

CENTRAL ARIZONA REGIONAL TRANSPORTATION COORDINATION PLAN

*Prepared for the
Central Arizona Association of Governments (CAAG)*



Final Report

April 2011

***CENTRAL ARIZONA
REGIONAL TRANSPORTATION
COORDINATION PLAN***



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I. INTRODUCTION

The purpose of this document is to address the planning requirement for a *Coordinated Public Transit-Human Services Transportation Plan*. These “*Transportation Coordination Plans*” are specifically mandated in SAFETEA-LU legislation, as well as in subsequent guidance from the Federal Transit Administration (FTA). Beginning in 2007, in order to receive funding under FTA’s Section 5310, Section 5316 and Section 5317 programs, locally derived *Transportation Coordination Plans* must be developed. The FTA also expects Section 5311 and 5307 projects to be included in these *Plans*.

A summary of these FTA programs is provided below.

Section 5310 – Elderly Individuals and Individuals with Disabilities

Provides capital funding for transportation projects that serve the elderly and individuals with disabilities.

Section 5316 – Job Access and Reverse Commute (JARC)

Provides operating, administrative and capital funding for transportation projects that serve low income individuals who need transportation to work or to work-related activities.

Section 5317 – New Freedom

For new programs which provide transportation services which are above the requirements of the Americans with Disabilities Act (ADA).

Section 5311 – Rural Public Transit

Provides operating, administrative and capital funding for public transit projects in Non-Urbanized Areas.

Section 5307 – Urban Formula Program

Provides operating, administrative and capital funding for public transit projects in Urbanized Areas.

In Arizona, the 5310, 5316, 5317 and 5311 programs are managed by the Arizona Department of Transportation (ADOT). Section 5307 programs in small Urbanized Areas (UZAs) also have some, though much less, state involvement.

In order to assist local areas in developing the required *Transportation Coordination Plans*, ADOT has taken a regional approach. Organizations interested in applying for FTA funding were informed that, in order to receive funding, they would need to be included in the *Regional Transportation Coordination Plan* which was being developed in their area. The rural Councils of Governments (COG) and the small Metropolitan Planning Organizations (MPOs) were asked to serve as facilitators in the development of the *Regional Transportation Coordination Plans*. ADOT hired a consultant team to develop the initial Regional Coordination Plans for the regions in 2006 and 2007.

In the Central Arizona region, two sub-regions were identified locally, based primarily on transportation service areas. The two sub-regions are: Pinal County and Gila County. Individual elements of the *CAAG Regional Transportation Coordination Plan* were developed for both sub-regions.

This *CAAG Regional Transportation Coordination Plan* includes four chapters. The first two chapters present an Introduction (chapter 1) and a Regional Overview (chapter 2). Chapter 1 provides a context for the plans and the planning process. Chapter 2 presents a summary of the CAAG region as a whole, as well as transportation providers in the area. Chapter 3 presents individual plan elements for the Pinal County sub-regions and Chapter 4 presents the individual plan elements for the Gila County sub-region.

These sub-regional plan elements present more detailed information on each sub-region, including the transit service area, information on existing providers, service gaps, coordination strategies, and a program of projects for anticipated funding requests.

II. CAAG REGION OVERVIEW

The CAAG Region

The Central Arizona Association of Governments (CAAG) currently consists of two counties and sixteen incorporated entities. The CAAG region encompasses over 10,000 square miles of rural Arizona. Covering Pinal and Gila Counties, CAAG is unique in its contrasting land uses and growth issues. Pinal County, which is adjacent to Arizona's most densely populated urban area, is undergoing unprecedented growth in both its urban and unincorporated areas. On the other hand, Gila County remains primarily rural with most of its unincorporated land being owned by the Forest Service (Tonto National Forest). While Pinal County is challenged with finding adequate corridors for its increasing residential population, Gila County is challenged to maintain roadways over its mountainous terrain as thousands of urban residents travel for recreation. Figure 1 on the following page shows the CAAG Region.

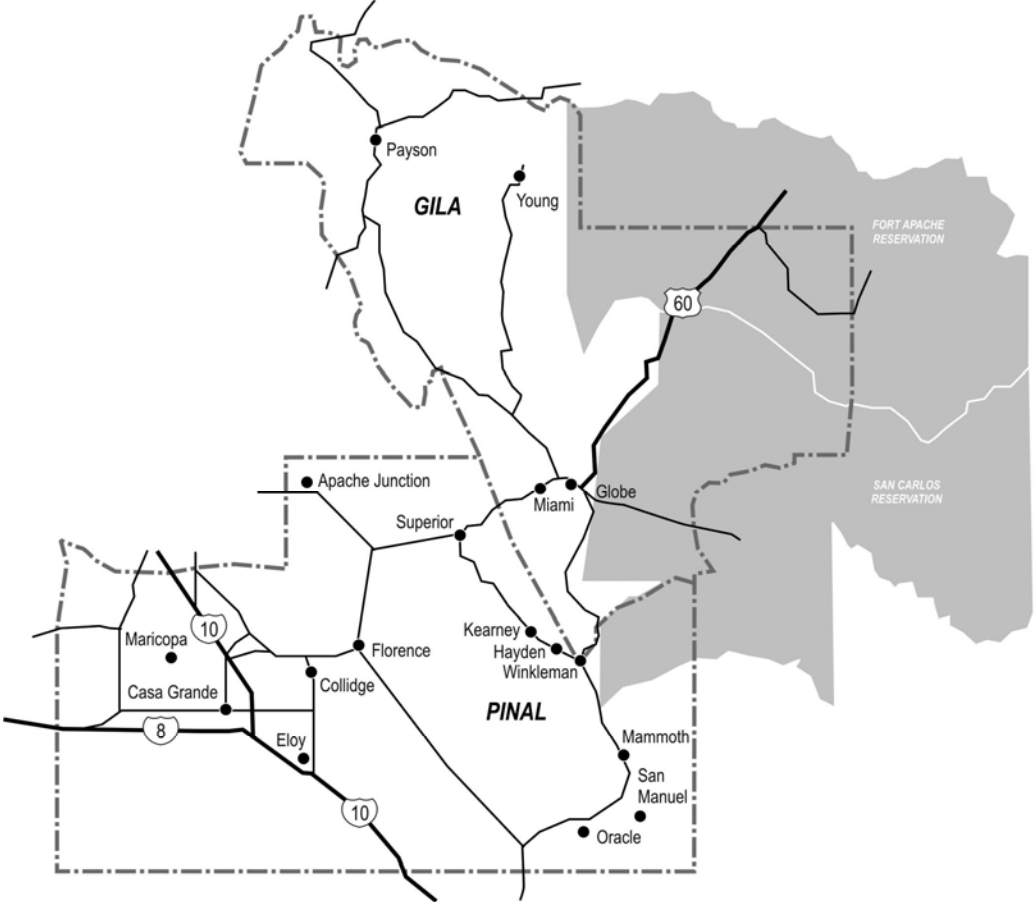


Figure 1
CAAG Region

Existing Transportation Providers

Rural Public Transit

The Federal Transit Administration (FTA) Section 5311 Rural Public Transportation Program provides funds for capital, operating and administrative assistance to local public bodies, nonprofit organizations, and operation of public transportation service in Non-Urbanized Areas. In addition to financial support, technical assistance is provided to transit agencies throughout the state to enhance the access to people in rural areas to healthcare, shopping, education, employment, public services, and recreation.

Currently there are three public transit operators in the CAAG region, the Coolidge Cotton Express, operated by the City of Coolidge and Maricopa Express operated by the City of Maricopa in Pinal County, and Cobre Valley Community Transit (CVCT) operated by the Town of Miami, in Gila County

Source: National Transit Database, Rural Data Reporting, July 2005 to June 2006

City of Coolidge: Cotton Express - The City of Coolidge provides deviated fixed route weekday service to residential and commercial areas within city limits. Approximately 22,000 passenger trips are provided with three vehicles in service with two vehicles available for back-up. The City of Coolidge is an active partner in the Pinal Rides Coordination project.

Town of Miami: Cobre Valley Community Transit – The Town of Miami provides demand response service Monday through Friday over a 40 square mile area which includes the town of Miami, City of Globe and portions of unincorporated Gila County. The service provides approximately 11,000 passenger trips per year using a fleet of two vehicles. The town has plans to provide transportation to local Veterans using 5317 funding.

City of Maricopa: Maricopa XPRESS – The City of Maricopa provides a fixed route weekday service to commercial areas in Phoenix and Tempe. Approximately 26,000 passenger trips are provided using a contractor based system.

Elderly and Disabled Transportation Programs

For over twenty years, the Section 5310 Program has been providing private nonprofit agencies and public agencies with capital assistance to purchase vehicle and related communication equipment. Statewide over 150 provider-agencies are assisted with funds from the Section 5310 program. Because of the significant range of number, age and use of vehicles, it is difficult to prepare a detailed inventory.

Based on information of grants awarded in the past three grant years, a snapshot of vehicles in service in CAAG is provided below. Other grantees included AIREs, Globe Senior Center and Star Valley.

| Recipient | # of Service Sites Operated | Vehicles in Service | County |
|-------------------------------------|-----------------------------|---------------------|------------|
| Casa Grande Regional Medical Center | 1 | 1 | Pinal |
| Central AZ Council on Development | 3 | 5 | Pinal |
| Gila County GEST | 1 | 1 | Gila |
| Hayden Senior Center | 1 | 1 | Pinal |
| Horizon Human Services | 5 | 14 | Gila/Pinal |
| Kearny Senior Center | 1 | 1 | Pinal |
| Payson Senior Center | 1 | 2 | Pinal |
| Pinal County Public Health | 3 | 4 | Pinal |
| Pinal Hispanic Council | 1 | 1 | Pinal |
| Project PPEP | 4 | 5 | Gila/Pinal |
| Superior Senior Center | 1 | 1 | Pinal |
| Superstition Mt. Health Center | 6 | 9 | Pinal |
| Florence Senior Center | 1 | 1 | Pinal |

Source: Section 5310 Grant Awards for 2008, 2009, 2010

Unmet Needs

There are many unmet transportation needs in the region. Based on stakeholder input received at workshops in December, 2006 and February 2007, these include: increasing need to serve diverse origins and destinations, more funding and better use of existing funding, long distance medical transportation and regional connector services. Additional information regarding rural transit needs was presented in the Rural Transit Needs Assessment report, to be completed in April, 2011.

Regional Plan Process

This plan was developed through a collaborative process. Two region-wide workshops were held in Superior, one in December 2006 and one in February 2007. All existing providers and other stakeholders were invited to participate.

At the December workshop, participants were asked: to summarize existing transportation services and existing coordination efforts; to identify unmet needs (service gaps); and to explore further coordination options. Information was presented by the project consultant on: coordination options; new federal programs and changes to existing federal programs; and strategies for involving others and developing additional coordination projects for 2007 and beyond.

Between the December and February workshops, participants were asked to meet on their own to identify additional potential partners and to further explore coordination opportunities. Based on those discussions, they were asked to submit a draft coordination planning worksheet to the consultant team by mid-January 2007. Based on those submittals, the consultant team prepared a draft *Regional Transportation Coordination Plan* and sent that out to the region for comment.

In February 2007, a second regional workshop was held. The draft *Regional Transportation Coordination Plan* was presented and comments were solicited. Participants were asked to help fill any gaps in terms of providers included in the plan and to finalize their anticipated funding requests from the FTA 5310, 5311, 5316 and 5317 programs for the years 2007 through 2009.

This final *Regional Transportation Coordination Plan* was developed based on comments received on the draft plan.

Program Priorities and Evaluation Criteria

Service Priorities

The following preliminary priorities were established for funding the FTA 5310, 5311, 5316 and 5317 programs. These will be refined in future years.

1. Support the maintenance, capacity, and increased ridership of existing transit/transportation programs.
2. Support transit/transportation programs in building program efficiencies.
3. Support the development of Mobility Management on a county wide and regional basis.
4. Support the development of new transit/transportation programs that fill gaps in service areas or client needs as identified by participants in the Coordination efforts.
5. Support the development of partnerships and collaborations between the State, local governments, local services providers, and transit/transportation providers in identifying potential for shared resources, increased purchasing power, cost reductions, and connectivity between transit/transportation services.
6. Advocate for sound and sustainable policy at the Federal and State levels that support transit/transportation providers in reaching their stated goals and objectives.

Evaluation Criteria

Regional evaluation teams assembled by COGs and MPOs will provide initial review of applications for FTA projects (excluding 5307). This review process was initially established to assess and rank FTA 5310 applications each year (5311 projects are evaluated though a separate process). After the regional review, the COGs and MPOs forward their prioritized award recommendations to ADOT for its review of overall program compliance and budget impact, prior to the Department's statewide grant submittal to the FTA.

Since 2007, this same process has also be used for the 5316 and 5317 programs in all regions except Maricopa and Pima counties, which have their own 5316 and 5317 review schedules. ADOT's evaluation criteria, for COGs and MPOs to use in evaluating projects, are included in each grant application packet.

Given changes included in SAFETEA-LU legislation and subsequent FTA guidance, a new "mobility management" function is now included as an allowable expense under the

5307, 5310, 5311 and 5316 programs. As a result, the rural Councils of Governments (COGs) and the Metropolitan Planning Organizations (MPOs) in Urbanized Areas, which host the regional review teams, may be applying for mobility management funds themselves. To avoid conflict of interest with other applications for mobility management applications, ADOT will make a determination relative to these COG or MPO mobility management applications outside of the “regular” project review process, based on its evaluation of how effectively such a function will support the state’s coordination goals and objectives.

The chapters that follow present the Pinal and Gila County sub-region elements of this Regional Transportation Coordination Plan.

III. PINAL COUNTY SUB-REGION

The Pinal County Sub-region includes the cities of Casa Grande, Florence, Coolidge, Apache Junction, Maricopa and a variety of smaller communities.

Existing Transportation Providers

Public Transit

Coolidge – Cotton Express

The Cotton Express is operated by the City of Coolidge with a fleet of three 18-passenger, wheelchair accessible buses. Three vehicles are operated daily. One vehicle is used as a backup. The service is operated weekdays from 7:30 AM to 5:30 PM and operates only within the City limits.

Two types of service are provided, a flexible fixed route service and a demand response (dial-a-ride) service. The Cotton Express also occasionally provides service for Statewide Transportation when Statewide is unable to provide local service within the Coolidge City limits. The fare for flexible fixed route service is \$1.25 for adults and \$.75 for children. A fare of \$1.50 is charged for dial-a-ride service, regardless of age.

The highest trip purpose for riders is education and training (45%), followed by shopping and personal business (23%) and health/medical (20%). The Cotton Express has a large volume of student riders as the local school district does not provide bus service within the City limits. Most other rides are for shopping and medical services.

A vehicle inventory is provided below.

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------|------|------------|-----------------|-----------|
| Ford | El Dorado | 1997 | 16 | Yes | Fair |
| Ford | Startrans | 2001 | 16 | Yes | Good |
| Ford | Startrans | 2002 | 16 | Yes | Good |
| Ford | Startrans | 2003 | 16 | Yes | Good |
| Ford | El Dorado | 2005 | 16 | Yes | Good |

Annual service data for 2005 include the following.

| | |
|--|-----------|
| Annual passenger trips: | 22,127 |
| Annual vehicle hours: | 5,132 |
| Annual vehicle miles: | 64,479 |
| Total operating and administrative budget: | \$406,245 |

In addition to fare revenue, the Coolidge Cotton Express is funded by the City and by the Federal Transit Administration (FTA) 5311 program, managed by the Arizona Department of Transportation (ADOT).

In terms of coordination, the City of Coolidge Cotton Express has been an active participant in the Pinal Transportation Coordination Demonstration project, as part of Arizona Rides. The Cotton Express also works closely with the Senior Center concerning transportation issues and it provides transportation to the Family Resource Center in Coolidge. Also, bus stops are located at the DES and Pinal County Health Department offices.

In the future, in addition to continuing participation with the Pinal Transportation Coordination Demonstration project, specific coordination opportunities with Horizon Human Services are being discussed.

Ak-Chin Indian Community

We provide critical transportation for the most vulnerable and transit dependent individuals living in the Ak-Chin Community. We serve Elders (age 55 and over) as well as person with disabilities who are not elders. We operate 6 days per week from 5am to 8pm.

Our transportation is primarily in the categories of 1) Round-trip transportation for individuals undergoing kidney dialysis treatment 3 times each week 2) Round-trip transportation for individuals to medical appointments. Since there is only a very small clinic at Ak-Chin most health care and health care providers are outside of the community. Transportation is provide to the various locations of the Gila River Health Care Medical Centers and pharmacies as well as to other medical providers and physicians located as close as Sacaton and Casa Grande and as far away as Glendale and Fountain Hills.

We also provide transportation to and from the Elder Center so that elders can participate in the congregate breakfast and lunch programs as well as in social and educational activities. We transport meals to homebound individuals in the community 5 days per week also.

Additionally we transport elders to run errands such as for banking, to go shopping and to attend social services appointments.

Besides just transportation our driving staff because of language and physical limitations of those we transport also help the elders at their destinations by going to the doctor with them, completing medical forms and providing other support.

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|---------------------|---------------|------|-----------------|-----------------|-----------|
| 2003 Dodge | Caravan | 2003 | 6 | | Poor |
| 2004 Chevy Impala | Impala Car | 2004 | 4 | | Poor |
| 2004 Chevy Van | Chevy Van | 2004 | 15 W/C | 2 | Poor |
| 2007 Chevy Impala | Impala Car | 2007 | 4 | | Poor |
| 2007 Chevy Uplander | Chevy Van | 2007 | No W/C 5 | | Fair |
| 2007 Chevy Van | Chevy Van | 2007 | 9 | | Fair |
| 2008 Chevy Uplander | Chevy Van | 2008 | Wheelchair 5 | 1 | Good |
| 2008 Ford Mini Bus | Ford | 2008 | 11 | 1 | Good |
| 2010 Chevy Cobalt | Chevy | 2010 | 4 | | Good |

Annual Service Data: (for 2009)

Total Op. and Admin. Budget: Elder Center Budget \$450,000 of which app. \$180,000 is for the transportation program.

Annual Vehicle Miles 75,000 average Annual Vehicle Hours 10,000 average hours

Annual Passenger Trips over 10,000 (ave. of 50 medical, 60 dialysis, 50 trips to and from elder center and 20 socialization trips provided each week)

Current Coordination/Needs:

Our most critical coordination need presently is to work with CAAG and ADOT to secure replacement vehicles through the FTA grant programs to transport Elders and those with disabilities primarily to medical appointments and medical treatments such as for ongoing kidney dialysis.

City of Maricopa

The Maricopa XPRESS offers two intercity fixed routes; the Phoenix Downtown Express and the Tempe Connector. The commuter oriented service comprising of three round trips per day, weekdays only, during the peak commute hours originates at a park-and-ride lot in Maricopa and travels non-stop to downtown Phoenix via SR347 and I-10. Approximately 21,500 trips have been provided with three leased vehicles from a private provider with an additional

vehicle for back up. All vehicles are ADA accessible with wheelchair lifts and tie-downs. The City of Maricopa is an active partner in the Pinal Rides Coordination project and efforts to coordinate transit in the Pinal County region.

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------|------|------------|-----------------|-----------|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Annual Service Data: (for 2009)

Total Op. and Admin. Budget: 380,000

Annual Vehicle Miles 57,275 Annual Vehicle Hours 1,890

Annual Passenger Trips 42,700

Current Coordination/Needs: There are many unmet transportation needs in the region. Based on previous stakeholder’s input there is increasing need to serve diverse origins and destinations, more funding and better use of existing funding, long distance medical transportation and regional connector services. Such as those residents that are in Maricopa, not all use the facilities with in Pinal County. Maricopa encourages the use of regional facilities but if we are not able to meet the needs of those residents even if they are outside the region we are not helping them.

Specialized Transportation for the Elderly and Persons with Disabilities

There are many specialized transportation providers in Pinal County. Summaries of the major providers are provided below.

Pinal-Gila Council for Senior Citizens

Pinal-Gila Council for Senior Citizens (PGCSC) provides a variety of services to seniors in the geographic area of Pinal and Gila counties. As the Area Agency on Aging for Region V, PGCSC provides funds to local Senior Centers, who in turn program direct service transportation to include access services to meet basic needs such as nutrition, medical appointments, personal business and shopping. Senior Centers operating transportation program under contract with PGCSC are Apache Junction, Casa Grande, Coolidge, Eloy, Globe, Hayden, Miami, Superior and Payson. PGCSC is also the contracting agent for a 5310 Mobility Management grant that has a primary focus on coordination and collaborative efforts for all 5310, 5311 and other transportation providers in Pinal County and Gila County.

Central Arizona Regional Transportation Coordination Plan

PGCSC has over 15 agencies (towns, cities, counties) attending collectively in the Region as Mobility Management partners. As a part of the Mobility Management contract PGCSC is coordinating monthly/quarterly meetings of provider agencies in western Pinal County (Pinal Rides) which does include Apache Junction and Gila County (Gila Rides). Additionally, through these meetings PASS training is coordinated and provided at a minimum on a quarterly basis and more often if needed.

A vehicle inventory for all the senior centers under the umbrella of the Pile-Gila Council for Senior Citizens is provided below.

Central Arizona Regional Transportation Coordination Plan

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|------------------|------|------------|-----------------|-----------|
| Ford | Eldorado Cutaway | 2006 | 9 | 2 | Good |
| Chevrolet | Express | 2007 | 12 | 0 | Fair |
| Ford | SUP CAN | 2009 | 12 | 0 | Excellent |
| Ford | Supre | 2009 | 8 | 2 | Excellent |
| Toyota | SIE 12 VN | 2011 | 7 | 0 | Excellent |

Annual service data for 2009 include the following:

| | |
|--|-----------|
| Annual passenger trips: | 4,717 |
| Annual vehicle hours: | 2,292 |
| Annual vehicle miles: | 19,703 |
| Total operating and administrative budget: | \$100,275 |

PGCSC continues to be the lead agency for transit coordination. In 2005 a study was done to examine coordination options for Pinal County agencies. Three coordination projects were identified: 1) the creation of a formally recognized Transportation Coordinating Council, 2) the development of a coordinated driver training program in the county, and 3) a pilot corridor service demonstration project. In 2009 the agencies participating in the project met monthly to implement these three coordination projects.

The coordinated driver training program continued its successful operation, with the use of a quarterly training calendar and sharing of host agencies to conduct training. The Pinal-Gila Council is looking forward to continuing and strengthening the county-wide coordination effort in the coming years.

The Council purchased a new van in 2010 for \$84,000

The transportation services provided by each of the Senior Centers are summarized below.

Hayden Senior Center

The town of Hayden Senior Center provides transportation to older adults and persons with disabilities weekdays from 10:30 AM to 2:30 PM. Service is provided to Silver Creek, Kearney, Hayden, Winkelman, Dudleyville, Mammoth, San Manuel, and Oracle.

A total of four vans are used, three in daily operation and one as a back-up. A donation is requested for transportation service. A variety of trip purposes are served. The busiest days are Monday through Thursday. Friday is the least busy day. During low use times,

vehicles are used for meal delivery in different communities. Additional destinations requested by riders include service to Phoenix and Tucson for doctor's appointments. Additional staff is needed to respond to service requests.

Annual service data for 2009 include the following:

| | |
|--|----------|
| Annual passenger trips: | 1,273 |
| Annual vehicle hours: | 994 |
| Annual vehicle miles: | 12,504 |
| Total operating and administrative budget: | \$21,442 |

With respect to need, the Hayden Senior Center identified the following: transportation service to doctor appointments in Kearney, Phoenix, Tucson, and sometimes Globe (10-12 times per month).

Hayden Senior Center's interest in transportation coordination options include: joining together with another agency to consolidate the operation of transportation services; joining together with another agency to consolidate purchase of transportation services; highlighting connections to other service on schedules; joining together with another agency to consolidate transportation operations; adjusting hours or frequency of service; coordinating procurement, training, vehicle maintenance and public information.

Superior Senior Center

The Superior Senior Center provides transportation to older adults within the city limits of the Town of Superior. Service is provided weekdays from 8:00 AM to 3:00 PM. A \$0.25 donation is requested. A variety of trip purposes are served. Primary destinations include the Senior Center, doctor and hair appointments, meal delivery, shopping and periodic out-of-town trips.

One van is used in daily operations. The vehicle is wheelchair accessible. The busiest days are Monday through Friday from 8:00 AM to 1:30 PM. The least busy times are from 2:00 to 3:00 PM. The vehicle is not used for other purposes when not transporting passengers. No additional service needs were identified.

Annual service data for 2009 include the following:

| | |
|--|----------|
| Annual passenger trips: | 1,489 |
| Annual vehicle hours: | 156 |
| Annual vehicle miles: | 4,073 |
| Total operating and administrative budget: | \$21,069 |

The Superior Senior Center did not identify any unmet needs.

With respect to coordination opportunities, they identified the potential for coordinating procurement, training, vehicle maintenance and public information.

East Valley Adult Resources

East Valley Adult Resources, Inc. has operated a transportation service for over 14 years in the City of Apache Junction for disabled and older adults. The service transports between 20-30 persons on a daily basis which utilizes at least three handicap accessible vehicles. It is a scheduled transportation service allowing persons to remain independent with assistance to the active adult center, grocery store and medical appointments. The service operates on a five day a week schedule (Monday-Friday) from 9:00 a.m. – 3:00 p.m. In addition East Valley Adult Resources, Inc. operates a Ride Choice, mileage reimbursement, service for persons who no longer drive. This service can be utilized to transport persons to any location, but the recipient must be an Apache Junction resident due to the funding stream which is the City of Apache Junction.

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------|------|------------|-----------------|-----------|
| Dodge | 350 Ram | 00 | 14 | No | Fair |
| Ford | Econo Van | 03 | 9+1 | Yes,1 | Good |
| Ford | El Dorado | 05 | 12+1 | Yes,1 | Good |
| Ford | El Dorado | 07 | 12+2 | Yes, 1 | Excellent |
| Ford | Aerolite Van | 07 | 9 | Yes, 1 | Excellent |

Annual Service Data: (for 2010)

Total Op. and Admin. Budget: \$118,188.00

Annual Vehicle Miles 23,400 Annual Vehicle Hours 4,680

Annual Passenger Trips 15,038

In terms of need, East Valley Adult Resources identified the following; unmet needs within Apache Junction and unmet needs to medical and other facilities outside of Apache Junction.

The Senior Center did not identify any unmet needs.

With respect to coordination opportunities, they identified the potential for coordinating procurement, training, vehicle maintenance and public information.

Horizon Human Services

Horizon Human Services – Pinal County

Horizon Human Services provides a variety of services for individuals with psychiatric disabilities and/or developmental disabilities, some of whom are elderly. Services are provided within a 45 mile radius of Casa Grande where Horizon's main office is located, along with several other facilities. The agency provides psychiatric services, individual, family and group therapy, crisis intervention services, adult residential services, transitional and permanent supportive housing, and substance abuse services.

Individuals using transportation services are registered clients of Horizon Human Services, the majority fitting the definition of Title XIX eligibility (access to subsidized behavioral health services). Typically, transportation service is in constant demand throughout the day and increases during certain program hours. In addition, persons with psychiatric disabilities may need specialized intervention by staff during a trip, in addition to needing supervision. Staff has specialized training, including certification in behavior management techniques and CPR/First Aid.

Horizon has a fleet of 39 vehicles based at various facilities located in Casa Grande. However, most of the vehicles (25) are automobiles or minivans used by staff to conduct home visits, provide services in the community and provide case management services. 2 of the 12 vans are assigned to group homes to provide transportation to residents in those homes and are not available for other transportation services. 5 of the 39 vehicles are wheelchair accessible.

Typically transportation services are provided Monday through Friday from 7:00 AM to 5:00 PM. The busiest times are Wednesday and Thursday from 8:00 a.m. to 3:00 PM. The least busy times are Fridays from 1:00 to 5:00 PM. No fare is charged. Trip purposes include health/medical (78%), social services (10%), recreation (5%), shopping (5%) and education/training (2%). Primary destinations include; Horizon's facilities, shopping (Wal-Mart, bank, etc.), doctor appointments, social services such as food stamps, and library and other social activities. There are no major destinations for which there are requests for service but for which no service is provided.

Transportation is paid from the agency's general operating budget which is supported through various grants provided to the agency. These include the Arizona Department of Health Services, Cenpatico Behavioral Health of Arizona, Arizona Department of Economic Security, Arizona Long Term Care, AHCCCS and the Administrative Office of the Court.

A vehicle inventory for vehicles in both Pinal and Gila County is presented in Appendix B.

Annual service data for 2009 include the following.

| | |
|--|-------------|
| Annual passenger trips: | 60,102 |
| Annual vehicle hours: | 35,573 |
| Annual vehicle miles: | 713,568 |
| Total operating and administrative budget: | \$1,883,881 |

In terms of coordination options, Horizon Human Services actively participates in the Pinal Transportation Coordination Committee. Specific coordination interests include coordinating activities such as procurement, training, vehicle maintenance, and public information with other providers, among other options.

Mountain Mental Health Center

MHW currently provides transportation services on a demand basis for any clients enrolled in our agency, which includes behavioral health clientele in adult, child, SMI, & CD programs. Agency transportation is used to assist our clients in getting to case management, psychiatric, counseling, respite and other social service appointments as well as assistance in doing personal shopping trips and attending college or other training services. MHW provides services in three major regions: Apache Junction, which includes Superior, Queen Creek, Florence, and the Johnson Ranch areas, San Pedro Valley, which includes Oracle, San Manuel, Mammoth, and Kearny, and lastly, Yuma. Services in all areas are “curb-to-curb” on a demand basis. The agency transportation department hours of operation are Monday through Thursday from 7:00am until 8:30pm and Fridays from 7:00am until 5:00pm.

A vehicle inventory is included in Appendix D.

| | | |
|------------------------------|------------------|---------------------------------|
| Total Op. and Admin. Budget: | <u>\$443,458</u> | |
| Annual Vehicle Miles | <u>168,000</u> | Annual Vehicle Hours <u>720</u> |
| Annual Passenger Trips | <u>3,000</u> | |

MHW does not have a separate budget for transportation. Those costs are included in the agency’s overall budget. No fare is charged. Transportation is paid from the agency’s general operating budget which is supported through various state and federal funding sources disbursed through the Regional Behavioral Health Authority (RBHA)/Cenpatico. Approximately 1/3 of their vehicles were purchased using the FTA 5310 program, managed by ADOT.

In terms of gaps in transportation service, MHW identified the following: unable to accommodate demand on some days (They turn down or have to re-schedule 6-7 requests per week); the availability of general public transportation would be very helpful.

The Mountain Mental Health and Wellness Center has been an active participant in the Pinal Transportation Coordination Demonstration project, as part of Arizona Rides. They have expressed interest in the following coordination options: purchasing transportation from another organization; joining together with another agency to consolidate purchase of transportation services; and highlighting connections to other service on schedules.

Pinal County Division of Public Health – On The Go Express

Pinal County Public Health Services District, On the Go Express Transportation, is a non-profit, grant funded transportation program, designed to ensure mobility through the provision of transportation to the elderly and persons with disabilities in Eastern Pinal County. This is a shared service ride that offers door to door service and serves our passengers with a professional and courteous ride. On The Go Express services Eastern Pinal County, encompassing the towns and cities of Oracle, Oracle Junction, San Manuel, Mammoth, Aravaipa, Dudleyville, Kearny, Hayden, Winkelman, Saddlebrooke, Riverside/Kelvin and Superior.

Services Provided by On The Go Express include transportation to medical appointments, dental appointments, vision appointments, physical therapy, grocery shopping, prescription pick up with home delivery. Clients are also transported to medical appointments as far as the Veteran's hospitals in both Tucson and Phoenix. On the Go Express also collaborates with Pinal County Nutrition and Wellness program to deliver food boxes to the elderly on a monthly basis.

A fleet of 9 vehicles is used to provide client transportation services. Six of these vehicles are wheelchair assessable.

Typically transportation services are provided Monday-Friday from 8:00 AM – 3:00 PM. A suggested donation of \$2.00 per trip is requested.

Pinal County Division of Public Health - On The Go Express, is primarily funded through LTAF funds. Salary for administrative staff is paid through the Pinal County General Fund.

A vehicle inventory is shown below.

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|-------------------|------|------------|-----------------|-----------|
| Ford | Windstar | 2001 | 6 | 0 | Poor |
| Ford | E350 Maxi Van | 2003 | 8 | 2 | Poor |
| Ford | E350 Maxi Van | 2003 | 8 | 2 | Adequate |
| Ford | Eldorado Aerolite | 2003 | 9 | 2 | Adequate |
| Ford | Supreme | 2004 | 8 | 2 | Adequate |
| Ford | E 350 Maxi Van | 2005 | 8 | 2 | Good |
| Chevrolet | Uplander | 2008 | 8 | 0 | Good |
| Chevrolet | Uplander | 2009 | 8 | 0 | Good |
| Ford | Supreme | 2009 | 8 | 2 | Good |

Annual Service Data: (for 2010)

Total Op. and Admin. Budget: 175,000.00

Annual Vehicle Miles 106,693 Annual Vehicle Hours 3720

Annual Passenger Trips 3074

Current Coordination/Needs:

Pinal County Public Health Services District, On The Go Express Transportation has been an active participant in the Pinal Coordination Demonstration project, as part of Arizona Rides. Specific coordination interests include coordinating activities such as training, vehicle maintenance and public information.

In terms of need, Pinal County Public Health Services District, On The Go Express depends primarily on grant funding.

Community Alliance Against Family Abuse (CAAFa)

The Community Alliance Against Family Abuse (CAAFa) also has actively participated in the Pinal Transportation Coordination Demonstration Project. CAAFA is a nonprofit organization based in Apache Junction which provides education and support services regarding family abuse. They provide emergency no-fare transportation using one van within a 40 mile radius of Apache Junction, twenty-four hours a day, seven days a week. All clients are low income and an estimated 75% are unemployed. The highest percentage of trips (30%) are to get clients to a safe place. Health/medical (25%) and nutrition (25%) are the next highest trip purposes. Approximately 60 one-way passenger trips are provided per month. An average of 1000 miles and 30 vehicle hours of service are provided monthly. The average trip length is estimated to be 30 miles.

Primary destinations include: social service appoints, medical appointments, education/training, and safe shelters.

Annual service data for 2010 include the following.

| | |
|--|---------|
| Annual passenger trips: | 720 |
| Annual vehicle hours: | 360 |
| Annual vehicle miles: | 12,000 |
| Total operating and administrative budget: | \$7,500 |

CAAFAs is funded by the Arizona Department of Social Services.

In terms of gaps in transportation service, CAAFA identified the following: county-wide public transportation; northern Pinal County residents are geographically isolated from the rest of the county and they are not eligible to access Maricopa County services.

CAAFAs has been an active participant in the Pinal Transportation Coordination Demonstration project, as part of Arizona Rides. They have expressed interest in several potential transportation coordination options; joining together with another agency to consolidate purchase of transportation services; highlighting connections to other service on schedules; joining together with another agency to consolidate operations; coordinating activities such as procurement, training, vehicle maintenance, and public information with other providers; participating in an organized county-wide transportation marketing program.

Pinal Hispanic Council

Pinal Hispanic Council serves severe mentally ill individuals and elderly, families, children, and adults receiving various types of counseling services in the Eloy, Coolidge, Casa Grande, Arizona City, San Tan Valley, Florence, and Picacho areas. Pinal Hispanic Council provides transportation services to its members to maximize the treatment services we offer by allowing the members to consistently keep vital appointments for their well being. By assisting them with daily, weekly, bi weekly, or monthly transportation the agency assures their mental well being is secure. Pinal Hispanic Council's hours of operation for all its facilities is Monday-Friday from 8:00am-5:00pm and Saturdays as needed.

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|-------------------------|---------------|------|------------|-----------------|-----------|
| Chevrolet (Eloy) | Cavalier | 2001 | 5 | No | Poor |
| Chevrolet (Coolidge) | Cavalier | 2001 | 5 | No | Fair |
| Chevrolet (Coolidge) | Astrovan | 2002 | 7 | No | Fair |
| Chevrolet (Casa Grande) | 1500 | 2002 | 15 | No | Adequate |
| Chevrolet (Eloy) | 2500 | 2005 | 15 | No | Good |
| Honda (Coolidge) | Odyssey | 2000 | 7 | No | Poor |

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| | | | | | |
|----------------------|----------------|------|---|----|-----------|
| Chevrolet (Eloy) | Uplander | 2006 | 7 | No | Good |
| Toyota (Coolidge) | Sienna | 2010 | 7 | No | Excellent |
| Toyota (Dudleyville) | Sienna | 2010 | 7 | No | Excellent |
| Dodge (Eloy) | Durango | 2002 | 5 | No | Good |
| Dodge (Douglas) | Grand Caravan | 2010 | 7 | No | Excellent |
| Dodge (Douglas) | Grand Caravan | 2010 | 7 | No | Excellent |
| Dodge (Nogales) | Grand Caravan | 2010 | 7 | No | Excellent |
| Chrysler (Nogales) | Town & Country | 2010 | 7 | No | Excellent |

Annual Service Data: (for all vehicles in 2010)

Total Op. and Admin. Budget: **\$85,000**

Annual Vehicle Miles **25, 000** per vehicle

Annual Vehicle Hours **8am-5pm**
Mon-Fri, Saturdays as needed

Annual Passenger Trips **6000 trips** per vehicle _____

Current Coordination/Needs:

There are several transit services that serve Pinal Hispanic's service area. Pinal Hispanic Council utilizes AHCCCS transportation services to provide services for members to medical appointments outside of Pinal County if available. In addition, Pinal Hispanic Council assists the members in the Coolidge area to utilize the Cotton Express transportation system by regularly distributing brochures and making any arrangements if needed. Pinal Hispanic Council also utilizes J&M, Safe Ride, and Cotton Express to transport any individual in need of a wheel-chair lift. Pinal Hispanic Council is also collaborating with Pinal Gila Council for Senior Citizens, Community Action Human Resource Agency, Horizon Human Services, Santa Cruz Valley Union High School, Eloy Elementary School District, and City of Eloy regarding transportation needs and share vehicles as needed.

Pinal County Human Service Department - Palm Villa Adult Day Health

Palm Villa Adult Day Services provides transportation for its participants who are elderly and/or disabled. Service is provided from 7:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 5:00 p.m., Monday through Thursday. Currently, Palm Villa serves the communities of: Coolidge, Florence, Casa Grande, Eloy, Toltec, Valley Farms, Randolph, Johnson Ranch and Queen Creek. Three wheelchair accessible vehicles are used. No fare is charged. Transportation is provided only to those participants who are authorized to attend adult day care. Palm Villa also provides a field trip one a month.

Annual service data for 2010 include the following:

| | |
|--|----------|
| Annual passenger trips: | 14,400 |
| Annual vehicle hours: | 832 |
| Annual vehicle miles: | 32,302 |
| Total operating and administrative budget: | \$24,409 |

No specific unmet needs or coordination options were identified.

AIRES, Inc.

AIRES, Inc. was founded in 1986 and is a non-profit organization providing services to individuals with developmental disabilities. AIRES' mission is to provide legendary human services by promoting the values of: empowerment, mutual respect, passion, accountability, trust, honesty, and a "Yes we can" attitude. AIRES currently serves over 400 consumers throughout the state of Arizona. Services provided include residential living, daytime activity programs, pre-vocational training, vocational rehabilitation, in-home supports and adult and child developmental homes.

Services are designed to meet the needs of the consumer and their families. The aim is to support the aspirations of our consumers and their families, to remove barriers, and empower each individual through self determination and dignity of risk.

AIRES, Inc. currently has a fleet of 82 vehicles statewide. They provide transportation for our consumers to/from work or day programs, medical appointments, shopping, church, leisure activities, etc. Transportation is provided to consumers in each region in which we are located: Phoenix, Tucson, Sierra Vista, Casa Grande, Prescott/Prescott Valley and the White Mountains.

Central Arizona Council on Developmental Disabilities

The Central Arizona Council on Developmental Disabilities transports clients with a wide range of disabilities, including elderly, developmentally disabled, physically disabled, cerebral palsy, autism, mental retardation, hard of hearing and the visually impaired. Transportation is provided in Pinal, Gila and Maricopa Counties from 6:00 AM to 10:00 PM. seven days a week using three vehicles. Major destinations are day programs, doctors, shopping and other daily activities.

Annual service data for 2010 include the following:

| | |
|--|-----------|
| Annual passenger trips: | 32,400 |
| Annual vehicle hours: | 3,960 |
| Annual vehicle miles: | 135,360 |
| Total operating and administrative budget: | \$300,000 |

In terms of gaps in transportation service, the Council identified the following: more transportation service to enable clients to attend program activities.

The Central Arizona Council on DD indicated interest in the following coordination activities: providing transportation service under contract to another agency; joining with another agency to consolidate operations; joining with another agency to consolidate purchasing; highlighting connections to other services on their schedules; adjusting hour or frequency of service; modifying routes to service major employers or other activities.

Town of Florence (Dorothy Nolan Senior Center)

The Town of Florence provides transportation to older adults, weekdays from 8:00 AM to 4:00 PM through the Dorothy Nolan Senior Center. Periodic field trips are also provided. Service is limited to the Florence town limits, with the exception of a shopping trip to Coolidge Monday afternoons.

Two vans are use, one being wheelchair accessible. A \$0.50 donation is requested within town. Most trips (70%) are for nutrition with other trip purposes spread among medical, social service, recreation, education, shopping and senior services. The busiest service hours are from 9:00 AM to noon. The least busy times are Tuesday and Friday afternoons. Additional destinations requested by riders include; service to Coolidge on other days and service to Casa Grande, Mesa, Phoenix, Tempe and Sky Harbor Airport, Tucson and Chandler.

Annual service data for 2010 include the following:

| | |
|--|----------|
| Annual passenger trips: | 2,500 |
| Annual vehicle hours: | 1,152 |
| Annual vehicle miles: | 7,500 |
| Total operating and administrative budget: | \$36,860 |

Operating costs are covered by the Town of Florence. Capital funding for vehicle replacement is provided by the ADOT 5310 program.

In terms of needs, the Florence Senior Center identified the following: transportation service to doctor appointments and airports in Casa Grande, Coolidge, Tucson, Mesa and Phoenix, mostly in the mornings.

Town of Florence's potential interest in transportation coordination options include the following: providing transportation under contract to another agency; coordinating schedules and vehicle operation with other providers, and other options.

Catholic Community Services

Catholic Community Services (CCS) provides fixed route, fixed schedule and demand responsive transportation service for seniors using two vehicles. CCS serves the Coolidge Adult Center and the Eloy Senior Center. Service is provided to the Eloy/Toltek area, the City of Coolidge and to and from Casa Grande and Arizona City and Eleven Mile Corner, Valley Farms, Twilight Trails, Florence and Randolph. In Eloy, service is provided on Monday and Tuesday from 9:00 AM to 2:30 PM, on Wednesdays for 9:00 AM to 1:10 PM, Thursdays from 9:00 AM to 3:10 PM and on Friday from 9:00 AM to 1:40 PM. In Coolidge service is provided from 8:00 AM to 2:00 PM.

A suggested donation of \$1.00 is requested from riders. Most trips are for nutrition or other senior services. Primary destinations are the Wal-Mart and Walgreen's, the Dorothy Powel Senior Center and dialysis treatment in Casa Grande. There are many requests for trips to doctor's appointments which are not served due to lack of time.

Annual service data for 2010 include the following:

| | |
|--|----------|
| Annual passenger trips: | 3,741 |
| Annual vehicle hours: | 1,446 |
| Annual vehicle miles: | 9,812 |
| Total operating and administrative budget: | \$43,353 |

Funding is provided primarily by the Pinal-Gila Council for Senior Citizens. In the past funding for capital purchases was provided through the Federal Transit Administration (FTA) 5310 program.

In terms of coordination options, the following were identified: coordinating activities such as procurement, training, vehicle maintenance, and public information with other providers; and participating in an organized county-wide transportation marketing program.

Arizona Foundation for the Handicapped

The Arizona Foundation for the Handicapped (AFH) provides fixed route, fixed schedule transportation for its developmentally disabled clients who attend AFH Day Program. Two vehicles are operated. One provides service within Casa Grande. The other goes to Coolidge and Eloy. Service is provided weekdays from 7:00 to 9:00 AM and from 3:35 to 5:45 PM. At other times of the day the vehicles are used for recreation and medical trips. Low times for vehicle use are 9:00 AM to 3:00 PM.

Annual service data for 2010 include the following:

| | |
|--|--------|
| Annual passenger trips: | 500 |
| Annual vehicle hours: | n/a |
| Annual vehicle miles: | 24,000 |
| Total operating and administrative budget: | n/a |

Funding comes from Vocational Rehabilitation and Developmental Disabilities, as well as revenue from some clients.

In terms of need, the Foundation identified the following: transportation for individuals who do not qualify for funding through Vocational Rehabilitation or Developmental Disabilities; public transit service between Casa Grande, Eloy, Coolidge, Arizona City, Stanfield and Maricopa.

In terms of current coordination efforts, the Foundation started that there are other agencies in the area that are contracted by the State through VR/DD to transport clients to AFAH Day Program. These include PPEP, CLS and AIRES.

Portable Practical Educational Preparation (PPEP)/Compass

PPEP/Compass program operates group homes and day programs for developmentally disabled and/or physically disabled adults. Transportation is provided using eleven vans, most of which are wheelchair accessible. Vehicle schedules address the day-to-day needs of clients. Vans operate weekdays from 6:30 AM to 6:00 PM. Client pick-ups and drop-offs are done on a fixed route basis, with other transportation changing daily in response to the changing job training, employment, medical and social needs of clients. The following trip purposes are served: adult day care (35%), education/training (30%), medical (10%), social/recreational (10%), service appointments (5%).

Annual service data for 2009 include the following:

| | |
|--|-------------|
| Annual passenger trips: | 13,217 |
| Annual vehicle hours: | 27,040 |
| Annual vehicle miles: | 139,613 |
| Total operating and administrative budget: | \$2,500,000 |

PPEP had a working agreement with the Tohono O'odham Nation to assist developmentally and/or physically disabled individuals on the reservation with needed services. In addition, in the past PPEP made its vehicles available during evening and weekend hours in Casa Grande to support other community services. No survey was returned from this agency. Therefore transportation service gaps and potential areas of interest in coordination are not available.

Casa Grande Community Hospital

The Casa Grande Community Hospital provides transportation service to clients of the hospital. One operating vehicle and one back-up vehicle are used. Service is provided in a 25-30 mile radius of the hospital. Hours are 8:00 AM to 4:30 PM on weekdays, 8:00 AM to noon on Saturday, and Sunday as needed. Nearly all the trips provided are health-related. Primary destinations include the hospital, physicians' offices, dialysis and retail shopping outlets. When not being used for transportation services, the vehicles are used

to bring supplies to and from the hospital. The cost of the service is approximately \$40,800 a year.

Annual service data for 2010 include the following:

| | |
|--|----------|
| Annual passenger trips: | n/a |
| Annual vehicle hours: | n/a |
| Annual vehicle miles: | n/a |
| Total operating and administrative budget: | \$40,800 |

No specific transportation service gaps were identified.

Casa Grande Community Hospital indicated in the following transportation coordination options: coordinating procurement, training, vehicle maintenance and public information.

Central Arizona College

Central Arizona College in Coolidge provides demand responsive transportation for students using a fleet of six vehicles, four in daily operation and two as back-ups. Transportation is primarily provided for athletics, for seniors and for students on field trips. They estimate that vehicles are operated 100,000 miles a year, mostly in the evening and on weekends. Major destinations are other colleges, museums and educational centers. Operating costs were not identified. Transportation services are supported by student fees.

Annual service data for 2010 include the following:

| | |
|--|---------|
| Annual passenger trips: | n/a |
| Annual vehicle hours: | n/a |
| Annual vehicle miles: | 100,000 |
| Total operating and administrative budget: | n/a |

In terms of gaps in transportation service, Central Arizona College identified the following: many students have identified the lack of transportation as a barrier to continuing their education.

The College's interest in transportation coordination options includes: coordinating schedules with nearby providers; highlighting connections to other fixed route or demand responsive services; adjusting hours or frequency of service, and modifying routes to serve major employers or other activity centers.

Luthren Social Services of the Southwest

Service Summary: (Short Narrative Description including type of service, area served, hours, days/wk, service area, rider profile, etc.)

The service area is Apache Junction, Gold Canyon, northern Queen Creek and parts of Mesa (west of the center to Power Road). The center is open Monday through Friday from 7:00 a.m.-5:00 p.m. The Apache Junction ADHC specializes in services for the elderly and adults with Alzheimer’s disease, post stroke conditions, young adults with traumatic brain injury, and other disabilities. The center provides Alzheimer’s disease specific programming, assistance with activities of daily living, care and supervision, exercise education, field trips, health monitoring, nursing care, meals and snacks. Transportation services are provided to assist those participants who require assistance getting to and from our centers .

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|----------------|------|------------|-----------------|-----------|
| Ford | Challenger Bus | 2008 | 14 | 2 | good |
| Ford | Cutaway | 2001 | 11 | 2 | poor |
| | | | | | |

Annual Service Data: (for 2010)

Total Op. and Admin. Budget:
 Total Agency: \$125,000,000
 Apache Junction Adult Day Health Care: \$200,000

Annual Vehicle Miles 30,000 Annual Vehicle Hours 2,080

Annual Passenger Trips 5,000

Current Coordination/Needs: Greater access to transportation services for people with disabilities, older adults, and individuals with lower incomes.

Town of Kearney

The Town of Kearney operates one accessible van for senior transportation. The vehicle operates twice a month in town and also provides recreational and medical trips out of town. Primary destinations are the casino, Wal-Mart, movies and dinner, to Mexico twice a month, in-town shopping, and medical trips within Kearney and to Phoenix.

Annual service data for 2010 include the following:

| | |
|--|----------|
| Annual passenger trips: | n/a |
| Annual vehicle hours: | n/a |
| Annual vehicle miles: | 17,000 |
| Total operating and administrative budget: | \$13,000 |

The annual budget is \$13,000 from LTAF funding.

In terms of gaps in transportation service, the Town of Kearney identified the following: transportation from outlying areas to Kearney for doctors' appointments; limited service with only one van.

The Town indicated the following possible interests in coordination; joining with other organizations to consolidate the operation of transportation service; joining with others to consolidate the purchase of transportation service; coordinating activities such as procurement, training, vehicle maintenance and public information.

DES/DDD - Coolidge

DES/DDD provides transportation to personas with developmental disabilities. Areas covered include Johnson Ranch, Queen Creek, Coolidge, Randolph, Toltec, Eloy, Arizona City, Picacho, Marana and Casa Grande. Two autos are used to provide the transportation service.

Workforce Investment Program/CAAG

The Central Arizona Association of Governments operates the Workforce Investment (WIA) program. WIA provides workplace training, education services and job placement for income qualified individuals in Pinal and Gila Counties. No vehicles are owned. Clients are reimbursed for eligible transportation expenses.

In terms of gaps in transportation service, the WIA program identified the following; transportation throughout the service area; many who need training and employment services cannot participate due to lack of transportation services.

WIA staff indicated the following interests in coordination: purchasing transportation from another organization and joining with others to consolidate the purchase of transportation service.

Commercial Transportation Providers

Several commercial transportation providers operate in the study area. These include:

Paul's Taxi Service

Headquartered in Coolidge, service is also provided to Florence, Eloy and Casa Grande. Operating two vehicles, the base rate in Coolidge is \$1.00 per mile. A round-trip to Casa Grande is \$50 including a one-hour wait time.

Casa Grande Executive Car Service

Primarily an airport shuttle, vehicles can be chartered for a ½ day for \$130 or for the full day for \$250. The service operates four Lincoln Town Cars.

Pinal Connections

Primarily an airport shuttle, a trip from Casa Grande/Coolidge/Casa Grande would be \$50 with a one hour wait time.

Safe Ride and Statewide Express Transportation

There are two contract providers typically used to provide AHCCCS (Medicaid) transportation services, Safe Ride and Statewide Express Transportation. These providers were certified through the AHCCCS system and selected for use as needed by health care provider agencies serving the area.

Greyhound

Intercity bus service is provided by Greyhound on Interstate 10.

| | | |
|---------------------|-------------|-----------------|
| Casa Grande/Phoenix | 2 Trips/Day | \$13.50 one-way |
| Casa Grande/Tucson | 2 Trips/Day | \$15.50 one-way |

Assessment of Needs

Based on stakeholder meetings, the following unmet needs were identified.

- The Coolidge Cotton Express is generally meeting the current needs
- Horizon Human Services struggles to provide daily transportation needs for clients
- Need for a county-wide public transit system
- Long term transit for medical service is needed
- Apache Junction would like to have a study done to identify transit needs and solutions
- Potential need for a loop route – Globe/Winkleman/Hayden/Kearney/Superior/Globe – along with a larger loop of Phoenix/Tucson/Globe
- Expand the Coolidge route, or expand the new pilot Pinal Rides service to the Central Arizona Community College

Coordination Strategies to Address Needs

Throughout the year, coordination meetings are held on a monthly basis in Cochise, Santa Cruz, and Graham counties. Graham County meetings include transportation providers from Greenlee County and from the White Mountain Apache Tribe.

The monthly coordination meetings provide an opportunity for rural area governments and organizations to discuss ways they can improve their services and share information pertinent to the success of their transit/transportation operations. They are able to share resources through driver training, vehicle maintenance and repair, route coordination, collective purchasing, program planning, and funding. In addition, organizations work together to determine how to fill gaps in rider services, geographic

MONTHLY MEETINGS

SANTA CRUZ COUNTY - 1ST TUESDAY OF EACH MONTH 2:00 p.m.

COCHISE COUNTY - 3RD THURSDAY OF EACH MONTH 10:00 a.m.

GRAHAM & GREENLEE COUNTIES - 3RD TUESDAY OF EACH MONTH 10:00 a.m.

Mobility Managers in Santa Cruz and Graham and Greenlee Counties facilitate meetings, disseminate information to members, assist in identifying gaps, and encourage collaborative efforts.

Annually, members of each coordination group come together to review the region's coordination plan and update progress in meeting goals. New members are added to the plan and organizations no longer active are removed. Each organization is given an opportunity to update their own efforts and the combined efforts of the group are recorded.

In Graham and Greenlee Counties MM area, coordination efforts culminated in a mutual aid agreement among providers and Graham County. The agreement outlines emergency response priorities, availability of drivers and vehicles for emergency use, and contact information for each participating organization. In addition, this group also developed a system of shared resources including vehicles and drivers which are available when an organizations own vehicles or drivers are unavailable. Efforts to develop connectivity between the New Mexican border at Lourdsburg and Phoenix has involved transportation providers including the San Carlos Apache tribe, Globe/Miami, and a number of other transportations providers in that region.

- Continue the current efforts of the Arizona Rides/Pinal Rides Coordination Committee
- Continue and expand the pilot corridor demonstration project
- Obtain funding for a mobility manager to staff the on-going work of the Coordinating Committee

Sub-region Program of Projects Summary

Desired projects, by agency and by funding category are listed below. The tables on the following pages show the funding planned by agency for 2007 through 2009.

FTA Section 5310 – Elderly/Disabled Capital

-PGCSC: 1) Replace 8 vehicles with lifts over the next three years and 2) fund a mobility management position to: conduct regional driver training workshops and manager a training resource library, facilitate Pinal Rides Transportation Coordination Committee meetings, and expand the Coordination project into Gila County.

-Horizon Human Services: Replace two 12-passengers vans in 2007, three in 2008 (one for expanded service) and one lift-equipped van in 2009.

-SMMHC: Replace four autos with vans and purchase one new van for expanded service each year.

- Pinal County Public Health On The Go Express*: One minivan in 2007, one large lift-equipped cutaway in 2008 and one minivan in 2009.
- Central Arizona Council for DD*: Purchase one cutaway van in 2007 and one in 2008.
- Palm Villa Adult Day Services*: Two vehicles in 2007 and one in 2008.
- AIRES*: one minivan in 2007, two minivans in 2008 and two minivans in 2009.
- City of Maricopa*: Purchase a 5310 vehicle in 2009.
- PPEP/Compass*: Purchase one new cutaway van in 2007, 2008 and 2009.
- Pinal-Gila Child Services*: No vehicles anticipated.

FTA Section 5316 – Job Access

- Horizon Human Services*: Anticipate applying for a vehicle and operating funds (for expansion of vocational rehab work transportation) one minivan and operating funds).
- City of Maricopa*: Initiate a JARC program by applying for a vehicle and operating funds in 2007, and operating funds through 2009.
- City of Casa Grande*: May apply for 5316 funding sometime in the next three years.

FTA Section 5317 – New Freedom

- No projects anticipated

FTA Section 5311 – Rural General Public

- City of Coolidge – Cotton Express*: 1) continued administration and operation of Cotton Express, 2) vehicle replacement, 3) bus shelters, 4) building new transit facility, 5) building and equipping a new maintenance facility, and 6) paving a parking lot.
- City of Maricopa*: Begin a rural public transit program in 2008, applying for funds in 2007. New vehicles purchased in first year. Then operating funds over next three years.

FTA Section 5307 – Urban General Public

- No cities with over 50,000 population in the Pinal County sub-region

IV. GILA COUNTY SUB-REGION

The Gila County Sub-region includes the cities of Miami, Globe, Payson and a variety of smaller communities.

Existing Transportation Providers

Public Transit

Cobre Valley Community Transit (CVCT) is the only public transit operator in Gila County.

Town of Miami – Cobre Valley Community Transit

The Town of Miami provides demand response service Monday through Friday over a 40 square mile area which includes the town of Miami, City of Globe and portions of unincorporated Gila County. The service provides approximately 11,000 passenger trips per year using a fleet of two vehicles.

A vehicle inventory is shown below.

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------|------|------------|-----------------|-----------|
| Ford | E450 | 2005 | 16 | 2 | Good |
| Ford | E450 | 2005 | 16 | 2 | Good |
| Ford | E450 | 2001 | 16 | 2 | Fair |
| Ford | E450 | 1998 | 16 | 2 | Fair |
| | | | | | |

Annual service data for 2010 include the following.

| | |
|--|-----------|
| Annual passenger trips: | 960 |
| Annual vehicle hours: | 1,440 |
| Annual vehicle miles: | 9,600 |
| Total operating and administrative budget: | \$110,386 |

In terms of needs, representatives from the Cobre Valley system stated that the agency needs to strengthen program management, replace aging vehicles, expand service in the Miami-Globe area and consider regional service coordination options to establish regional connections to long distance medical, shopping and employment areas.

With respect to coordination, Cobre Valley is seeking partners to work with in improving transportation services in Gila County.

Specialized Transportation for the Elderly and Persons with Disabilities

There are also several nonprofit agencies providing transportation in Gila County. Summary information on these providers is presented below.

Pinal-Gila Council for Senior Citizens

.) Pinal-Gila Council for Senior Citizens (PGCSC) provides a variety of services to seniors in the geographic area of Pinal and Gila counties. As the Area Agency on Aging for Region V, PGCSC provides funds to local Senior Centers, who in turn program direct service transportation to include access services to meet basic needs such as nutrition, medical appointments, personal business and shopping. Senior Centers operating transportation

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program under contract with PGCSC are Apache Junction, Casa Grande, Coolidge, Eloy, Globe, Hayden, Miami, Superior and Payson. PGCSC is also the contracting agent for a 5310 Mobility Management grant that has a primary focus on coordination and collaborative efforts for all 5310, 5311 and other transportation providers in Pinal County and Gila County. PGCSC has over 15 agencies (towns, cities, counties) attending collectively in the Region as Mobility Management partners. As a part of the Mobility Management contract PGCSC is coordinating monthly/quarterly meetings of provider agencies in western Pinal County (Pinal Rides) which does include Apache Junction and Gila County (Gila Rides). Additionally, through these meetings PASS training is coordinated and provided at a minimum on a quarterly basis and more often if needed.

A 5310 vehicle inventory includes:

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|------------------|------|------------|-----------------|-----------|
| Ford | Eldorado Cutaway | 2006 | 9 | 2 | Fair |
| Chevrolet | Express | 2007 | 12 | 0 | Fair |
| Ford | SUP CAN | 2009 | | | Excellent |
| Ford | Supre | 2009 | 8 | 2 | Excellent |
| Toyota | SIE 12 VN | 2011 | 7 | 0 | Excellent |

Annual Service Data: (for 2009)

| | |
|--|----------------------|
| Total Op. and Admin. Budget: <u>\$ 100,275</u> | |
| Annual Vehicle Miles <u>19,703</u> | Annual Vehicle Hours |
| <u>2,292</u> | |
| Annual Passenger Trips <u>4,717</u> | |

Current Coordination/Needs: PGCSC continues to be a lead and fiscal agency for transportation coordination in Pinal County and Gila County. There is a broad network of transportation providers which include Cities, Towns, Non-profits, Tribal entities working together to increase transportation options through quarterly meeting and organizing trainings for transit providers in both counties.

PGCSC continues to work with Senior Centers to provide transportation services in local communities to meet nutritional, social and medical needs.

The Pinal-Gila Council is looking forward to continuing and expanding the coordination effort into Gila County in the coming years.

Horizon Human Services

Horizon Human Services provides a variety of services for individuals with psychiatric disabilities and/or developmental disabilities, some of whom are elderly. Services are provided within a 45 mile radius of Casa Grande where Horizon's main office is located, along with several other facilities. The agency provides psychiatric services, individual, family and group therapy, crisis intervention services, adult residential services, transitional and permanent supportive housing, and substance abuse services.

Individuals using transportation services are registered clients of Horizon Human Services, the majority fitting the definition of Title XIX eligibility (access to subsidized behavioral health services). Typically, transportation service is in constant demand throughout the day and increases during certain program hours. In addition, persons with psychiatric disabilities may need specialized intervention by staff during a trip, in addition to needing supervision. Staff has specialized training, including certification in behavior management techniques and CPR/First Aid.

Horizon has a fleet of 39 vehicles based at various facilities located in Casa Grande. However, most of the vehicles (25) are automobiles or minivans used by staff to conduct home visits, provide services in the community and provide case management services. 2 of the 12 vans are assigned to group homes to provide transportation to residents in those homes and are not available for other transportation services. 5 of the 39 vehicles are wheelchair accessible.

Typically transportation services are provided Monday through Friday from 7:00 AM to 5:00 PM. The busiest times are Wednesday and Thursday from 8:00 a.m. to 3:00 PM. The least busy times are Fridays from 1:00 to 5:00 PM. No fare is charged. Trip purposes include health/medical (78%), social services (10%), recreation (5%), shopping (5%) and education/training (2%). Primary destinations include; Horizon's facilities, shopping (Wal-Mart, bank, etc.), doctor appointments, social services such as food stamps, and library and other social activities. There are no major destinations for which there are requests for service but for which no service is provided.

Transportation is paid from the agency's general operating budget which is supported through various grants provided to the agency. These include the Arizona Department of Health Services, Cenpatico Behavioral Health of Arizona, Arizona Department of Economic Security, Arizona Long Term Care, AHCCCS and the Administrative Office of the Court.

A vehicle inventory for vehicles in both Pinal and Gila County is presented in Appendix B.

Annual service data for 2009 include the following.

| | |
|--|-------------|
| Annual passenger trips: | 60,102 |
| Annual vehicle hours: | 35,573 |
| Annual vehicle miles: | 713,568 |
| Total operating and administrative budget: | \$1,883,881 |

In terms of coordination options, Horizon Human Services actively participates in the Pinal Transportation Coordination Committee. Specific coordination interests include coordinating activities such as procurement, training, vehicle maintenance, and public information with other providers, among other options.

Project PPEP/Compass

PPEP/Compass program operates group homes and day programs for developmentally disabled and/or physically disabled adults. Transportation is provided using eleven vans, most of which are wheelchair accessible. Vehicle schedules address the day-to-day needs of clients. Vans operate weekdays from 6:30 AM to 6:00 PM. Client pick-ups and drop-offs are done on a fixed route basis, with other transportation changing daily in response to the changing job training, employment, medical and social needs of clients. The following trip purposes are served: adult day care (35%), education/training (30%), medical (10%), social/recreational (10%), service appointments (5%).

Annual service data for 2009 include the following.

| | |
|--|----------|
| Annual passenger trips: | 8,000 |
| Annual vehicle hours: | 1,400 |
| Annual vehicle miles: | 28,000 |
| Total operating and administrative budget: | \$26,000 |

PPEP had a working agreement with the Tohono O’odham Nation to assist developmentally and/or physically disabled individuals on the reservation with needed services. In addition, in the past PPEP made its vehicles available during evening and weekend hours in Casa Grande to support other community services.

No survey was returned from this agency. Therefore transportation service gaps and potential areas of interest in coordination are not available.

Payson Senior Center

The Payson Senior Center provides curb-to-curb dial-a-ride service within Payson and to Star Valley. Service is operated from 7:45 a.m. to 4:00 p.m., five days a week. Riders include seniors, persons with disabilities and low income individuals.

A vehicle inventory is presented below.

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------|------|------------|-----------------|-----------|
| Ford | Eldorado | 2004 | 10 | 2 | Excellent |
| Ford | Econoline | 1993 | 9 | 2 | Good |

Central Arizona Regional Transportation Coordination Plan

| | | | | | |
|--|--|--|--|--|--|
| | | | | | |
| | | | | | |
| | | | | | |

Annual service data for 20095 include the following.

- Annual passenger trips: 6,954
- Annual vehicle hours: 6,240
- Annual vehicle miles: 47,531
- Total operating and administrative budget: \$180,904

In terms of need, the Center would like a new bus and operating dollars to expand service to Star Valley.

With respect to coordination, no information was provided.

Central Arizona Regional Transportation Coordination Plan

**ARIZONA RIDES:
REGIONAL TRANSPORTATION COORDINATION PLANS
Transportation Provider Inventory**

General Information

Date 12/13/2010

Organization: San Carlos Apache Tribe/Apache Transit COG Region CAAG

City/Town: Peridot, Arizona 85542

Contact Person: Bernadette Kniffin, TANF & Apache Transit Director

Phone: (928) 475-5011 Email: bkniffin@tanf.scat-nsn.gov

Service Summary: (Short Narrative Description including type of service, area served, hours, days/wk, service area, rider profile, etc.)

Services=Fixed Route - On Call Demand- Deviated Route.

Area Served= San Carlos Apache Reservation

Out-side = Neighboring Cities in different Counties Globe, Az.on western side in the Gila County District Thatcher/Safford, AZ on eastern side in the Graham County District

Hours, = 1st 6:00 a.m. - 10:00 p.m. 2nd 6:00 a.m.- 2:30 a.m.(22hrs.) 3rd 8:00 a.m. - 4:30 p.m.

Days= 1st 7days a week 2nd 5days a week Monday-Friday.

Rider Profile= Public accommodation.

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------|------|------------|-----------------|-----------|
| Ford | Econo Van | 2008 | 12 | No | Good |
| Ford | Econo Van | 2008 | 12 | No | Good |
| Ford | Econo Van | 2008 | 12 | No | Good |
| Ford | Econo Van | 2008 | 15 | No | Fair |
| Ford | Econo Van | 2003 | 12 | No | Fair |
| Ford | Econo Van | 2005 | 12 | No | Fair |
| Ford | Econo Van | 2009 | 12 | No | Good |
| Ford | Econo Van | 2009 | 12 | No | Good |
| Ford | Econo Van | 2009 | 12 | One (1) | Good |
| Ford | Focus | 2003 | 4 | No | Fair |
| Ford | 150 Truck | 2008 | 5 | No | Good |
| Dodge | Avenger Sedan | 2008 | 5 | No | Good |

Annual Service Data: (for 2009)

Total Op. and Admin. Budget:

\$ 336,948.00 ✓

Annual Vehicle Miles 390,043 Annual Vehicle Hours 6,076

Annual Passenger Trips 58,581

Current Coordination/Needs:

Other Comments:

Town of Miami

The Town of Miami provides transportation to seniors to the center for meals and other program activities. Transportation is also provided to medical appointments and grocery shopping as time permits.

The Town has one 1999 Dodge van with lift in good condition.

2009 service data includes the following:

| | |
|--|-------|
| Annual passenger trips: | 1,234 |
| Annual vehicle hours: | 1,284 |
| Annual vehicle miles: | 7,310 |
| Total operating and administrative budget: | \$500 |

Approximately 35% of their funds come from Pinal-Gila Council for Senior Citizens to operate the program. The remaining funds are transferred from the General Fund of the City of Globe.

Regarding coordination, no information was provided.

City of Globe

Transport seniors from their homes to the Globe Senior Center and return trips home after lunch. The Center serves the City of Globe and surrounding Gila County areas (8 mile diameter). It operates Monday through Friday from 8 am until 2 pm. The riders are non-driving seniors, average age 79, and disabled family members.

Vehicle Inventory:

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------|------|------------|-----------------|---------------------|
| Ford | F-350 | 2010 | 9 | 2 | Very good condition |
| Ford | F-350 | 2003 | 10 | 2 | Good condition |
| Dodge | B350 | 1999 | 9 | 0 | Fair condition |
| | | | | | |
| | | | | | |

Annual Service Data: (for 2010)

Total Op. and Admin. Budget: \$21,232

Annual Vehicle Miles ___14338_____ Annual Vehicle Hours _1560

Annual Passenger Trips ___3720_____

Current Coordination/Needs:

As part of the Gila Rides Transportation Coordinating Committee, we are currently building the groundwork for future transportation collaborations in Globe-Miami-San Carlos to provide greater mobility availability for the Community.

Gila County GEST - Division of Health and community Services

Gila Employment and Special Training (GEST) program provides transportation service. The GEST program provides employment services along with daily living skills to disabled clients in a manner which supports and enhances self-sufficiency, self esteem, mutual respect, value and dignity, and to improve overall quality of life.

Assessment of Needs

Based on stakeholder meetings, the following needs were identified.

- The Cobre Valley Community Transit program needs rebuilding and a fresh start.
- Cobre Valley also needs to replace vehicles, all of which have over 200,000 miles.
- The following service improvements were identified:
 1. *VA Hospital* – In the past, the Cobre system transported clients to the VA hospitals in Phoenix and Tucson from Globe. However, lack of funding has limited those routes, even though there is still quite an interest in the routes.
 2. Phoenix Sky Harbor Airport
 3. Shopping trips to the Phoenix area

Coordination Strategies to Address Needs

Based on stakeholder input, the following strategies are identified.

- Cobre is working with the Miami Senior Center and Horizon Human Services to establish a Miami-Globe Transit Advisory Committee (TAC), as required by ADOT for 5311 providers. Cobre would also like to do more with the San Carlos Indian Reservation.
- Cobre Valley Community Transit coordinates with Statewide Express for non-emergency and DES transports. These are clients with insurance coverage (no insurance-no transport). Statewide contracts with Cobre Valley periodically.

Sub-region Program of Projects Summary

Desired projects, by agency and by funding category are listed below. The tables on the following pages show the funding planned by agency for 2007 through 2009.

FTA Section 5310 – Elderly/Disabled Capital

- PGCSC*: Replace 3 vehicles over the next three years in Gila County. Apply for Mobility Management funding to begin a coordinated process.
- Horizon Human Services*: Replace one 12-passenger van in 2007 and one in 2008. Purchase two wheelchair vans in 2009.
- PPEP/Compass*: Purchase one cutaway van each year.
- Payson Senior Center*: One cutaway van in 2007 and one in 2009.
- City of Globe*: Purchase a replacement cutaway van in 2008.
- Gila County Health - GEST*: One replacement vehicle in 2007 and one in 2009 and a smaller vehicle to expand service in 2008.

FTA Section 5316 – Job Access

- San Carlos Apache*: Purchase a vehicle in 2007 for the TANF Tribal Transit program. Purchase one cutaway van in 2007 and one cutaway van and one maxivan in 2008.

FTA Section 5317 – New Freedom

- Cobre Valley Community Transit*: Use funding from the New Freedom grant to operate and maintain transportation service for local veterans to the VA hospital in Phoenix and Tucson.

FTA Section 5311 – Rural General Public

- Town of Miami/Cobre Valley Community Transit*: 1) continue existing service, 2) expand existing service, 3) vehicle replacement and expansion.

Regional Stakeholder Meeting Summary

CAAG REGIONAL TRANSPORTATION COORDINATION PLAN MEETING

**CAAG Conference Room
402 Main Street, Superior Arizona
December 12th 2006, 10:00 AM**

Meeting Summary

Attendance

John Faries, Coolidge Transit Manager, 520 723-7195, jfaries@CoolidgeAz.com

Marsha Ashcroft, Horizon Human Services, 520 836-1688,

mashcroft@horizonhumanservices.org

Julie Hensley, Superstition Mountain Mental Health Center, 480 983-0562,

JulieH@smmhc.org

Sandra Eylicio, Cobre Valley Community Transit, 928 425-0481,

miamitransit@cableone.net

Giao Pham, City of Apache Junction, 480 982-1055, gpham@ajcity.net

Bill Leister, CAAG, 520 689-5004, bleister@caagcentral.org

Steve Rost, ADOT, 602 712-8018, srost@azdot.gov

Rick Evans, RAE Consultants, Inc., 303 860-9088, rick@raeconsultants.com

Getting Started

Bill Leister, Transportation Director for the Central Arizona Association of Governments (CAAG), opened the meeting and welcomed those present. He then gave an overview of the meeting and introduced Steve Rost, ADOT Arizona Rides Coordinator. After a few brief comments and a presentation on the Safe Routes to School Program, Steve introduced Rick Evans of RAE Consultants, Inc. the consultant who would facilitate the workshop.

Rick reviewed the purpose of the workshop which was to begin the process of developing a Regional Transportation Coordination Plan for the CAAG (Pinal/Gila County) region. Coordination Plans are mandated in the new SAFETEA-LU federal transportation reauthorization legislation. Anyone requesting funding, beginning in 2007, under the Federal Transit Administration (FTA) 5310, 5316 and 5317, and indirectly 5311, programs must be included in a Transportation Coordination Plan.

Participants then introduced themselves.

From Now to the Future

What are you doing now?

To begin the process, Rick asked those present to summarize their existing transportation services. Key information is presented below:

- Cobre Valley Community Transit – Sandra Eylicio has been with the organization approximately 6 months and is a certified Community Transit Manager and a certified PASS instructor. Cobre Valley Community Transit is the 5311 provider in the Miami-Globe area. Sandra would like to coordinate with Apache Junction, as a potential funding source, for long distance service connecting the Miami-Globe area with Valley Metro Transit in Phoenix. She has recently requested ADOT to conduct an area transit study using a consultant. Cobre Valley Community Transit serves mostly seniors for medical trips, on a demand-response basis.
- Superstition Mountain Mental Health Center – Julie Hensley represented SMMHC which has an office in Superior. SMMHC does not serve Apache Junction. If a client wants medical services, the doctor comes to Superior and they transport the client to the doctor there. They just received new vehicles and are doing well.
- Horizon Human Services – Marsha Ashcroft represented Horizon Human Services which is a multi-county behavioral health organization. Among the many vehicles Horizon owns, four are located in the area. She indicated that a transit connector between Apache Junction and Miami/Globe would be of value. She also expressed interest in expanding their service to Cochise County and would like to work with the Cochise County coordination effort.
- Coolidge Cotton Express – John Faries is the new transit manager for Coolidge Cotton Express which is a 5311 provider. The Cotton Express is a fixed-route (will deviate) service which primarily services low income, elderly and disabled residents in Coolidge. He stated that he would like to learn more about the Pinal coordination effort.
- City of Apache Junction – Giao Pham is the City Engineer for Apache Junction. He attended to gather information on programs and options for transit in the area. He stated that he would like to thoroughly understand transit needs within Apache Junction and to other locations in the MAG region. Giao is using his current LTAF funds for traffic signals in Apache Junction. He wants to explore transit opportunities.

Rick provided background on the Pinal Coordination Demonstration Project for John Faries.

Giao wanted to know the demographics of the people who are moving into the Apache Junction area are and what their transportation needs are. It was stated that there were lots of “snowbirds” and other senior citizens who need medical services and to do shopping.

What coordination possibilities exist?

A discussion then took place regarding current coordination efforts and possible new coordination activities. The following possibilities were identified.

- *5311* – There are two 5311 programs in the CAAG region, the Coolidge Cotton Express and Cobre Valley Community Transit. Cobre Valley covers Globe-Miami and some other rural parts of Gila County. The Cotton Express stays within the Coolidge city limits.
- *VA Hospital transportation* – In the past, the Cobre system transported clients to the VA hospitals in Phoenix and Tucson from Globe. However, lack of funding has limited those routes, even though there is still quite an interest in the routes. Cobre Valley’s top three priorities for new service are: 1) the VA Hospital, 2) the Phoenix Sky Harbor Airport, and 3) shopping trips to the Phoenix area.
- *Expansion* – Cobre Valley Community Transit and Coolidge Cotton Express both have plans for expansion. Cobre is working with the Miami Senior Center and Horizon Human Services to establish a Miami-Globe Transit Advisory Committee (TAC), as required by ADOT for 5311 providers. Cobre would also like to do more with the San Carlos Indian Reservation.
- *Statewide Express* – Cobre Valley Community Transit coordinates with Statewide Express for non-emergency and DES transports. These are clients with insurance coverage (no insurance-no transport). Statewide contracts with them periodically.

In terms of organizing for coordination, options mentioned were the CAAG, or the 5311s as options for lead agencies. Rick stated that there is new 80% funding available for “mobility management” which could be used to fund staffing for a coordination lead agency.

Rick then mentioned a problem he was having in getting good up-to-date information on transportation providers in each region. He passed out two items. One was a preliminary summary of information on area 5311 providers taken from recent grant applications. Accompanying that was a second sheet which was a one-page Transportation Provider Inventory. He asked those present if they would complete the inventory and send it back in the next two weeks. They agreed, assuming Rick sent them the survey form electronically in the next few days. He agreed.

Rick then asked about unmet transit needs in the area. He passed out a sheet which included notes from the 2005 United We Ride workshop conducted in the fall of 2005. He reviewed it briefly and asked the group what other unmet needs existed. Issues included:

- Coolidge Cotton Express: generally meeting the current needs.
- Cobre Valley Community Transit: the program needs rebuilding and a fresh start. Vehicles have over 200,000 miles. New vehicles are needed.

- Horizon Human Services: providing daily transportation for clients; they cover a large area and 30-40 trips a day. Meeting the needs is becoming more difficult. A public transit system would help.
- Superstition Mountain Mental Health. They are doing well; needs being met. They have no clients in Casa Grande and no interest in going to Apache Junction and Queen Creek.

Regionally:

- Long term transit for medical service is needed.
- Expand Miami/Globe public transit system to San Carlos.
- Expand the I-60 corridor service to connect with Apache Junction.
- There is more potential for contract work.
- The mines are starting to operate again and could be a source of income for a JARC operation.
- Apache Junction would like to have a study done similar to what Sandra is doing with Cobre Valley Community Transit.
- There is a possibility of a loop route (Globe/Winkleman/Hayden/Kearney/Superior/Globe) along with a larger loop of Phoenix/Tucson/Globe.
- Expand the Coolidge route out to the Central Arizona Community College, which may or may not be outside the city limits.
- Look at Pinal Rides going out to the community college.
- Look at all 5310 providers in the area and overlay a map of services to determine coordination opportunities.

What's coming?

Rick then briefly reviewed a Program of Projects table which presented his view of where the regions need to end up in the final chapter of this first year of coordination planning. The table format presented a list of agencies to be funded down the left side and the FTA program funding categories across the top (5311, 5310, 5316 and 5317). The first year Regional Coordination Plans will need to show each project to be funded, for each agency, under each federal program. Ideally the Coordination Plans will have a three-year planning timeframe.

Planning Framework

A brief discussion then took place regarding the elements included in the framework for coordination planning. The following topics were addressed, as presented in the handout packet:

- Federal, state, regional and constituent roles
- Rural Transit Needs Assessment project (June 07 completion) different from this one.
- Collaborative planning process

- Transit grant programs
- Coordination plan content
- Project evaluation
- Project schedule

Key points included: 1) the need to involve a broad variety of constituents in the planning process, including funding agencies and rider groups, to the extent possible; 2) the fact that the coordination planning requirements become more stringent in future years; 3) the availability of “mobility management” as an 80%-funded capital item under the all the FTA programs (including 5307 and 5311) that could do coordination work; and 4) the need for both ADOT and the regions to come up with specific criteria and priorities for funding under each of the FTA grant programs.

During the discussion, Bill Leister summarized the upcoming 9th Annual Rural Transportation Summit which will be held at the Francisco Grande Hotel and Resort in Casa Grande, January 17-19, 2007. Mention was made that Pinal County was also doing a transportation summit in February.

United We Ride Assessment

The group then completed the federal United We Ride Assessment for Communities. The results are presented in Attachment A-1. In summary, the area has done many things well in developing the basis for a coordinated system, but there is still much to be done. Many of the assessment items have been addressed but they have done on an overall region-wide coordinated effort.

What Is Coordination?

The discussion then turned to the various activities that could be included under the definition of “coordination.” Rick reviewed a sheet from the handout packet which presented a variety of potential activities.

Based on the discussion the following appear to have the most potential in the CAAG region.

- Information and referral – Some type of system for human service providers to share information among themselves as well as some type of central information service for riders and potential riders.
- Coordinating Council – Establish some type of group to discuss and implement coordination options on an on-going basis.
- Expansion of the Miami/Globe transit program
- More frequent service to the Kearney/Winkleman/Hayden area for medical trips
- Going out and connecting to the community college near Coolidge
- Overlaying all 5310 services to get a picture of who is doing what.

Next Steps

Next steps were then identified for the various participants in the Regional Coordination Plan process.

ADOT and Consultant Team

- Rick will send out a Transportation Provider Inventory form in the next few days for providers in Gila County to complete and return by the end of the year. He has data on Pinal County providers.
- Rick will send out a format for providers and/or other others to complete regarding anticipated grant requests for 2007, and ideally for 2008 and 2009.
- Rick will send out examples of successful coordination projects around the country.
- Rick will send CAAG a short list of agenda items for CAAG to use in conducting 1-2 follow-up meetings in December and January.
- ADOT will develop evaluation criteria and priorities for each FTA funding program.

COGS and Small MPOs

- CAAG will refine the list of invitees and compare the list of invitees to the list of actual attendees
- CAAG will follow-up to: 1) inform agencies who did not attend the workshop about the workshop content, and 2) to follow-up with potential grant recipients regarding anticipated grant requests, prior to mid January when initial thoughts regarding grant requests are due to Rick.

Local Providers and Other Stakeholders

- Complete the Transportation Provider Inventory by the end of the year and send it to CAAG and Rick
- Prepare preliminary ideas regarding FY 2007 FTA grant requests and submit them to CAAG and Rick by January 15, 2007.

The workshop ended at approximately 1:00 PM.



ATTACHMENT A-1

A Self-Assessment Tool for Communities

Each item was rated according to the following: “1”-Needs to Begin, “2”-Needs Significant Action, “3”-Needs Action and “4”-Done Well.

Section 1: Making Things Happen by Working Together

- 2 1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?
- 1 2. Is a governing framework in place that brings together providers, agencies and consumers? Are there clear guidelines that all embrace?
- 1 3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?
- 1 4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?
- 3 5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

Section 2: Taking Stock of Community Needs and Moving Forward

- 3 1. Is there an inventory of community transportation resources and programs that fund transportation services?
- 2 2. Is there a process for identifying duplication of services, underused assets, and service gaps?
- 2 3. Are the specific transportation needs of various target populations well documented?
- 1 4. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/reduce costs?
- 2 5. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?
- 2 6. Have transportation users and other stakeholders participated in the community transportation assessment process?
- 1 7. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?
- 2.5 8. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?
- 2 9. Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the regional Transportation Plan or State Transportation Improvement Plan?
- 2 10. Is data being collected on the benefits of coordination? Are the results communicated strategically?

Section 3: Putting Customers First

- 2.5 1. Does the transportation system have an array of user-friendly and accessible information sources?
- 3 2. Are travel training and consumer education programs available on an ongoing basis?
- 3 3. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?
- 3 4. Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?
- 2 5. Are marketing and communications programs used to build awareness and encourage greater use of the services?

Section 4: Adapting Funding for Greater Mobility

- 2 1. Is there a strategy for systematic tracking of financial data access programs?
- 1 2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

Section 5: Moving People Efficiently

- 1 1. Has an arrangement among diverse transportation providers been created to offer flexible service that is seamless to customers?
- 1 2. Are support services coordinated to lower costs and ease management burdens?
- 1 3. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?
- 1 4. Have facilities been located to promote safe, seamless, and cost-effective transportation services?

APPENDIX B
Regional Stakeholder Meeting Summary

CAAG
REGIONAL TRANSPORTATION COORDINATION PLAN
MEETING

CAAG Conference Room
402 Main Street, Superior Arizona
February 28th 2007

Meeting Summary

Twenty-six people attended the February 28, 2006 Regional Transportation Coordination Plan workshop in Superior. The attendance sheet is attached.

Getting Started

Rick Evans began the meeting and welcomed those present. He introduced the ADOT staff present and thanked Bill Leister of CAAG for hosting the meeting. The other meeting attendees then introduced themselves.

Rick stated that the workshop would be conducted in two parts. In the morning the draft CAAG Regional Transportation Coordination Plan would be reviewed and discussed. In the afternoon ADOT staff would review the program application packets for the federal Transit Administration (FTA) 5310, 5316 and 5317 programs. He then asked those present to introduce themselves.

General Comments on the Plans

Prior to reviewing the draft plan Rick stated that, in general, the draft plans were a good start and he thanked the participating agencies for submitting information on their services and for considering new coordination opportunities. He said that before the plans are finalized by the end of March, two key data items were needed. First it will be important to make sure that all agencies in the region, who are providing transportation services now or who are considering it in the future, participate in the planning process and are included in the plan. Second, it is essential that participating agencies include their anticipated FTA grant requests in the plan. Rick then stated that all necessary information would need to be submitted to him by Monday, March 12, at the latest.

Plan Specifics

The draft coordination plan was then reviewed. Discussions took place regarding needed services, coordination options and the potential for mobility managers. Each agency commented on the narrative provided on its service as well as what was included in their anticipated grant requests for the next three years. The request was made in both groups to provide additional comments to Rick by March 12, 2007.

Next Steps

Two items were requested from each participating agency my March 12th; changes to the existing service descriptions, and information on anticipated grant requests.

The Coordination Plan portion of the workshop ended at approximately 11:20 AM.

SIGN-IN SHEET *CAAG Regional Transportation Plan Meeting*
2/28/07

| Name | Organization | Phone | E-Mail |
|------------------------|---|---------------------------|--|
| <i>Rich Pinkerton</i> | <i>Tamworth Star Valley</i> <i>Eds & Esq Comm.</i> | <i>928-472-3029</i> | <i>-</i> |
| <i>Mike Miller</i> | <i>Payson Senior Center</i> | <i>928 474-4876</i> | |
| <i>Mary Witkowski</i> | <i>City of Maricopa</i> | <i>520-568-9098</i> | <i>meek.c.cityofmaricopa.net</i> |
| <i>Mary Clement</i> | <i>Pinal County On The Go Express</i> | <i>520-866-7374</i> | <i>MARY.Clement@Pinal.Co.AZ.us</i> |
| <i>DOREEN PETERSON</i> | <i>HIRS, Inc.</i> | <i>928-772-6539 x3100</i> | <i>dpeterson@airs.org</i> |
| <i>Donna Simpson</i> | <i>Pinal Cty - Palm Villa Adult Day</i> <i>CARE</i> | <i>520-866-7920</i> | <i>donna.simpson@Co.Pinal.AZ.us</i> |
| <i>Tom Schivo</i> | <i>Pinal County Rural Health</i> | <i>520-866-7326</i> | <i>Tom.Schivo@Co.Pinal.AZ.us</i> |
| <i>Loretha Crimi</i> | <i>ADOT</i> | <i>602-712-7106</i> | <i>LCrimi@azdot.gov</i> |
| <i>Gregg Kiely</i> | <i>ADOT</i> | <i>602-712-6736</i> | <i>gkiely@azdot.gov</i> |
| <i>Steve Rust</i> | <i>ADOT</i> | <i>602-712-6018</i> | <i>srust@azdot.gov</i> |
| <i>DEAN HANLEY</i> | <i>PINA/GIA CSC</i> | <i>520-836-2758</i> | <i>deanh@msn.com</i> |
| <i>Marska Ashcroft</i> | <i>Horizon Human Services</i> | <i>520-836-1688</i> | <i>marshcroft@horizonhumservices.org</i> |

| Name | Organization | Phone | E-Mail |
|---|---|--|---|
| Julie Henstey <i>Junifer Henstey</i> | Superstition Mountain Mental Health Center Central AZ Council on Developmental Dis CADCDD | 480-988-0562 EXT 315 980-982-5015 | Julie.H@smmhc.org dbscon11@cox.net |
| Doug Bacon | | | |
| Kimberly Abeyta | Calon AD | 480 982 5015 | Kimberly Abeyta 70401.com |
| Bill Lester | CARE | 800-782-1445 | bleister@sagecentral.org |
| Willa R Jones | San Carlos Behavioral Center | (928) 475-2318 | jvelda@scatcm.net |
| Bernadette Griffin | San Carlos Apache Tribe | (928) 475-2313 | b.kniffing@scatcm.net |
| Olivia Guerrero | PGSC | 520-836-2758 | Olivia.g@pgsc.org |
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| Ken Lawrence | | | |

APPENDIX C
Horizon Human Services – Vehicle Inventory

PINAL COUNTY

ADULT SERVICES

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| #17 | 2006 Ford Taurus | Horizon | 13,075 |
| #18 | 2006 Ford Taurus | Horizon | 11,009 |
| #31 | 2007 Ford Taurus | Horizon | 1,618 |
| #55 | 2002 Ford Taurus | Horizon | 66,191 |
| #56 | 2002 Ford Taurus | Horizon | 63,759 |
| #61 | 2003 Ford Taurus | Horizon | 59,122 |
| #94 | 2004 Ford Taurus | Horizon | 46,539 |

SMI RESIDENTIAL

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|------------------------------|-------|---------|
| #88 | 2003 Ford Van (12 passenger) | ADOT | 87,758 |

RESIDENTIAL HABILITATION

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| #58 | 2002 Ford Taurus | Horizon | 69,484 |

TRANSPORTATION

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|--|---------|---------|
| #02 | 2004 Ford Van (12 Passenger) | ADOT | 67,970 |
| *#04 | 2004 Ford Supreme Van (Wheelchair) | ADOT | 27,005 |
| #07 | 2005 Ford Econoline Van (12 Passenger) | Horizon | 69,761 |
| *#14 | 2005 Eldorado Van (Wheelchair) | ADOT | 28,246 |
| #25 | 2006 Ford Supreme Van (Wheelchair) | ADOT | 4,974 |
| #83 | 2003 Ford Van (15 Passenger) | Horizon | 72,819 |
| #99 | 2004 Ford E350 Van (12 Passenger) | Horizon | 70,231 |

CHILDREN & FAMILY SVCS.

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|--------------------------------------|---------|---------|
| #15 | 2005 Ford Freestar (7 Passenger) | Horizon | 30,604 |
| #19 | 2006 Ford Freestar (7 Passenger) | Horizon | 14,739 |
| #32 | 2007 Ford Freestar (7 Passenger) | Horizon | 1,689 |
| #68 | 2003 Ford Taurus | Horizon | 71,613 |
| #91 | 2003 Ford Windstar Van (7 Passenger) | Horizon | 58,799 |
| #92 | 2004 Ford Taurus | Horizon | 39,494 |
| #95 | 2005 Ford Taurus | Horizon | 50,301 |
| #97 | 2005 Ford Taurus | Horizon | 40,807 |

PINAL COUNTY (continued)

CRISIS

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|----------------------------------|---------|---------|
| #05 | 2004 Ford Freestar (7 Passenger) | Horizon | 22,265 |
| #09 | 2005 Ford Freestar (7 Passenger) | Horizon | 17,000 |

OUTPATIENT (Casa Grande)

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| #30 | 2007 Ford Taurus | Horizon | 1,856 |
| #73 | 2003 Ford Taurus | Horizon | 49,664 |
| #82 | 2003 Ford Taurus | Horizon | 27,819 |

SUBSTANCE ABUSE

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|-------------------------------|---------|---------|
| #108 | 1997 Dodge Van (15 Passenger) | Horizon | 89,882 |

MOTOR POOL – CG

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|------------------------------------|---------|---------|
| #41 | 2001 Dodge MaxiVan (Wheelchair) | Horizon | 75,130 |
| #71 | 2003 Ford Supreme Van (Wheelchair) | ADOT | 78,545 |
| *#86 | 2003 Ford Supreme Van (Wheelchair) | ADOT | 52,717 |

***Vehicles that were in AJ – Located in Casa Grande, Pinal County**

GILA COUNTY

ADULT SERVICES

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------------------------|---------|---------|
| #23 | 2006 Chevrolet Uplander (7 Passenger) | ADOT | 9,151 |
| #51 | 2002 Ford Taurus | Horizon | 65,322 |
| #59 | 2002 Ford Taurus | Horizon | 49,530 |
| #62 | 2003 E354 Extended Van (15 Passenger) | Horizon | 45,360 |
| #69 | 2003 Ford Supreme Van (Wheelchair) | ADOT | 54,482 |
| #96 | 2005 Ford Taurus | Horizon | 36,818 |

RESIDENTIAL

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|-----------------------------------|---------|---------|
| #44 | 2001 Ford E350 Van (15 Passenger) | Horizon | 56,113 |
| #98 | 2005 Ford Taurus | Horizon | 41,205 |

OUTPATIENT (Globe)

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| #78 | 2003 Ford Taurus | Horizon | 37,576 |

HEALTHY FAMILIES (Globe)

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| #77 | 2003 Ford Taurus | Horizon | 33,973 |

CRISIS

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| #35 | 2001 Ford Taurus | Horizon | 59,037 |

DOMESTIC VIOLENCE

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------------------|---------|---------|
| #29 | 1999 Ford Taurus | Horizon | 68,424 |
| #75 | 2003 Windstar Van (7 Passenger) | Horizon | 48,993 |

HABILITATION (Miami)

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------------------------|---------|---------|
| #03 | 2004 Ford Supreme Van (Wheelchair) | ADOT | 34,260 |
| #11 | 2005 Ford Supreme Van (Wheelchair) | ADOT | 12,907 |
| #21 | 2006 Chevrolet Uplander (7 Passenger) | ADOT | 4,924 |
| #72 | 2003 Ford Supercab Truck | Horizon | 81,181 |
| #76 | 2003 Ford E350 Van (15 Passenger) | Horizon | 97,078 |
| *#79 | 2003 Ford Taurus | Horizon | 64,699 |
| #87 | 2003 Ford Supreme Van (Wheelchair) | ADOT | 46,069 |

ALTERNATIVE HOME (Miami)

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| *#79 | 2003 Ford Taurus | Horizon | 64,699 |

***50% Habilitation / 50% Alternative Home (Miami)**

Habilitation / Rehabilitation (Payson)

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|------------------------------------|---------|---------|
| #06 | 2005 Ford Supreme Van (Wheelchair) | ADOT | 7,427 |
| #26 | 2006 Ford Supreme Van (Wheelchair) | ADOT | 2,603 |
| #64 | 2003 Ford Taurus | Horizon | 79,054 |

AZ FAMILIES FIRST (Payson)

| VEHICLE # | VEHICLE DESCRIPTION | OWNER | MILEAGE |
|-----------|---------------------|---------|---------|
| #93 | 2004 Ford Taurus | Horizon | 43,240 |

APPENDIX D

Superstition Mountain Mental Health Center – Vehicle Inventory

| Vehicle Make | Vehicle Model | Year | # of Seats | # W/C Tie-Downs | Condition |
|--------------|---------------------|------|------------|-----------------|-----------|
| Ford | E-350 Super Duty | 2003 | 9 | Yes | Good |
| Ford | E-350 Super Duty | 2003 | 9 | Yes | Good |
| Ford | E-350 XL Super Duty | 2003 | 15 | No | Good |
| Dodge | Ram Maxi Van | 2001 | 15 | No | Good |
| Chevrolet | Venture (Minivan) | 2003 | 7 | No | Good |
| Ford | E-350 XL Super Duty | 1999 | 15 | No | Fair |
| Ford | E-350 XL Super Duty | 2005 | 15 | No | Good |
| Ford | Freestar (Minivan) | 2005 | 7 | No | Good |
| Ford | E-350 Super Duty | 2004 | 12 | No | Good |
| Ford | E-350 Super Duty | 2004 | 12 | No | Good |
| Chevrolet | Uplander (Minivan) | 2005 | 7 | No | Good |
| Ford | E-350 XL Super Duty | 2006 | 12 | No | Good |
| Ford | E-350 XL Super Duty | 2006 | 12 | No | Good |
| Ford | E-350 XL Super Duty | 2006 | 12 | No | Good |
| Hyundai | Elantra | 2003 | 5 | No | Good |
| Hyundai | Elantra | 2003 | 5 | No | Good |
| Daewoo | Nubira | 2001 | 5 | No | Fair |
| Hyundai | Accent | 2003 | 5 | No | Good |
| Daewoo | Nubira | 2001 | 5 | No | Good |
| Hyundai | Accent | 2003 | 5 | No | Good |
| Daewoo | Nubira | 2001 | 5 | No | Good |
| Daewoo | Nubira | 2001 | 5 | No | Good |
| Hyundai | Elantra | 2003 | 5 | No | Fair |
| Hyundai | Elantra | 2003 | 5 | No | Fair |
| Hyundai | Elantra | 2003 | 5 | No | Good |
| Ford | Taurus | 2005 | 5 | No | Good |
| Ford | Taurus | 2005 | 5 | No | Good |
| Hyundai | Elantra | 2005 | 5 | No | Good |
| Hyundai | Elantra | 2005 | 5 | No | Good |
| Hyundai | Accent | 2005 | 5 | No | Good |
| Hyundai | Accent | 2006 | 5 | No | Good |
| Hyundai | Elantra | 2006 | 5 | No | Good |
| Ford | F250 Pick-up | 2006 | 3 | No | Good |
| Ford | Super Duty Bus | 1991 | 15 | No | Poor |