

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Application

Federal Award Identification Number (FAIN)	AZ-2022-016-01
Temporary Application Number	7396-2022-2
Award Name	Gila River Indian Community FFY 2020 Section 5311 Tribal Transit Formula Grant, Operating Assistance
Application Status	Final Concurrence / Reservation
Application Budget Number	0

Period of Performance Start Date	7/8/2022		
Original Period of Performance End Date	9/30/2024		
Current Period of Performance End Date	9/30/2024	Revision #: 0	Approved?: No

Part 1: Recipient Information

Name: GILA RIVER INDIAN COMMUNITY

Recipient ID	Recipient OST Type	Recipient Alias	UEI	DUNS
7396	Indian Tribe	Gila River Indian Community	VEB2J5QVVNN9	074449323

Location Type	Address	City	State	Zip
Headquarters	525 W GU U KI RD	SACATON	AZ	85147
Physical Address	525 WEST GU U KI	SACATON	AZ	85147
Mailing Address	P.O. BOX 97	SACATON	AZ	85147

Union Information

There are no union contacts for this application

Part 2: Application Information

Title: Gila River Indian Community FFY 2020 Section 5311 Tribal Transit Formula Grant, Operating Assistance

FAIN	Application Status	Award Type	Application Cost Center	Date Created	Last Updated Date	From TEAM?
AZ-2022-016-01	Final Concurrence / Reservation	Grant	Region 9	4/4/2024	4/4/2024	No

Application Executive Summary

Amendment #1

This application requests FFY 2020 Section 5311 Tribal Transit Formula funds apportioned to the Gila River Indian Community, state of Arizona, in the amount of \$237,776.

Purpose

The purpose of this award is to provide operating assistance from October 1, 2022 through September 30, 2024.

Activities to Be Performed

Amendment #1 adds indirect costs per most recent Indian Organization Indirect Cost Negotiation Agreement approved in March 2024 by US Department of the Interior, Bureau of Indian Affairs. Requested Section 5311 Tribal Transit Formula funds will cover operating expenses including transportation manager salary and fringe (approx. \$92,865), driver salaries and fringe (approx. \$86,135); and dispatch supervisor salary and fringe (approx. \$58,766).

Budget detail by scope item is estimated based on current staff costs with 3% annual escalations for direct labor rates. Fringe is applied based on a five-year average. It is important to note that actual staff and fringe rates will vary from budgeted depending on actual costs of benefits and Tribal Community Council policies on staff salary adjustments.

Indirect costs (\$42,925) will be applied per the most recent Indian Organization Indirect Cost Negotiation Agreement approved in March 2024 by the US Department of the Interior, Bureau of Indian Affairs.

Expected Outcomes

Funding will allow the continued operation of Gila River Transit. Funding will sustain current service and allow for increased service hours and operating days.

Intended Beneficiaries

Intended beneficiaries include residents of the Gila River Indian Community. The Gila River Indian Community, a federally-recognized tribe established in 1859, is located in south-central Arizona bordering both Maricopa and Pinal counties. With close to 21,300 enrolled members, the Community is home to two tribes the Akimel O’Odham and Pee Posh. The reservation has a land area of 584 square miles and a 2000 Census population of 11,257. The Community includes seven districts along the Gila River and its largest communities are Sacaton, Komatke, Santan and Blackwater.

Gila River Transit operates deviated fixed route public transit service for the Gila River Indian Community. We operate four routes. Sacaton Shuttle (serves District 3) and West End Shuttle (serves Districts 6 and 7) started in 2016. The East Side Shuttle (Districts 1, 2 and 3) and the Central Shuttle (Districts 3, 4 and 5) started in April 2019.

Transit provide vital connectivity within a tribal community, which, like all reservations, has been disenfranchised and historically underserved by public investment. Gila River Transit provides connections to community destinations, such as the Governance Center, Huhukam Hospital and other

medical facilities, residential and shopping areas, library, and district service centers. Nearly all Gila River Transit riders are tribal members and many are elderly. Most have limited access to vehicles. As part of a 2020 transit needs study, onboard surveys were distributed among all four transit routes. Most who took the onboard survey use transit (72%) or walk (22%) as their main form of transportation. More than 71% of transit trips are for medical purposes; 36% are for shopping and another 27% are for recreational purposes. Nearly 43% use transit three to five days per week. Of the 67 people who responded when asked, 56 (84%) had one or fewer vehicles in their home, with an average household size of 5.6 persons. Most respondents expressed support for service that is more frequent, longer service hours and additional stops.

Subrecipient Activities
None.

Scope 1: Operating Federal Funds, FFY 2020 Section 5311 Tribal Transit Formula funds apportioned to the Gila River Indian Community, state of Arizona, in the amount of \$237,776.
Local Match: no local/tribal share
Total project cost: \$237,776

Frequency of Milestone Progress Reports (MPR)
Annual

Frequency of Federal Financial Reports (FFR)
Annual

Does this application include funds for research and/or development activities?
This award does not include research and development activities.

Pre-Award Authority
This award is not using Pre-Award Authority.

Does this application include suballocation funds?
Recipient organization is the Designated Recipient and can apply for and receive these apportioned funds.

Will this Grant be using Lapsing Funds?
No, this Grant does not use Lapsing Funds.

Will indirect costs be applied to this application?
This award is applying an approved Indirect cost rate(s).

Indirect Rate Details: Indirect Costs Amendment #1
Indirect costs will be applied to eligible activities. The cognizant agency, US Department of the Interior, approved the Gila River Indian Community Indirect Cost Negotiation Agreement on March 14, 2024. This document is on file with FTA. The FFY 2024 indirect cost rate is 22.03%. For this application, the base is \$ 194,850. Indirect Costs to be charged are $\$194,850 \times 22.03\% = \$42,925$.

Requires E.O. 12372 Review
No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt
No, my organization does not have delinquent federal debt.

Award Description

Purpose

The purpose of this award is to provide operating assistance from October 1, 2022 through September 30, 2024.

Activities to be performed:

Original

Requested Section 5311 Tribal Transit Formula funds will cover operating expenses including transportation manager salary and fringe (approx. \$46,763), driver salaries and fringe (approx. \$144,890); and dispatch supervisor salary and fringe (approx. \$46,123).

Budget detail by scope item is estimated based on current staff costs with 3% annual escalations for direct labor rates. Fringe is applied based on a three-year average. Note that a Community compensation study is underway which may affect actual labor costs. It is important to note that actual staff and fringe rates will vary from budgeted depending on actual costs of benefits and Tribal Community Council policies on staff salary adjustments.

Amendment #1

Amendment #1 adds indirect costs per most recent Indian Organization Indirect Cos Negotiation Agreement approved in March 2024 by US Department of the Interior, Bureau of Indian Affairs. Requested Section 5311 Tribal Transit Formula funds will cover operating expenses including transportation manager salary and fringe (approx. \$92,865), driver salaries and fringe (approx. \$86,135); and dispatch supervisor salary and fringe (approx. \$58,766).

Budget detail by scope item is estimated based on current staff costs with 3% annual escalations for direct labor rates. Fringe is applied based on a five-year average. It is important to note that actual staff and fringe rates will vary from budgeted depending on actual costs of benefits and Tribal Community Council policies on staff salary adjustments.

Indirect costs (\$42,925) will be applied per the most recent Indian Organization Indirect Cost Negotiation Agreement approved in March 2024 by the US Department of the Interior, Bureau of Indian Affairs.

Expected outcomes:

Funding will allow the continued operation of Gila River Transit. Funding will sustain current service and allow for increased service hours and operating days.

Intended beneficiaries:

Intended beneficiaries include residents of the Gila River Indian Community. The Gila River Indian Community, a federally-recognized tribe established in 1859, is located in south-central Arizona bordering both Maricopa and Pinal counties. With close to 21,300 enrolled members, the Community is home to two tribes the Akimel O'Odham and Pee Posh. The reservation has a land area of 584 square miles and a 2000 Census population of 11,257. The Community includes seven districts along the Gila River and its largest communities are Sacaton, Komatke, Santan and Blackwater.

Gila River Transit operates deviated fixed route public transit service for the Gila River Indian Community. We operate four routes. Sacaton Shuttle (serves District 3) and West End Shuttle (serves Districts 6 and 7) started in 2016. The East Side Shuttle (Districts 1, 2 and 3) and the Central Shuttle (Districts 3, 4 and 5) started in April 2019.

Transit provide vital connectivity within a tribal community, which, like all reservations, has been disenfranchised and historically underserved by public investment. Gila River Transit provides connections to community destinations, such as the Governance Center, Huhukam Hospital and other medical facilities, residential and shopping areas, library, and district service centers. Nearly all Gila River Transit riders are tribal members and many are elderly. Most have limited access to vehicles. As part of a 2020 transit needs study, onboard surveys were distributed among all four transit routes. Most who took the

onboard survey use transit (72%) or walk (22%) as their main form of transportation. More than 71% of transit trips are for medical purposes; 36% are for shopping and another 27% are for recreational purposes. Nearly 43% use transit three to five days per week. Of the 67 people who responded when asked, 56 (84%) had one or fewer vehicles in their home, with an average household size of 5.6 persons. Most respondents expressed support for service that is more frequent, longer service hours and additional stops.

Subrecipient Activities:

None.

Application Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
Phil	Yue	Transportation Program Specialist	Phil.Yue@dot.gov	(415) 734-9476
Dawn	Coomer	Transportation Manager	dawn.coomer@gric.nsn.us	(520) 562-6306

Application Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Tribal Transit Program Formula	5311-1B	20509	\$237,776
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$237,776

Application Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
AZ-2022-016-01-01	600-00 (600-A1) OTHER PROGRAM COSTS	\$237,776.00	\$0.00	\$237,776.00	1
AZ-2022-016-01-01	30.09.02 (5311 OR 5310 PILOT ONLY) SLIDING SCALE	\$237,776.00	\$0.00	\$237,776.00	1

Discretionary Allocations

This application does not contain discretionary allocations.

Part 3: Project Information

Project Title: Gila River Indian Community FFY 2020 Section 5311 Tribal Transit Formula Grant, Operating Assistance

Project Number	Temporary Project Number	Date Created	Start Date	End Date
AZ-2022-016-01-01	7396-2022-2-P1	4/4/2024	10/1/2022	9/30/2024

Project Description

This FFY 2020 Section 5311 Tribal Transit Formula Grant, Operating Assistance project will provide funding for Gila River Transit, a program of the Gila River Indian Community. Funds will cover operating expenses including transportation manager salary and fringe, driver salaries and fringe, and dispatch supervisor salary and fringe.

Project Benefits

Original

The Section 5311 Tribal Transit Formula funds for operating assistance will be used to support transit service staff costs. No third party contractors will be used. Gila River Transit operates deviated fixed route public transit service for the Gila River Indian Community. The Gila River Indian Community, a federally-recognized tribe established in 1859, is located in south-central Arizona bordering both Maricopa and Pinal counties. With increased funding providing through this project, we will be able to increase the number of staff hired to support expanding transit service.

Gila River Transit provides connections to community destinations, such as the Governance Center, Huhukam Hospital and other medical facilities, residential and shopping areas, library, and district service centers. Nearly all Gila River Transit riders are tribal members and many are elderly. Most have limited access to vehicles. Most respondents to a 2020 onboard survey use transit (72%) or walk (22%) as their main form of transportation. More than 71% of transit trips are for medical purposes; 36% are for shopping and another 27% are for recreational purposes. Nearly 43% use transit three to five days per week. Of the 67 people who responded when asked, 56 (84%) had one or fewer vehicles in their home, with an average household size of 5.6 persons. Most respondents expressed support for service that is more frequent, longer service hours and additional stops.

With increased funding providing through this project, we will be able to increase the number of staff hired to support expanding transit service. In December 2020, we finalized a transit needs study with the Arizona Department of Transportation and Maricopa Association of Governments (metropolitan planning organization) as project partners. The study evaluated current and future conditions, obtained public input, and recommended service improvements.

Gila River Transit currently operates four transit routes. The Sacaton Shuttle and West End Shuttle started in early 2016. The Sacaton Shuttle serves District 3 and the West End Shuttle serves Districts 6 and 7. Two additional shuttles started in April 2019. The East Side Shuttle serves Districts 1, 2 and 3, and the Central Shuttle serves Districts 3, 4 and 5. The Sacaton Shuttle and West End Shuttle operate five days a week. The East Side Shuttle operates two days a week and the Central Shuttle operates three days a week. The transit system generally operates five days a week, excluding holidays, between the hours of 8:00 a.m. and 4:45 p.m. with a one hour service break over lunch. Phase 1a improvements will expand transit service on all four routes to five days each week. (We will submit a capital request to support Phase 1a improvements to the Arizona Department of Transportation.) Phase 1b improvements close the midday service gap and extend operating hours to 6:00 p.m. Phase 1a is scheduled to start in October 2023, and Phase 1b is scheduled to start in October 2024. The actual timing of Phase 1a and Phase 1b depends on arrival/delivery of a new bus (funding request to be submitted to Arizona Department of Transportation

later this year). The funding provided through the Section 5311 Tribal Transit Formula program is critical to these service expansions. Section 5311 Tribal Transit Formula fund will support staff costs, leading to enhanced mobility options for Community members through the provision of more transit service. We also expect to see increased ridership resulting from the improvements afforded by the Section 5311 Tribal Transit Formula funds.

Amendment #1

The Section 5311 Tribal Transit Formula funds for operating assistance will be used to support transit service staff costs. No third party contractors will be used. Gila River Transit operates deviated fixed route public transit service for the Gila River Indian Community. The Gila River Indian Community, a federally-recognized tribe established in 1859, is located in south-central Arizona bordering both Maricopa and Pinal counties. With increased funding providing through this project, we will be able to increase the number of staff hired to support expanding transit service.

Gila River Transit provides connections to community destinations, such as the Governance Center, Huhukam Hospital and other medical facilities, residential and shopping areas, library, and district service centers. Nearly all Gila River Transit riders are tribal members and many are elderly. According to the spring 2023 onboard survey, nearly all respondents have a household income of \$24,999 or less. Most (66.7%) have no operable vehicle in the household. Those who completed the onboard survey use transit (55.8%) or walk (32.7%) as their main form of transportation. Most use Gila River Transit for medical (57.1%) or shopping (46.9%) trips. Approximately one-third (31.5%) use transit three to five days per week. Most (56.0%) responded that Gila River Transit does not have sufficient transit service, and most rate the transit system as excellent (53.6%) or good (23.2%). When asked to suggest improvements, most requested more frequent service (59.1%), followed by longer hours of service (38.6%).

With increased funding providing through this project, we will be able to increase the number of staff hired to support expanding transit service. In December 2020, we finalized a transit needs study with the Arizona Department of Transportation and Maricopa Association of Governments (metropolitan planning organization) as project partners. The study evaluated current and future conditions, obtained public input, and recommended service improvements.

Gila River Transit currently operates four transit routes. The Sacaton Shuttle and West End Shuttle started in early 2016. The Sacaton Shuttle serves District 3 and the West End Shuttle serves Districts 6 and 7. Two additional shuttles started in April 2019. The East Side Shuttle serves Districts 1, 2 and 3, and the Central Shuttle serves Districts 3, 4 and 5. The Sacaton Shuttle and West End Shuttle operate five days a week. The East Side Shuttle operates two days a week and the Central Shuttle operates three days a week. The transit system generally operates five days a week, excluding holidays, between the hours of 8:00 a.m. and 4:45 p.m. with a one hour service break over lunch. Phase 1a improvements will expand transit service on all four routes to five days each week. (We received a capital request to support Phase 1a improvements to the Arizona Department of Transportation.) Phase 1b improvements close the midday service gap and extend operating hours to 6:00 p.m. Phase 1a is scheduled to start in December 2025, and Phase 1b is scheduled to start in May 2026. The actual timing of Phase 1a and Phase 1b were delayed to accommodate most recent estimates on arrival/delivery of a new bus. The funding provided through the Section 5311 Tribal Transit Formula program is critical to these service expansions. Section 5311 Tribal Transit Formula fund will support staff costs, leading to enhanced mobility options for Community members through the provision of more transit service. We also expect to see increased ridership resulting from the improvements afforded by the Section 5311 Tribal Transit Formula funds.

Additional Information

This project will result in safe and reliable public transportation services for members of the Gila River Indian Community, and provide life-sustaining access to medical facilities, residential and shopping areas, the library, and district service centers.

Location Description

The Gila River Indian Community, a federally-recognized tribe established in 1859, is located in south-central Arizona bordering both Maricopa and Pinal counties. With close to 21,300 enrolled members, the Community is home to two tribes—the Akimel O’Oodham and Pee Posh. The reservation has a land area of

584 square miles and a 2000 Census population of 11,257. The Community includes seven districts along the Gila River and its largest communities are Sacaton, Komatke, Santan and Blackwater.

Project Location (Urbanized Areas)

UZA Code	Area Name
040000	Arizona

Congressional District Information

District	State
2	Arizona

Program Plan Information

STIP/TIP

Date: Not Provided

Description: TIP/STIP exemption per Tribal Formula program.

UPWP

Date: N/A

Description: N/A

Long Range Plan

Date: N/A

Description: N/A

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Tribal Transit Program Formula	5311-1B	20509	\$237,776
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$237,776

Project Budget

Project Number	Budget Item	FTA	Non-	Total	Quantity
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			Amount	FTA Amount	Eligible Amount	
AZ-2022-016-01-01	600-00 (600-A1)	OTHER PROGRAM COSTS	\$237,776.00	\$0.00	\$237,776.00	1
AZ-2022-016-01-01		30.09.02 SLIDING SCALE (5311 OR 5310 PILOT ONLY)	\$237,776.00	\$0.00	\$237,776.00	1

Project Budget Activity Line Items

Budget Activity Line Item: 30.09.02 - SLIDING SCALE (5311 OR 5310 PILOT ONLY)

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
OTHER PROGRAM COSTS (600-00)	30.09.02	SLIDING SCALE (5311 OR 5310 PILOT ONLY)	OPERATING ASSISTANCE	1

Extended Budget Description

This application requests FFY 2020 Section 5311 Tribal Transit Formula funds apportioned to the Gila River Indian Community, state of Arizona, in the amount of \$237,776. FFY 2020 Section 5311 Tribal Transit Formula funds will cover operating expenses including transportation manager salary and fringe, driver salaries and fringe, and dispatch supervisor salary and fringe.

Federal Funds: Operating Assistance FFY 2020 Section 5311 Tribal Transit Formula funds from Gila River Indian Community, state of Arizona, in the amount of \$237,776.

Local match: \$0 Tribal funds

Total Project Cost: \$237,776.

Will 3rd Party contractors be used to fulfill this activity line item?

No, 3rd Party Contractors will not be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Tribal Transit Program Formula	5311-1B	20509	\$237,776
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$237,776

Milestone Name	Est. Completion Date	Description
Start Date	10/1/2022	The date expenses will begin.
End Date	9/30/2024	The date by which all funds will be expended.

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description	Date
Class IIc CE Approved	12/31/2022

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
OTHER PROGRAM COSTS (600-00)	30.09.02	SLIDING SCALE (5311 OR 5310 PILOT ONLY)	1	\$237,776.00	\$237,776.00

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

FTA Comments for DOL

Comment By Phil Yue

Comment Type DOL Review for Information

Date 4/23/2024

Comment Department of Labor (DOL) certification is not required. It is for informational purposes—as with regular Section 5311 Program applications.

Application Review Comments

Comment By Phil Yue

Comment Type Pre-Award Manager Returns Application

Date 4/9/2024

Comment Return to the tribe to make correction, budget is incorrect.