					
40100 · Fare Revenue					
40101 · YCAT Fares	35,570.26	109,870.83	455,748.00	-345,877.17	24.11%
40190 · On Call Fares	140.00	350.00	3,600.00	-3,250.00	9.72%
Total 40100 · Fare Revenue	35,710.26	110,220.83	459,348.00	-349,127.17	24.0%
Total 41000 · Charges for Service	35,710.26	110,220.83	459,348.00	-349,127.17	24.0%

Yuma County Intergovernmental Public Transportation Auth.
Executive Board P&L
September 2018

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Accrual Basis

	Sep 18	Jul - Sep 18	YTD Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense					
Income					
40000 · Intergovernmental					
40700 · Miscellaneous Revenues					
40799-3 · Advertising Sales	0.00	793.75	16,000.00	-15,206.25	4.96%
40799-4 · Greyhound Commisic	2,451.05	6,276.77	31,200.00	-24,923.23	20.12%
40799-5 · Interest	40.33	519.92	1,200.00	-680.08	43.33%
40799-6 · Miscellaneous Reven	262.05	486.05	2,000.00	-1,513.95	24.3%
Total 40700 · Miscellaneous Re	2,753.43	8,076.49	50,400.00	-42,323.51	16.03%
40900 · Local Funding					
40900-2 · Local Transit Dues	0.00	510,982.00	516,739.00	-5,757.00	98.89%
40900-4 · Contributions Public	57,748.58	225,856.71	494,023.00	-268,166.29	45.72%
Total 40900 · Local Funding	57,748.58	736,838.71	1,010,762.00	-273,923.29	72.9%
41101 · State Grants					
41101-1 · ADOT 5311	113,257.67	297,021.92	1,643,938.00	-1,346,916.08	18.07%
41101-2 · ADOT 5310	0.00	0.00	25,000.00	-25,000.00	0.0%
Total 41101 · State Grants	113,257.67	297,021.92	1,668,938.00	-1,371,916.08	17.8%
41300 · Federal Grant Revenue					
41399-1 · FTA 5307	83,320.00	291,992.00	8,618,502.00	-8,326,510.00	3.39%
41399-4 · STP Capital Grant	0.00	0.00	414,985.00	-414,985.00	0.0%
Total 41300 · Federal Grant Rev	83,320.00	291,992.00	9,033,487.00	-8,741,495.00	3.23%
Total 40000 · Intergovernmenta	257,079.68	1,333,929.12	11,763,587.00	-10,429,657.88	11.34%
41000 · Charges for Service					
40100 · Fare Revenue					
40101 · YCAT Fares	28,158.04	112,905.70	423,447.00	-310,541.30	26.66%
40190 · On Call Fares	399.00	904.50	6,663.00	-5,758.50	13.58%
Total 40100 · Fare Revenue	28,557.04	113,810.20	430,110.00	-316,299.80	26.46%
Total 41000 · Charges for Servi	28,557.04	113,810.20	430,110.00	-316,299.80	26.46%

	Sep 19	Jul - Sep 19	YTD Budget	\$ Over Budget	% of Budget
Total Income	35,420.83	764,119.23	9,109,740.00	-8,345,620.77	8.39%
Gross Profit	35,420.83	764,119.23	9,109,740.00	-8,345,620.77	8.39%
Expense					
50100 - Salaries and Wages					
50102 - Regular Salaries and Wage	26,538.68	87,452.81	368,376.00	-280,923.19	23.74%
Total 50100 - Salaries and Wages	26,538.68	87,452.81	368,376.00	-280,923.19	23.74%
50200 - Fringe Benefits					
50201 - FICA- SS & Medicare	2,030.21	6,690.15	75,591.00	-68,900.85	8.85%
50202 - ASRS	2,824.62	11,162.41	44,610.00	-33,447.59	25.02%
50203 - Health Insurance	3,089.02	8,171.98	44,988.00	-36,816.02	18.17%
50204 - FUTA	15.18	38.55	500.00	-461.45	7.71%
50205 - Life Insurance	52.45	176.55	768.00	-591.45	22.99%
50207 - State Unemployment	0.00	0.00	3,000.00	-3,000.00	0.0%
50208 - Workers Compensation Ins	0.00	807.00	2,500.00	-1,693.00	32.28%
Total 50200 - Fringe Benefits	8,011.48	27,046.64	171,957.00	-144,910.36	15.73%
50300 - Services					
50301-1 - ADA Paratransit	0.00	21,433.98	129,324.00	-107,890.02	16.57%
50301-2 - Accounting & Audit	0.00	0.00	38,000.00	-38,000.00	0.0%
50301-3 - Vanpool Subsidy	10,500.00	31,200.00	126,000.00	-94,800.00	24.76%
50302 - Advertising	4,503.14	13,536.18	80,000.00	-66,463.82	16.92%
50303-1 - Legal Services	1,293.75	3,093.75	25,800.00	-22,706.25	11.99%
50303-2 - Cash Handel/Payroll Processing	692.29	2,117.81	15,000.00	-12,882.19	14.12%
50303-3 - IT Support/Web Development	3,377.25	26,145.23	20,800.00	5,345.23	125.7%
50304 - Temporary Help	0.00	2,441.12	3,000.00	-558.88	81.37%
50305-0 - Bus Contractor	-17.50	553,165.07	3,209,107.00	-2,655,941.93	17.24%
50305-1 - Contract Costs	2,083.33	6,249.99	100,000.00	-93,750.01	6.25%
50305-2 - Equipment Maintenance	0.00	153.06	20,000.00	-19,846.94	0.77%
50305-3 - Office Equip Repair	820.00	844.87	3,000.00	-2,155.13	28.16%
50305-4 - Vehicle Repair & Maintance	0.00	6,796.29	231,747.00	-224,950.71	2.93%
50305-5 - Building Repairs & Maintance	152.50	1,555.90	12,000.00	-10,444.10	12.97%
50305-6 - Communications/Radio Service	0.00	0.00	20,000.00	-20,000.00	0.0%
50305-7 - Grounds Keeping/Pest Control	39.00	117.00	1,500.00	-1,383.00	7.8%

	Sep 18	Jul - Sep 18	YTD Budget	\$ Over Budget	% of Budget
Total Income	285,636.72	1,447,739.32	12,193,697.00	-10,745,957.68	11.87%
Gross Profit	285,636.72	1,447,739.32	12,193,697.00	-10,745,957.68	11.87%
Expense					
50100 - Salaries and Wages					
50102 - Regular Salaries and W	21,682.14	67,782.83	359,677.00	-291,894.17	18.85%
Total 50100 - Salaries and Wages	21,682.14	67,782.83	359,677.00	-291,894.17	18.85%
50200 - Fringe Benefits					
50201 - FICA- SS & Medicare	1,658.70	6,041.78	72,691.00	-66,649.22	8.31%
50202 - ASRS	3,882.27	9,132.07	42,442.00	-33,309.93	21.52%
50203 - Health Insurance	3,020.00	10,268.00	43,488.00	-33,220.00	23.61%
50204 - FUTA	5.04	5.04	500.00	-494.96	1.01%
50205 - Life Insurance	60.55	155.25	768.00	-612.75	20.22%
50207 - State Unemployment	0.00	2,640.00	3,000.00	-360.00	88.0%
50208 - Workers Compensation	125.00	1,127.30	2,500.00	-1,372.70	45.09%
Total 50200 - Fringe Benefits	8,751.56	29,369.44	165,389.00	-136,019.56	17.76%
50300 - Services					
50301-1 - ADA Paratransit	10,324.49	32,679.05	126,000.00	-93,320.95	25.94%
50301-2 - Accounting & Audit	0.00	0.00	28,000.00	-28,000.00	0.0%
50301-3 - Vanpool Subsidy	10,200.00	30,900.00			
50302 - Advertising	4,232.51	12,091.75	80,000.00	-67,908.25	15.12%
50303-1 - Legal Services	2,643.00	7,347.75	45,000.00	-37,652.25	16.33%
50303-2 - Cash Handel/Payroll F	617.87	2,020.80	6,500.00	-4,479.20	31.09%
50303-3 - IT Support/Web Devel	845.00	2,690.76	15,000.00	-12,309.24	17.94%
50304 - Temporary Help	1,716.96	2,112.80	3,000.00	-887.20	70.43%
50305-0 - Bus Contractor	223,719.45	691,695.23	2,892,863.00	-2,201,167.77	23.91%
50305-1 - Contract Costs	9,671.07	30,223.65	100,000.00	-69,776.35	30.22%
50305-2 - Equipment Maintenanr	972.62	1,918.77	40,000.00	-38,081.23	4.8%
50305-3 - Office Equip Repair	0.00	238.48	3,000.00	-2,761.52	7.95%
50305-4 - Vehicle Repair & Mair	14,179.05	115,083.93	280,000.00	-164,916.07	41.1%
50305-5 - Building Repairs & M	0.00	5,838.42	12,000.00	-6,161.58	48.65%
50305-6 - Communications/Rad	0.00	13,650.00	20,000.00	-6,350.00	68.25%
50305-7 - Grounds Keeping/Pes	39.00	117.00	2,500.00	-2,383.00	4.68%

	Sep 19	Jul - Sep 19	YTD Budget	\$ Over Budget	% of Budget
50305-8 · Software Updates/Maintenance	0.00	2,911.22	55,000.00	-52,088.78	5.29%
50307 · Security Services	110.00	110.00	500.00	-390.00	22.0%
Total 50300 · Services	23,553.76	671,871.47	4,090,778.00	-3,418,906.53	16.42%
50400 · Materials and Supplies					
50401 · Fuel, Oil, Lubricants	37,830.93	115,252.56	458,700.00	-343,447.44	25.13%
50499-1 · Office Supplies	794.30	1,956.08	3,000.00	-1,043.92	65.2%
50499-2 · Postage	204.04	327.69	1,500.00	-1,172.31	21.85%
50499-3 · Printing	5,267.22	6,552.49	20,000.00	-13,447.51	32.76%
50499-4 · Misc Materials & Supplies	118.80	236.64	35,400.00	-35,163.36	0.67%
Total 50400 · Materials and Supplies	44,215.29	124,325.46	518,600.00	-394,274.54	23.97%
50500 · Utilities					
50501 · Electricity	1,565.08	4,486.73	17,000.00	-12,513.27	26.39%
50502-1 · Refuse Disposal	227.89	622.87	2,000.00	-1,377.13	31.14%
50502-2 · Water - Offices	117.25	365.49	1,500.00	-1,134.51	24.37%
Total 50500 · Utilities	1,910.22	5,475.09	20,500.00	-15,024.91	26.71%
50600 · Casualty and Liability Insurance					
50608-1 · Gen Liab Insurance	0.00	5,964.00	4,000.00	1,964.00	149.1%
50608-2 · Prof. Liability Insurance	0.00	4,360.20	3,500.00	860.20	124.58%
50608-3 · Automobile Insurance	0.00	0.00	4,500.00	-4,500.00	0.0%
Total 50600 · Casualty and Liability Insurance	0.00	10,324.20	12,000.00	-1,675.80	86.04%
50900 · Miscellaneous Expenses					
50901 · Memberships/Dues/Subscriptions	773.80	3,663.80	15,000.00	-11,336.20	24.43%
50902 · Travel Expenses	6,000.00	5,651.44	30,000.00	-24,348.56	18.84%
50906 · Finance Charges/Penalties	8,434.07	8,495.06	5,000.00	3,495.06	169.9%
50999-1 · License and Permits	0.00	0.00	300.00	-300.00	0.0%
50999-2 · Training/Education	0.00	0.00	75,044.00	-75,044.00	0.0%
50999-3 · Other Misc Expense	94.28	469.72			
50999-5 · Telephone/Internet	607.22	1,852.48	8,000.00	-6,147.52	23.16%
Total 50900 · Miscellaneous Expenses	15,909.37	20,132.50	133,344.00	-113,211.50	15.1%
51200 · Leases and Rentals					
51212-1 · Building Lease	4,200.00	12,600.00	50,400.00	-37,800.00	25.0%

	Sep 18	Jul - Sep 18	YTD Budget	\$ Over Budget	% of Budget
50305-8 · Software Updates/Ma	0.00	2,699.81	55,000.00	-52,300.19	4.91%
50307 · Security Services	0.00	0.00	500.00	-500.00	0.0%
Total 50300 · Services	279,161.02	951,308.20	3,709,363.00	-2,758,054.80	25.65%
50400 · Materials and Supplies					
50401 · Fuel, Oil, Lubricants	36,868.66	110,450.69	400,000.00	-289,549.31	27.61%
50499-1 · Office Supplies	31.42	1,249.01	3,000.00	-1,750.99	41.63%
50499-2 · Postage	86.17	206.17	3,000.00	-2,793.83	6.87%
50499-3 · Printing	593.79	2,144.38	25,000.00	-22,855.62	8.58%
50499-4 · Misc Materials & Supl	6.20	76.75	35,400.00	-35,323.25	0.22%
Total 50400 · Materials and Sup	37,586.24	114,127.00	466,400.00	-352,273.00	24.47%
50500 · Utilities					
50501 · Electricity	1,625.10	4,908.60	17,000.00	-12,091.40	28.87%
50502-1 · Refuse Disposal	149.24	431.10	1,500.00	-1,068.90	28.74%
50502-2 · Water - Offices	85.21	299.39	1,500.00	-1,200.61	19.96%
Total 50500 · Utilities	1,859.55	5,639.09	20,000.00	-14,360.91	28.2%
50600 · Casualty and Liability Insuranc					
50608-1 · Gen Liab Insurance	1,932.00	4,961.65	3,900.00	1,061.65	127.22%
50608-2 · Prof. Liability Insuran	0.00	0.00	3,500.00	-3,500.00	0.0%
50608-3 · Automobile Insurance	3,984.00	3,984.00	3,900.00	84.00	102.15%
Total 50600 · Casualty and Liab	5,916.00	8,945.65	11,300.00	-2,354.35	79.17%
50900 · Miscellaneous Expenses					
50901 · Memberships/Dues/Sut	1,273.80	4,713.80	18,000.00	-13,286.20	26.19%
50902 · Travel Expenses	2,128.01	11,482.12	30,000.00	-18,517.88	38.27%
50906 · Finance Charges/Penal	1,333.27	1,900.77	5,000.00	-3,099.23	38.02%
50999-1 · License and Permits	0.00	0.00	300.00	-300.00	0.0%
50999-2 · Training/Education	25.00	570.00	25,000.00	-24,430.00	2.28%
50999-3 · Other Misc Expense	30.00	2,001.63	200,000.00	-197,998.37	1.0%
50999-5 · Telephone/Internet	653.02	2,031.00	8,000.00	-5,969.00	25.39%
Total 50900 · Miscellaneous Ex	5,443.10	22,699.32	286,300.00	-263,600.68	7.93%
51200 · Leases and Rentals					
51212-1 · Building Lease	4,200.00	12,600.00	50,400.00	-37,800.00	25.0%
51212-2 · Leases Rental Equipn	0.00	0.00	1,000.00	-1,000.00	0.0%

	Sep 19	Jul - Sep 19	YTD Budget	\$ Over Budget	% of Budget
Total 51200 - Leases and Rentals	4,200.00	12,600.00	50,400.00	-37,800.00	25.0%
51600 - Capital Outlay					
51600-3 - Buildings/Mutli Modal Center	0.00	0.00	2,933,711.00	-2,933,711.00	0.0%
51600-5 - Automobiles	0.00	0.00	163,224.00	-163,224.00	0.0%
51600-6 - Furniture and Equipment	0.00	34.75	646,850.00	-646,815.25	0.01%
Total 51600 - Capital Outlay	0.00	34.75	3,743,785.00	-3,743,750.25	0.0%
Total Expense	124,338.80	959,262.92	9,109,740.00	-8,150,477.08	10.53%
Net Ordinary Income	-88,917.97	-195,143.69	0.00	-195,143.69	100.0%
Net Income	-88,917.97	-195,143.69	0.00	-195,143.69	100.0%

	Sep 18	Jul - Sep 18	YTD Budget	\$ Over Budget	% of Budget
Total 51200 - Leases and Rentals	4,200.00	12,600.00	51,400.00	-38,800.00	24.51%
51600 - Capital Outlay					
51600-3 - Buildings/Mutli Moda	0.00	0.00	3,499,492.00	-3,499,492.00	0.0%
51600-5 - Automobiles	0.00	0.00	2,567,733.00	-2,567,733.00	0.0%
51600-6 - Furniture and Equiprr	0.00	15,776.80	1,056,643.00	-1,040,866.20	1.49%
Total 51600 - Capital Outlay	0.00	15,776.80	7,123,868.00	-7,108,091.20	0.22%
Total Expense	364,599.61	1,228,248.33	12,193,697.00	-10,965,448.67	10.07%
Net Ordinary Income	-78,962.89	219,490.99	0.00	219,490.99	100.0%
Net Income	-78,962.89	219,490.99	0.00	219,490.99	100.0%