

## **APPENDIX E: MEETING NOTES**

# Meeting Notes: Yavapai Regional Mobility Management Implementation Plan

September 9, 2015, 1:30 PM

ADOT District Office 1109 E. Commerce Drive, Prescott

## PARTICIPANTS

The participants in person at the meeting were:

Fritzi Mevis	Kevin Jones	Shirley Myrick	Lindsay Bell
Sandy Stutey	Kim Meller	Douglas Freund	Bruce Morrow
Dee Skipton	Dwayne Miller	Al Sengstock	Patrizia Gonella
DeShannan Young	Joan Jongsma	Larry Richards	Vincent Gallegos
Marlyn Summers	Ron Romley	J. Andy Dickey	Chris Bridges
Thomas Thurman	Cheryl Romley	Jason Kelly	Suzanne O'Neill
Mike Willett	Stephen Silvernale	Paul Katan	

On the phone: Virginia Tallent, Janet Anioz, Michia Casebier, and Carol Mandino

Suzanne identified the requirement for citizens, particularly ones who are elderly, have disabilities, or are a Veteran to serve on the coordination council. The FTA is beginning to enforce this requirement. Lindsay Bell noted that previously Territorial Transit had such representatives.

## PURPOSE AND STUDY OVERVIEW

The purpose of the meeting was to introduce the project, key concepts, and outcomes and to begin to solicit the perspectives of the participants. This meeting was a joint meeting of coordinating councils from the CYMPO region and Verde Valley.

Suzanne O'Neill reviewed the scope and identified the following areas of emphasis:

- Identifying local and long-distance transportation needs
- Doing an economic assessment to identify the value of transit. This will be completed with the support of Alexandria Wright of Prescott Valley Community College's Small Business Development Center. It will use national and local data, including that garnered from a detailed survey of agencies.
- Peer Review.

She noted that there are not many similar peers and asked stakeholders what they would like to learn from the review. Suggestions included:

- Authorizing legislation – how they are structured
- Reliance on state and federal funding versus local funding
- How they are funded
- Partnerships with private entities, including major employers
- Political issues
- Innovations they have found successful, i.e. mobility management models that have been successful in cities with some similarities to the Yavapai Region

The study will follow a standard planning process with:

- Goals, objectives and performance measures,
- Consideration of existing conditions
- Alternatives, ranked based on items such as how well they helped achieve the goals, feasibility, cost-effectiveness, etc.
- Preferred plan, with a project listing for those projects eligible for funding.

This plan will serve as the region's coordination plan. Chris Bridges emphasized the importance of getting all projects identified in the plan but also told the group that because this plan is in progress ADOT will honor requests for projects.

## GOALS

Stakeholders were asked to identify what they would like to see achieved through this plan, thinking about a three-year time frame. The following were identified:

- A one-call, one-click center
- Reduced congestion into Sedona
- Intra-county and Intra-county connections, including the following:
  - Verde Valley – Prescott
  - Yarnell/Congress
  - Mayer/Cordes Junction
  - Black Canyon City
  - Paulden/Seligman
- One pilot project, funded, wheels on the street, evaluated
- Aggressive evaluation of grant applications
- Have identified ways to best serve the needs of people, recognizing the variety of needs
- Increased mobility of the labor force
- At least one concrete step implementing a sustainable regional transit system
- At least one concrete step in breaking down funding silos or rules that prevent effective use of resources.
- Build financial stability for non-profit transportation providers

(Chris Bridges identified the last goal following the meeting. It is added here to keep all items together.)



## ECONOMIC VALUE OF TRANSIT

Charlotte Frei introduced concepts about how one can determine the value of transit based on a cost-benefit analysis. She illustrated a framework in which various categories of benefits were identified, and showed ones for which we will use national measures to set values and ones we will try to get actual regional numbers.

Alexandria Wright of Yavapai Community College is assisting and will support this effort by compiling and cross-referencing databases with information on jobs, job postings, and housing to determine the information such as the actual cost of lost wages when people cannot get to jobs.

Charlotte asked people to think about their agency's mission and the data they currently use to measure how well they are achieving that mission. Some of the following items were identified in discussion; some on comment cards provided for identifying these items. Paul Katan briefly described how Yavapai Health Department will be doing a health impact assessment in conjunction with this project and will be identifying measures to track community well-being.

### *Employment Transportation*

- Coordinating employer sponsored carpooling (number of carpools)
- Park-and-ride lots (number of parking spaces)
- Performance measures: LOS on roadways / population served
- Employment rate, particularly among populations such as Veterans
- Number of jobs not filled due to lack of transportation;

There was discussion about various data sources and ways to gather this information. Dee Skipton will share information from the surveys taken at their job fair October 19 in Prescott Valley. At the Yavapai College job fair in spring 2015, 35% of attendees were from Prescott Valley; this reinforces the need for transportation between the two markets.

### *Health Care Access*

- Higher re-admittance rates, especially for chronic diseases
- Missed or re-scheduled medical appointments (although providers said this is often due to offices rescheduling appointments, not lack of transportation)
- People miss or cut short dialysis due to transportation (frequency of dialysis treatments affected by lack of transportation)
- Healthy food access
- Elderly suicide rate
- Homeless population

Paul Katan will assist in identifying what is already measured and might be useful to track.

### *Use of Public Transit*

- Track number of existing routes mapped currently by category and how often they are run
- Track number of advertisements telling the public about the routes and times run
- Use 5311 e-filing system to require tracking information being sought. Funding would be contingent on information



- Measure trips provided by purpose:
  - Employment
  - Health care transportation needs (doctor appointments, pharmacies)
  - Shopping,
  - Social or entertainment, etc.

#### *General Needs for Transportation for Independent and Quality Living*

- How many people selling houses leave the county because other is inadequate transportation?
  - Churning in the housing market
  - Increasing the demand for assisted living that provides transportation
  - Increasing the costs for housing
- Reducing the number of people who live independently
- Number of students who don't get to school on a consistent basis due to transportation
- Number of students traveling via yellow school bus versus parents driving alone versus transit

## NEXT STEPS

A survey will be sent out to providers and human service / workforce centers to gather information that will be used to identify a wide range of information such as the costs of existing services, revenues used to pay for the services, transportation needs, and coordination options. This is being revised and will be sent out in the next few days. Team members will follow up with interviews to clarify information.

The next meeting will be held on October 20th from 1-3 PM, in Cottonwood,

# Yavapai County Regional Mobility Management Implementation Plan Meeting - Sept. 9, 2015

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# Meeting Notes: Yavapai Regional Mobility Management Implementation Plan

October 20, 2015, 1:00 PM

Board of Supervisors Chambers, Cottonwood

## PARTICIPANTS

Sign in sheets attached.

## MEETING OBJECTIVES

The purpose of the meeting was to present initial provider survey results, . This meeting was held in two locations, with participants on video from the Board of Supervisors chambers in Prescott.

Suzanne O'Neill presented information on each topic, and led discussion as described in the following sections.

## INITIAL SURVEY RESULTS

Twelve transportation providers and seven human service agencies responded to the survey – overall a 61% response rate. Key findings were:

- There is limited service except in the Verde Valley. There exists a good foundation for services, but many separate providers.
- There are strong volunteer programs, with two primary programs each having about 300 volunteers.
- The value of the volunteer contributions is greater than the local cash contributions to transit services, and both cash and the value of volunteers is significantly higher in the Verde Valley on a per capita basis than in the urbanized area communities.

The group discussed about whether the volunteer pool is saturated: can much more of the need for mobility be met with volunteers? Also, volunteers are easiest to obtain for local trips. There is a need to get folks from rural areas to doctors and shopping in urban areas.

There was discussion about the appropriate value for volunteer time: the IRS rate is around \$21 in AZ while typical drivers earn in the range of \$10 per hour. David Seigler and Steve Silvernale reported this rate. Rainbow Acres uses mostly volunteers but when paying drivers the rate is \$9 per hour. It was

decided that a \$12 hourly cost (including employer taxes, workers' compensation) was appropriate for local valuation while grant applicants would use the ADOT accepted IRS rate.

Steve Silvernale stated that \$12 seemed about right for driver costs but that he wanted to see a fair value – whereby there are different costs for transporting one person than 15 people.

Jacqueline Melli reviewed how ADOT considers costs.

## CONCEPTUAL ALTERNATIVES FOR MOBILITY MANAGEMENT

Suzanne identified key considerations for mobility management, from covering a broad spectrum of services and activities to being responsive and representing all partners. Given the dominant role of volunteer programs in the region, their voices will be important. She reviewed the service types, including companion services, specialized transportation, fixed route services, vanpool services and rent-to-own cars.

Fritzi Mevis said she thinks the missions of companion services and other transportation services are not compatible. She looks at it as moving people versus providing companionship and developing relationships. Suzanne asked about how she measures success. At People Who Care, part of the time is driving and part is appointment time, so Fritzi thought measures of time and purpose were appropriate.

Lindsay Bell agreed that different services have different goals and noted that sometimes contracts impose constraints. She noted that drivers may need additional training – for example, for some passengers with disabilities. Lindsay also noted that there is considerable competition for drivers as school districts and airport shuttle services routinely look for drivers.

Suzanne noted that many decisions on how to transport are made at the state level for DES, AHCCCS, and ALTECS. Lindsay responded that the cheapest option is mileage reimbursement, for all parties (provider, ADOT, USDOT). She said that although the state controls the human service programs, all providers are encouraged to contract out for transportation as it is much cheaper than providing in-house staff.

Suzanne presented a range of conceptual alternatives that covered core items (resource and fleet management, customer information, service development, advocacy and education, training).

She noted that an umbrella organization is needed to build a network of services to meet local and regional travel needs. It needs to include all service types. Basic options are to continue with the status quo, to tailor an organization to meet your needs using IGAs or contracts, or to use an existing structure such as an RTA or IPTA (although modifications would be needed).

There was wide-ranging discussion on governance options. David Seigler noted that much of the discussion was focused on a transit authority and wondered if that was the goal. Sandy Stutey asked if the region should consider tailoring an existing agency or create a new one? Kent Ellsworth asked if, under an umbrella organization, if local match could be shared? Verde Valley Caregivers Coalition has over 5,000 hours of unused volunteer hours and People Who Care also have many available match hours. Jacqueline Melli said resources are dwindling so it is important to think about matching differently. She will cover in-kind matching at the April workshop.



Vinny noted that CYMPO is working with NACOG toward developing agreements. They want ideas from the group that will help move them beyond discussion. The COG and MPO want to support these groups in meeting their missions. Fuel sharing? Training? Sharing vehicles? Grant writing? In-kind donations?

Kent noted that VVCC could use mobility management funds to do travel training for seniors and independent travel planning. RJ has used a train the trainer model for this, training case workers on how to use the bus service in the Verde Valley. She reported that referral groups get fewer calls now, but there are not statistics on how many trips individuals make.

David Seigler noted that a big issue is the deadhead miles with rural services. Their AHCCCS contract does not adequately reimburse for deadhead miles.

Sandy Stutey asked how one can effectively do mobility management without state or local support. Jacqueline Melli noted that states like AZ can have lower match rates and often come up with clever ideas. The State Trust fund was identified.

Fritzi Mevis made several points. She sees three groups that need to be addressed: special needs, companion, and general public transportation services. She suggests looking at what clients needs and go from there. Adult care needs people, volunteers trained to help the elderly and disabled. People who are not eligible for ALTCS is a group that needs services.

RJ said that Community Services and AAA routinely do surveys to assess needs. They have wait lists for all services (respite care, medical transportation, etc.). This is a broad-based community need, not an individual program need.

## MEASURING SUCCESS

Suzanne discussed potential performance measures. These included:

- Volunteers – how many, hours donated, for what services?
- Vehicle fleet – by type and use of vehicles; condition of fleets
- Passengers carried
- Clients served (unduplicated)
- Investment – Costs per trip, total spending, by type of service
- Value of local match:
- Cash
- Volunteers
- Level of Federal Transit Administration funding
- Employment access – jobs lost or not taken due to lack of transportation
- Medical access – appointments missed due to lack of access.
- Case worker time spent on transports that could be made independently.
- Independent living – impact of transportation on ability to remain in home (measured in months)



She passed out charts showing the capacity of organizations to coordinate and asked the questions about where each organization is today and what their goals are.

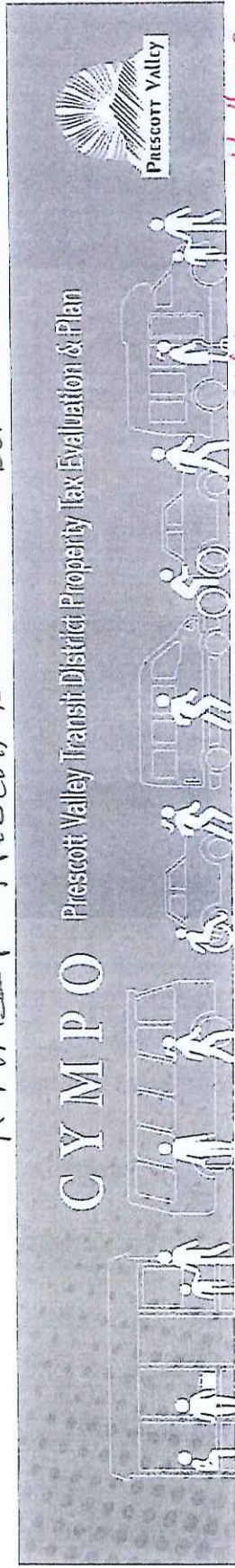
Steve Silvernale reported on one-stop centers on both sides of the mountain. Dee noted that Uber has a partnership with Goodwill in Phoenix that might be worth looking into. Kent suggested that appointments missed is an important measure. DHS keeps this data because insurance companies report it. Fritzi noted in may also show people who forget appointments or cancel trips.

DES may have failed employment searches due to lack of transportation. Could caseworker time spent transporting clients be tracked?.

## **NEXT MEETING**

The next meeting will be held on approximately the third week in January.

# RMMIP - Prescott BDS Chambers



8 Volunteers = 16 Hours

## Public Meeting October 20, 2015

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Ron Romley		710-9392	Rromley@aol.com
Dee Slifton		928-515-6540	deeida.slifton@goodwill.org



# CY MPO

Prescott Valley Transit District Property Tax Evaluation & Plan



17 volunteers = 14 hours

## Public Meeting October 20, 2015

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# CYMPO-NACOG STAFF MEETING

## Yavapai County Regional Mobility Management Agency Meeting

June 15, 2016

**Attendees:** Jason Kelly, NACOG; Chris Fetzner, NACOG; RJ Erickson, NACOG; Chris Bridges, CYMPO; Vinnie Gallegos, CYMPO; Suzanne O'Neill, Transit Plus; Patrizia Gonella, Jacobs

### *Integrating Mobility Management into MPO / COG Decision-making Processes*

The group discussed how to integrate the CYMPO and NACOG mobility management efforts, recognizing the overlapping boundaries, that passengers want to travel without regard to jurisdictional lines, and that both NACOG and CYMPO have specific responsibilities to their Boards.

NACOG has wrestled with the issue of how to integrate mobility management into their decision-making process. This includes looking at what works for mobility management and looking at how to delineate a programming process, similar to roadway projects, from project inception through implementation. One common thread they have found is the advantages of looking at programs on a County basis as this is the way many services are delivered and it reflects an established decision-making process that includes towns, cities, and each county. This meshes well with the RMMIP finding that a county-based program makes sense for transit in Yavapai County.

- A goal to strive for is providing countywide services instead of agency wide services.
- NACOG has had the best luck creating focused work groups that are issue-oriented to tackle specific mobility challenges that cross county (or other jurisdictional) boundaries.

### *Role of Public Sector in Decision Process / Potential for an RTA*

An ongoing issue is having public officials make final decisions, rather than non-profit entities. This needs to be kept in mind as the coordinating councils are structured. The county-based structure supports this objective. Longer term, an RTA (which is County-based) may be an option. An RTA will best provide the institutional structure to implement mobility management and transit programs. For an RTA to be successful it must include all modes. It would take at least 2-3 years to be instituted.

### *ADOT's View of Mobility Management*

ADOT views COG as lead for mobility management, not the MPO. This is how it is represented in the contracts, so it must be considered. ADOT also requires mobility managers to assure compliance with 5310 requirements among subrecipients.

### *Delivering Mobility Services*

In delivering mobility services it is important to think how to best deliver services to customers. The mobility management services will be similar, for NACOG and CYMPO, and many will cross borders. It may be useful to identify those that can be best delivered by one organization or the other, and those that can be shared (e.g. dividing up the providers for compliance work, data gathering, or technical support). This will support a more seamless integration of the programs.

There are other characteristics that may aid in deciding how to divide activities. NACOG and CYMPO are each planning organizations but NACOG also has experience in delivering services through programs such as AAA and Head Start. CYMPO will have a staff person on the ground for the urban area. NACOG already has a framework built for mobility management activities – from the listing of operators to the training program and data collection efforts.

### Joint Planning Area and General Structure of Coordinating Councils

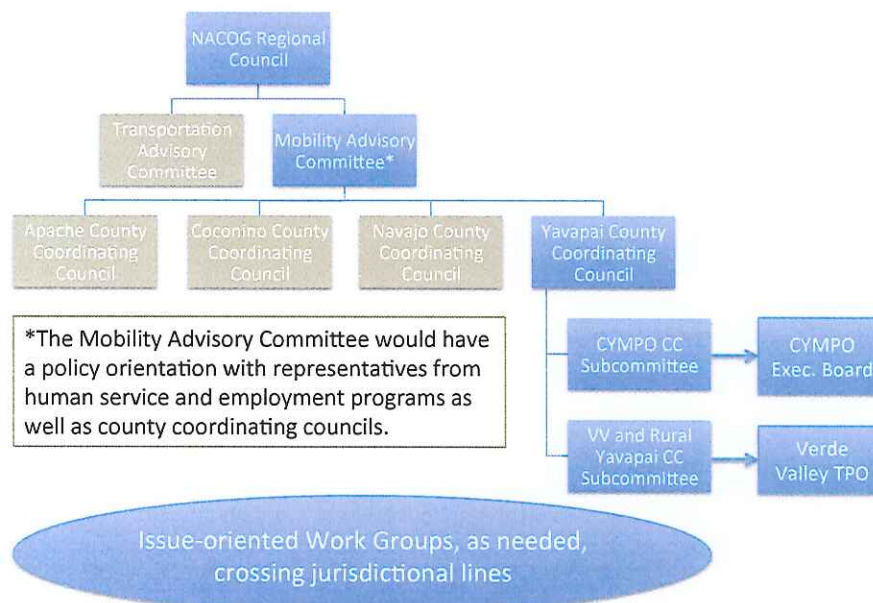
It was proposed and agreed that CYMPO and NACOG establish Yavapai County as a Joint Planning Area. An MOU will be crafted to identify the roles and responsibilities regarding the mobility management process. This MOU will remain fairly general, and more specific work programs can be developed annually to identify tasks and responsibilities for the upcoming year.

It was proposed that one unified coordinating council represent Yavapai County, with two sub-committees: one for the CYMPO area and one for the remainder of the County (Verde Valley and other rural areas). The CYMPO coordinating council can be appointed by the CYMPO Board and provide recommendations to the board regarding mobility management initiatives and projects. NACOG will create the Verde and rural Yavapai County subcommittee. Members from each of these subcommittees will be part of the unified Yavapai County Coordinating Council.

The Yavapai County Coordinating Council will work with NACOG at the regional level. NACOG is considering the development of a regional level Mobility Advisory Committee to funnel recommendations up to the NACOG Regional Council, parallel to the Transportation Advisory Committee. As proposed, the NACOG Mobility Advisory Committee would operate primarily at a policy level, and provide a forum to integrate transit, mobility management, human service, and employment access activities. A first-draft sketch of what the structure might look like follows.

### Possible Mobility Management Structure

First Draft – 6/29/2016



This NACOG Mobility Advisory Committee will establish the broad policy goals that are reflective of the overall NACOG vision in order to provide cross-county services to entire NACOG region, including Yavapai County. Each county-level group will in turn identify objectives and strategies for meeting these broad goals.



***Potential Countywide Mobility Management***

The development of a regional framework to promote active mobility management will likely take three to five years to accomplish. The group discussed some steps for how to move through the process and noted that it will be important to identify mobility goals and objectives countywide to help in identification of projects that nurture the vision for the region. At the same time, each region may have some specific objectives related to the overall goals.

While it is recognized that there are very different levels of service in Yavapai County, there are also similarities and issues that cut across the county. Both the Verde Valley and CYMPO region have extensive volunteer driver programs, yet the funding and sustainability of these programs is significantly different. Yavapai County gives money to different groups/transit providers but they do not coordinate to see how to best invest those funds. Also there is not standard reporting on how the money is spent or what mobility it provides. Coordination of funds distribution could go a long way in providing better services to the county residents.

For the Yavapai County coordinating council, there will need to be buy-in for the approach, and then it will be necessary to:

- Establish bylaws (including membership and voting rules),
- Identify overall goals and objectives
- Establish subcommittees, and
  - Define responsibilities of each
  - Set up the structure for reporting to CYMPO Executive Board, VVTPO, and back to full countywide coordinating council.
  - Identify strategies to meet the countywide goals and objective

Membership is a key issue as it is required that citizens representing various groups (the elderly, Veterans, individuals with disabilities, etc.) be included in the membership. It is also important to identify voting members; it is common to have only one voting member per organization/agency or advocacy group.

Finally, the group asked that we identify what CYMPO and NACOG need to do annually (in year 1, 2, 3) as the organizations work to establish the county-level coordinating council and sub-committees as well as the regional policy-level advisory committee at NACOG.

# Meeting Notes: Yavapai Regional Mobility Management Implementation Plan

April 4, 2016, 1:00 PM

Board of Supervisors Meeting Rooms – Prescott and Cottonwood

## PARTICIPANTS

The participants in Prescott were:

Fritzi Mevis	Stephen Silvernale	Ron Romley	Vincent Gallegos
Lindsay Bell	Sandy Stutey	Norm Davis	Suzanne O'Neill
Larry Richards	David Lavertue	Meredith Littlejohn	
Shirley Myrick	Marlyn Sumner	Yvonne Bartlett	
Joan Jongsma	David Seigler	Cheri Romley	

The participants in Cottonwood were:

Annick Desmeules	RJ Erickson	Kent Ellsworth
Thomas Thurman	Bruce Morrow	Patrizia Gonella

## MEETING OBJECTIVES

The purposes of the meeting were to discuss the draft interim report and to evaluate or select strategies. There were technical difficulties so it was not possible to show the presentation.

## INTERIM REPORT – FOUNDATIONAL ITEMS

### Key Findings, Challenges, and Issues.

Some key challenges are the aging of the population, the paucity of service in areas outside the Verde Valley, and uneven funding levels for mobility services. Measuring and communicating the value of transit services will be important. Another challenge is that there are many providers but no formal structure for oversight. In terms of resources, there are high levels of vehicles and volunteers, and strong local funding in Cottonwood. There is a need to strengthen local support, particularly in the urbanized area (Yavapai County provides solid support for the rural area), leadership, and the capacity for managing, delivering, and sustaining services.



Cheri Romley noted that churches provide a lot of transportation to their members and wondered if their ridership was included in the reported numbers. Suzanne responded that no, if they are not in the network of public funding they are not included.

Goals and Objectives. Draft goals and objectives were reviewed and then went to desired outcomes. She planned to could go back and have the group suggest revisions after reviewing desired outcomes and strategies but the meeting ran long so this was not done.

Suzanne noted that we want to look at the economic value of transit because there are significant benefits to providing transit services. Which of the items identified (Veterans, job access, medical care access, and non-motorized transportation) have most resonance, which have most value to this population (e.g. not just the value of a single trip, but the value of keeping a job could be 40 hours per week \* 4 weeks \* minimum wage for the person who is getting to work). Several items could be tracked; for example, tracking volunteer driver hours lets one leverage available funding.

Steve Silvernale asked about the rates of need for veterans in housing or jobs. If available housing does not grow at the same rate as the needs, the percentage will grow.

Expanding regional service in Central Yavapai County was a primary concern of the participants in Prescott. They noted that what they need is money and a framework to provide for and adequate level of service. It was noted that the vanpool program could support regional rides in corridors.

Governance and Management Foundation. At present there are a variety of organizations delivering services and with a variety of resources. A key question is how to move toward coordination?

Desired outcomes in this area are to provide a public governance structure to plan for, allocate, and manage resources. Coordinating councils that are part of the decision-making process are needed, along with continued mobility management. Three examples were provided for accountable public governance structures: a Regional Transportation Authority, Intergovernmental Agreements with a lead fiscal agency, or an Intergovernmental Public Transit Authority (if statute limit on population can be modified). Intergovernmental agreements might help avoid the creation of another agency.

Wants to shift purpose/activity intensity of regional

A suggestion for coordinating council was to structure them so things get done, not so people just show up for meetings. Effective regional coordinating councils develop skills over many years.

Dave Seigler commented that a good approach is looking at community needs and how our agencies or organizations fit in to those needs. If the need is more rides, then EVERY provider is giving more rides, and people are getting more jobs and more healthcare. As a group, if we focus on that goal, we can get there and move it forward if can come up with a plan for it.

Dave noted that he believes there are more vehicles that are needed. We need to move money from capital to other uses- volunteers, the managers/dispatchers for vehicles. Fritz said that funds are needed to support volunteer managers.

Sandy Stutey asked about the role of elected officials? The CYMPO board is elected officials in service

areas, so what role would county/regional government have in decision making process and in the coordinating council? Suzanne noted that is missing in terms of a framework, but the framework needs to include making final decisions about resources.

Someone from Cottonwood. It was asked if there is a site for people to match up rides on their own? Suzanne said traditional carpool matching allows people to post rides available and rides needed. Chris Bridges said informal carpooling already happening in parking lots throughout region. So it is happening now but how can it be formalized to help people? The younger generation is tech savvy, they could do this and reduce trips per year on highways and share costs. Carma is an example of an app for carpooling. The webpage could advertise this and drive people to options such as carpool matching, driving options, vanpool options – basically telling people what is available and how to use it.

Comments on moving forward on steps: Steve Silvernale said he sees having a governance structure as an abdication of the roles of elected officials. Suzanne suggested it's actually giving them more responsibility and requiring more of them. Steve said he believes the region would be devoting public dollars to compete with him. A governing body would be making decisions that affect him.

Suzanne noted that tracking how public funds are spent is the job of elected officials. This enables them to direct and protect public dollars. It was noted that participation is necessary to be eligible for Federal funds.

Suzanne noted that the successful agencies around the country have some sort of RTA or regional governing board with reps from all organizations. Another attribute all successful agencies have is a means for coordination. She envisions a Regional Coordinating Council for that purpose.

Cheri Romley noted that nonprofits are already stretched thin. They are doing things here that in other places a public agency would take on. For example, in Phoenix, a public housing authority might take on the need to provide housing for low-income families.

Suzanne said she believes the role of non-profits in Yavapai County is stretched to the limit. The region won't be able to move forward without providing a public governance structure. Sandy Stutey noted that Suzanne keeps bringing up CYMPO and wondered if they will they be calling first meeting? Suzanne responded that if CYMPO is willing to take on the organizing role on interim basis, that would be appropriate in order to get it going.

Vinny noted that his predecessor worked with Mobility Management about 5 hrs a week; now CYMPO has around 6-8 hours a week of mobility manager services. This is essentially responding to a few emails and a couple phone calls. Suzanne is talking about a full time job- up to 5 days a week.

Strategies and Actions. Seven strategies were identified in the report, and each was described.

- Vanpool program
- Customer information and referral
- Volunteer driver program support
- Mileage reimbursement



- Coordinated funding and grant writing
- Vehicle sharing
- Developing transit service

There was some discussion on vanpools, clarifying Federal funding can be used for vanpools that originate, travel through, or end in the urbanized area. It is important to keep travel patterns in mind when setting up parameters for vanpool program, including any geographic limits.

## STRATEGIES

The two groups each brainstormed, discussed useful strategies, and voted on the strategies they supported, with participants ranking them from 1-7. A total of 15 participants rated the strategies, tieh the following average results.

Strategy	Score
Customer Information & Referral	2.7
Volunteer Driver Support	3.0
Transit Service	3.7
Vanpool	4.3
Coordinated Grant Writing	4.3
Mileage Reimbursement	4.7
Vehicle Sharing	5.3

The participants described their votes and the reasoning behind their choices. In the Verde Valley area, the participants selected customer information and referral ad their number one priority and establishing a vanpool program as their number two priority. They also felt strongly that the governance activity of establishing an RTA needed to get underway. In Prescott the results were much more mixed where, developing regional transit services was the first priority, followed by volunteer driver support and then customer information. Even with the overall top priority of developing transit service, four participants ranked it as first but the remaining participant scores were varied. It should be noted that some of the strong supporters of a vanpool program were not present at the Prescott meeting, so this may not reflect the true sentiment of the whole group. However, it does point to the importance placed on strengthening regional transit services and to the need to develop a strong consensus about how best to move forward.

## NEXT MEETING

The next meeting will be held in August with a summary of the overall votes and presentation of an implementation plan.



# Regional Mobility Management Implementation Plan for Yavapai County

April 2, 2016

Name	Organization	Phone/E-Mail
1 David Lavertue	NIAAHCS, Dept of VA	david.lavertue@va.gov
2 Marilyn Summers	Yavapai BDS Dist. 2	928-771-3393 marlyn.summers@yavapai.us
3 Suzanne O'Neill	TransitPlus	
4 David Seigle	New Horizons DEC	(928) 899-8878
5 Ron Romley	YRT	Romley@aol.com
6 Norm Davis	Town of Prescott Valley	ndavis@pvalz.net
7 Meredith Littlejohn	Adult Care Services	meredith@adultcareservices.org
8 Joanna Baulch	UWPC	





## Regional Mobility Management Implementation Plan for Yavapai County

April 2, 2016

Name	Organization	Phone/E-Mail
9 Fritz, Lewis	People Who Care	PeopleWhoCare.net
10 Lindsay Bell	VRT Foundation + Territorial Transit	M-L Bell@msn.com
11 Larry Richards	New Horizons DSS (Grants)	(928) 499-7886 lrichards@newhorizonsdss.org
12 Shirley Myrick	ICHD	928-636-7881 x 4106
13 Jean Doughty	NARU	928-713-4114
14 Steve Silverado	Pasco Transit	(928) 778-7978
15		
16		



# Regional Mobility Management Implementation Plan for Yavapai County

April 2, 2016

Name	Organization	Phone/E-Mail
ANNICK DESMEULES	NACOG- COMMUNITY SERVICES	(928) 300-0894 adesmeules@nacog.org
TOM THURMAN	YAVAPAI CO B.O.S.	web. bos. District 2 & Co. YAVAPAI, AZ. U.S
BJ ERIKSSON	NACOG	480-220-3310 BTERIKSSON@NACOG.ORG
BRUCE MORRIS	CAT - City of Cottonwood	928 340-2153 bmorris@COTTONWOODAZ.GOV
Kent Eriksworth	Verde Valley Caregivers	928-204-1238 kent@verdevalleycaregivers.org
Patrizia Gonnelle	Jacobs	602 650 4942 patrizia.gonnelle@jacobs.com



# Meeting Notes: Yavapai Regional Mobility Management Implementation Plan

August 1, 2016, 1:30 PM

Town of Cottonwood Recreation Center Meeting Room

## PARTICIPANTS

The participants in person at the meeting are listed on the attached sign-in sheet and include:

Fritzi Mevis	Janet	Lindsay Bell	Patrizia Gonella
Sandy Stutey	Kent Ellsworth	Bruce Morrow	Vincent Gallegos
Thomas Thurman	Stephen Silvernale	Robert	Suzanne O'Neill
Kevin Jones	Jason Kelly	RJ Erickson	

## MEETING OBJECTIVES

The purposes of the meeting were to discuss the implementation plan strategies and actions as well as to identify preferences for governance, including organizing the CYMPO coordinating council on an interim basis. This meeting was a joint meeting of coordinating councils from the CYMPO region and Verde Valley.

## IMPLEMENTATION PLAN – REVISED GOALS

After introductions, Suzanne O'Neill reviewed the key implementation plan activities, describing them from the perspective of the goals and objectives.

Institutional and Management Structure. Goal A contains a strategy for long-term development of a governance option that covers all passenger transportation services as well as some interim activities. A series of steps are identified for building a consensus regarding governance for passenger transportation. One interim strategy is for CYMPO and NACOG to develop, for the County, a Joint Planning Area for transportation. Another is to establish a formal structure for CYMPO's coordinating council, including a defined way of working together with providers from the Verde Valley. Another objective is to strengthen management capacity and succession planning among providers.

Participants voice some confusion about the extent to which this is an urbanized area plan and the extent to which it includes the rest of Yavapai County. Suzanne responded that it was serving two purposes: providing a coordination plan for the urbanized area but doing so within the context of the needs of Yavapai County as a whole. Many providers serve rural and urbanized areas of the County,

there is a need to address mobility between rural and urban areas, and the governance issues need to be considered for the entire County. The CYMPO Coordinating Council is discussed more below.

Supervisor Thurman asked if the governance options didn't exceed CYMPO's authority. Suzanne said that MOUs or IGAs would be used to define how the jurisdictions agree to work together and share responsibilities. A consensus about any decisions on governance would need to be reached among all parties – or all interested parties – and then defined in an MOU or IGA.

Develop Financial Resources. A key activity in this area is to develop the ability to access the FTA funds. Until the urbanized area is re-designated as a direct recipient of FTA funds, it won't be possible to begin the vanpool program. They are also needed for YRT to better serve urban area bus stops.

Janet (Beaver Creek Transit) said she thinks it is important to change the mentality that money needs to be spent where the most population lives; the connections between rural and urban areas are very important. She also suggested identifying other funds used for transportation from Federal agencies such as the departments of Agriculture, Interior, or potentially HUD. Kent Ellsworth noted that a key to sustainability is financial stability.

The other key activity in this area is developing a funding and advocacy plan. It will be necessary to raise local match funding to effectively use the Federal urbanized area funds. Stakeholders stated the importance of this, not only for maintaining existing services but for developing new or expanded transit services in the urbanized area. Development of transit services remains an important goal for many in the urbanized area. While CYMPO will largely be responsible for accessing FTA urbanized area funds, subcommittees are suggested for moving along the other activities.

Performance Measures. Being able to track performance and use it both to improve service delivery and inform elected officials and funders about the effectiveness of transit is also an important part of developing financial resources. It is important to tell the story. Some suggested performance measures are included that cross program boundaries.

Developing Transit Services. This goal includes the van-pool program as well as strengthening regional transit services. Robert of Yavapai-Apache Transit offered to work cooperatively with others in developing regional transit. He would like to connect with Navajo Transit System in the future and others, like connecting Camp Verde and Prescott using Tribal service and funding.

There was broad discussion of transit service development and the need to seek more local match. Lindsay suggested broadening goal D-2, noting that a regional approach works best and an effective strategy is to support existing services, expand them, and fill in the gaps.

Steve Silvernale wants to operate Citibus with 5307 funds. He also described the new Section 5311(f) service he will be operating beginning in October of 2016. Using over-the-road coaches he will operate three trips daily between Prescott and Phoenix, stopping at Prescott Valley, Dewey-Humboldt, Spring Valley, and Black Canyon City. The Phoenix stop will be at the Greyhound station near the airport. The adult fare between Prescott and Prescott Valley is \$5, and the adult fare to Phoenix is \$10.

Lindsay suggested looking at how to support centralize volunteer recruitments for drivers, and also how to support grant writing with agencies. It was suggested that "Hopefest" volunteer departments from Goodwill could help identify volunteers



Customer Information. A committee is also suggested to develop uniform information, and a sample web-page has been prepared by Patrizia to start the committee off.

Fleet Management. These activities will be largely undertaken by the mobility manager.

Top Priorities.

- Access 5307 funding
- Settle the organizational structure for CYMPO
- Develop a financial plan
- Fill in the gaps and expand services

## COORDINATING COUNCIL STRUCTURE

The Verde Valley has a strong council, while in the CYMPO region a more formalized structure is needed. The group was asked to complete a short questionnaire to help with putting together draft bylaws. In discussion, the participants indicated a continued desire to work together on County issues.

## NEXT MEETING

The next meeting will be held on September 12th from 1-3 PM, in Prescott and emphasize review of the final plan and discussion of bylaws for the urbanized area group.



**CYMPO**  
Central Yavapai Metropolitan  
Planning Organization



**CYMPO**  
Central Yavapai Metropolitan  
Planning Organization

# Regional Mobility Management Implementation Plan Meeting

DATE: August 1, 2016

**PLEASE PRINT**

**SIGN-IN SHEET**

NAME	ORGANIZATION (If Applicable)	E-Mail Address	Phone
Dee Shuman	Goodwin of Cent.	deediea.shipton@goodwin.org	928-398-6020
Heather Seets	Yavapai County	hseets@courts.az.gov	928-777-3067
Heather Klomparens	Yavapai County	heather.klomparens@yavapai.us	634-6857
Yvonne Napolitano	Adult Care Services	yvonne@adultcareservices.org	928-441-1021
DAVID Seiger	New Horizons DEC	dseiger@newhorizonsdec.org	(928) 899-8878
THOMAS THURMAN	Yav. Co Super Dist 2	web.bos.District 2 @ Yavapai.us	928-533-8962
Kentellsworth	Vanderbilt Caregivers	kentellsworth@vncaregivers.org	928-204-1238
Bruce Morasch	City of Cottonwood	bmorasch@cottonwoodaz.gov	928-340-2755
Lindsay Bell	Territorial Transp. Center / Yavapai Transit Foundation	l-bell@msn.com	928-899-2976 928-778-0348 (H)
Kim Meller	vncaregivers	Kim.meller@vncaregivers.org	928-204-1238
Stephen Craver	City of Sedona	scraver@sedonaaz.gov	928-203-5059
Shirley Myrick	Inner Mountain Centers	ShirleyM@ICM.net	928-636-2881
Fritzi Rhavis	People Who Care	pwrc@cablenet.net	928-445-2480
Cathy McLaughlin	Hozhoni Fdn.	cmclaughlin@hozhoni.com	928-445-6996
Janet Anis	Beaver Creek Transit	janet19@bct.com	928-301-2777





# Regional Mobility Management Implementation Plan Meeting

DATE: August 1, 2016

PLEASE PRINT

# SIGN-IN SHEET

[illegible]



**Working together to  
assist Yavapai  
County residents  
meet their mobility  
needs.**



# YAVAPAI MOBILITY MANAGEMENT

## How can we assist you?

From commuter transportation to specialized transportation, there are many resources within Yavapai County. Explore the website to find out what is available for your travel needs.

## Transportation Resources

Follow this link to see the array of services and resources available in Yavapai County and its communities.

## For more assistance, contact us!

**Central Yavapai County**     **Verde Valley & Rural Yavapai Co.**  
*Prescott, Prescott Valley, Chino*     *North and South Yavapai Co, Verde Valley,*  
*Dewey-Humboldt*     *Camp Verde, Black Canyon City*

Vincent Gallegos  
CYMPO Mobility Coordinator  
[Vincent.Gallegos@yavapai.us](mailto:Vincent.Gallegos@yavapai.us)  
(928) 442-5730

RJ Erickson  
NACOG Mobility Manager  
[rjerrickson@nacog.org](mailto:rjerrickson@nacog.org)  
(928) 213-5253

SAMPLE WEB PAGE FORMAT



# TRANSPORTATION RESOURCES

YAVAPAI COUNTY GOVERNMENT

## ABOUT TRAVEL OPTIONS

- Mobility Coordinator
- Services Handbook
- Volunteer
- Additional Resources
- Pedestrian and Bike Paths

## SERVICES



Fixed Bus Routes



Paratransit



Volunteer Driver Programs



Taxis, Shuttles, Uber



Air, Rail, Inter-County Bus



Rideshare & Park-n-Ride

# Mobility Coordinator

## "Mobility maintains and improves quality of life..."

In the Yavapai County Mobility Management program we are committed to assisting residents by coordinating, informing, educating, and developing solutions to personal mobility needs.

Although as coordinator I do not physically provide transportation, I can help individuals seek solutions to particular transportation situations facing them or their families.

All of us are facing a point where we will be mobility challenged in some form and through education we can all be better prepared to face life without being able to drive. Illness, hard times, or vehicle replacement and operating costs can quickly force unpleasant situations upon any of us.

Remaining in our own home as long as possible is an important goal of all residents and by pooling our resources we can strive to make this a reality for as many people as possible in Yavapai County. Please feel free to fill out this [form](#) or contact us to discuss how we might be able to help bring information or services to you or your loved ones.

Vincent Gallegos  
CYMPO Mobility Coordinator  
[Vincent.Gallegos@yavapai.us](mailto:Vincent.Gallegos@yavapai.us)  
**(928) 442-5730**

RJ Erickson  
NACOG Mobility Manager  
[rjerrickson@nacog.org](mailto:rjerrickson@nacog.org)  
**(480) 220-3310**



# Mobility Coordinator (form)

## Transportation Contact Form

Please fill out as much of the following form as you can to help me understand what needs you and your loved ones are facing. We are committed to protecting your privacy. I will not disclose your personal information without your consent; however, I may contact you to discuss how the organization can better serve your needs.

Name and Contact Information	
First:	Last:
Email:	Phone No.:

Specific Personal Needs			
Disability <input type="checkbox"/>	Veteran <input type="checkbox"/>	Medicaid <input type="checkbox"/>	Financial <input type="checkbox"/> Senior <input type="checkbox"/>
Other:			

Describe your transportation needs below

# Service Handbook

The *Yavapai County Transportation Services Handbook* is available.

The handbook is designed to help you and your loved ones locate safe, affordable transportation options and to put you in touch with local social service agencies that have programs designed to fit your mobility needs (link to handbook)



# Volunteer

In our communities there is always a need for volunteering. If you or someone you know is interested in volunteering, please contact the Yavapai County Mobility Coordinator who can discuss your desire to support and help our community.

Vincent Gallegos  
CYMPO Mobility Coordinator  
[Vincent.Gallegos@yavapai.us](mailto:Vincent.Gallegos@yavapai.us)  
(928) 442-5730

RJ Erickson  
NACOG Mobility Manager  
[rjerrickson@nacog.org](mailto:rjerrickson@nacog.org)  
(928) 213-5253

# Additional Resources

## For Drivers



This [website](#) includes:

- Instructions on what to do in an emergency situation or in inclement weather
- Resources explaining how mature drivers and their families can prepare for and adapt to changes in driving habits that are necessary as the result of the aging process
- Tools that teen drivers and their parents can use to promote safer driving practices
- Senior Driver Training at (insert Location)

## For Transit Users



This [website](#) includes:

- Tips for taking public transportation for mature consumers.
- Videos from the American Association of Retired Persons (AARP) explaining how to plan a bus trip, how to ride the bus, and how to access additional services.
- Documents that explain the rights and responsibilities of riders under the Americans with Disabilities Act (ADA).

SAMPLE WEB PAGE FORMAT

## For Cyclist & Pedestrians



This [website](#) includes:

- Information on how to walk and bike safely in small towns, suburbs, or big cities.
- Videos for adults and children from the National Highway Traffic Safety Administration (NHTSA) on bicycle safety.
- Materials for parents and caregivers to prevent child bicycle crashes.
- Links to training materials and educational resources available through the League of American Bicyclists and the Pedestrian and Bicycle Information Center.

Our educational websites contain links to videos, brochures and other materials designed to help individuals and families in Yavapai County learn more about transportation issues. Materials are available to view and/or download. Adobe Acrobat Reader will allow you to view and print the PDF files. You can download a FREE copy of [Adobe Acrobat Reader](#) from the Adobe website. After downloading and installing Adobe Acrobat Reader, you can click on a hyperlink to view and/or print your selected document.



# For Driver

## Handling Emergency Situations & Inclement Weather

- Video 1: Driving Emergencies, click [here](https://www.youtube.com/watch?v=eLUpSeIOepo) (<https://www.youtube.com/watch?v=eLUpSeIOepo>)
- Video 2: Stuck Accelerator, click [here](https://www.youtube.com/watch?v=80CwVVuN4_c) ([https://www.youtube.com/watch?v=80CwVVuN4\\_c](https://www.youtube.com/watch?v=80CwVVuN4_c))
- Video 3: Tire Blowout, click [here](https://www.youtube.com/watch?v=9LHmeuzhH4o) (<https://www.youtube.com/watch?v=9LHmeuzhH4o>)
- Video 4: Run Off Road, click [here](https://www.youtube.com/watch?v=KevWgHwvtvXk) (<https://www.youtube.com/watch?v=KevWgHwvtvXk>)

## Resources for Mature Drivers

"The fact is, we are all changing, all of the time. As we age, changes in our strength, mobility and flexibility; vision and scanning skills; and the speed at which we can process visual information make us less comfortable and less in control behind the wheel." Thankfully, the folks at AAA have produced this [video](#) and supplemental document called "Smart Features for Mature Drivers," a brochure designed to increase driver flexibility, a self-assessment for drivers over age 55, and a guide designed to help families and friends know when it is time to intervene. Drivers over age 50 can also take advantage of this online driver safety program from the [AARP](#). (<https://www.youtube.com/watch?v=ww1OKPOZNIw>)

## Resources for Teen Drivers

"Car crashes are the leading cause of death among 15- to 20-year-olds. In 1997, AAA launched a nationwide campaign called Licensed to Learn, a program designed to improve teen driver safety by raising awareness of the severity of the problem, bolstering driver education and improving the licensing process." The following documents from [AAA](#) help explain and promote safe practices for teenage drivers.

**Teen Crashes: Everyone is At Risk (Pdf)**

**Parent-Teen Driving Agreement (Pdf)**

# For Transit Users

## **Resources for Mature Riders**

### **The Getting Around Guide: An AARP Guide to Walking, Bicycling, and Public Transportation**

"This guide can help you take advantage of fun, healthy, and economic ways for getting around your community. It provides tips for walking, biking, and taking public transportation or other transportation options, including how to find and use them, and what you can do to advocate for change, whether you live in a small town, suburb, or big city." **AARP Getting Around Guide (Pdf)**

### **How to Ride the Bus: An AARP Video Series**

"Taking the bus can open new possibilities, offering a safe and convenient way to go shopping, visit friends, or travel to a medical appointment. For first-time riders, however, the idea may seem daunting. Simple preparation will go a long way toward easing that fear." For planning your trip, taking your trip and additional services click [here](http://www.aarp.org/home-garden/transportation/info-7-2010/ride_the_bus--its_easy/) ([http://www.aarp.org/home-garden/transportation/info-7-2010/ride\\_the\\_bus--its\\_easy/](http://www.aarp.org/home-garden/transportation/info-7-2010/ride_the_bus--its_easy/))

## **Resources for Riders with Disabilities**

Easter Seals Project Action's mission "is to promote universal access to transportation for people with disabilities under federal law and beyond by partnering with transportation providers, the disability community and others through the provision of training, technical assistance, applied research, outreach and communication." They have produced the following documents--"Getting On Board: Facts for Customers of Motorcoach Service," "Frequently Asked Questions About Service Animals," & a "Transit Customer Bookmark"--to help riders with disabilities better understand their transportation rights under the Americans with Disabilities Act.

### **Getting On Board: Facts for Customers of Motorcoach Service (Pdf)**

### **Frequently Asked Questions About Service Animals (Pdf)**

### **Transit Customer Bookmark (pdf)**



# For Cyclist & Pedestrians

## The Getting Around Guide: An AARP Guide to Walking, Bicycling, and Public Transportation

### The Getting Around Guide: An AARP Guide to Walking, Bicycling, and Public Transportation

"This guide can help you take advantage of fun, healthy, and economic ways for getting around your community. It provides tips for walking, biking, and taking public transportation or other transportation options, including how to find and use them, and what you can do to advocate for change, whether you live in a small town, suburb, or big city." **AARP Getting Around Guide (Pdf)**

## Bicycle Safety

"The National Highway Traffic Safety Administration encourages "bicycling as an alternate mode of transportation to motor vehicle travel. [Members of the NHTSA also] work with partners to reduce injuries and fatalities through education, enforcement, outreach, and legislative efforts." These brochures and videos were designed to help adults and children learn safe cycling habits.

- **Video:** The NHTSA's "Bicycle Safety Tips for Adults," click [here](https://www.youtube.com/watch?v=C_IOLnNsihQ&feature=related) ([https://www.youtube.com/watch?v=C\\_IOLnNsihQ&feature=related](https://www.youtube.com/watch?v=C_IOLnNsihQ&feature=related))
- **Video:** The NHTSA's "Bike Safe, Bike Smart," click [here](https://www.youtube.com/watch?v=uBGW8j__Jsg) ([https://www.youtube.com/watch?v=uBGW8j\\_\\_Jsg](https://www.youtube.com/watch?v=uBGW8j__Jsg))

### Bike Safety for Adults (Pdf)

### Prevent Bicycle Crashes: Parents & Caregivers (Pdf)

## Links of Interest

- The [League of American Bicyclists](#) has the mission to "promote bicycling for fun, fitness and transportation and work through advocacy and education for a bicycle-friendly America." Their website contains information on available trainings they conduct as well as what you can do to get involved with cycling in your community. ([www.bikeleague.org](http://www.bikeleague.org))
- The Pedestrian and Bicycle Information Center has resources on [bicycling](#), [walking](#), and developing [safe routes](#) for children to take to school. ([www.pedbikeinfo.org](http://www.pedbikeinfo.org))
- Others

# Pedestrian & Bike

- Shared-use path summary information and maps
- Bike route maps
- Bike rental and bike sharing information





# Fixed Route Bus Service



Cottonwood Area Transit (CAT) provides local bus service in Cottonwood, Clarkdale and Verde Village - Monday thru Friday 6:45 AM to 6:45 PM Every 45 minutes.

They operate the Verde Lynx providing commuter service from the Cottonwood Library to Sedona

[www.cottonwoodaz.gov/cat.php](http://www.cottonwoodaz.gov/cat.php)

[CAT Guide \(click\)](#)

📞 928. 282.0938



Yavapai Regional Transit provides local bus service to Chino Valley, Prescott, and Prescott Valley residents.

[www.yavapairegionaltransit.com](http://www.yavapairegionaltransit.com)

📞 928.636.3602

[YRT Guide 1](#) [YRT Guide 2](#)



YAVAPAI-APACHE TRANSIT

Yavapai-Apache Transit ...

📞 928.649.7129

# PARATRANSIT and SPECIALIZED TRANSPORTATION SERVICES

**What is Paratransit?** It is a specialized, door-to-door transport service for people with disabilities. The Americans with Disabilities Act (ADA) requires that fixed route transit systems provide paratransit services to complement fixed route services in order to provide equal access to persons who are not able to ride fixed-route public transportation. This may be due to an inability to: board, ride or disembark independently from any readily accessible vehicle on the regular fixed-route system.

In Yavapai County, CAT provides Paratransit services. Information on eligibility, based solely on the person's functional ability to use the fixed route buses, is available through CAT's website ([LINK](#))

## **What if I am a client of a human service program?**

Many human service programs purchase transportation for their clients. If you are an AHCCCS or ALTCS client, if you receive services for individuals with developmental disabilities, or if you participate in adult day care, your program may provide you with transportation to and from program activities. **Click [here](#) for more information on program transportation services.**



# PARATRANSIT and SPECIALIZED TRANSPORTATION SERVICES

**Who is Eligible?** Eligibility focuses solely on the person's functional ability to use the fixed route service and is determined using this [application](#).



**CAT Paratransit** provides origin to destination transportation services for persons with disabilities who are unable to use CAT fixed route buses. Service is provided to locations that are within 3/4-mile of a fixed route bus stop. The services are shared-ride and require reservations be made by 5:00 p.m. the day before. Vans pick riders up at the curb by their home, and drop them at the curb by their destination. For more information or a paratransit eligibility application, call CAT at (928) 634-2287 or visit [www.cottonwoodaz.gov/cat.php](http://www.cottonwoodaz.gov/cat.php)

## **What other specialized services are available in Yavapai County?**

A variety of other providers can offer door-to-door or door-through-door services. There are several volunteer driver programs, some of which provide assistance beyond transportation, New Horizon's Disability Empowerment Center, and the Town of Prescott Valley provides limited taxi vouchers for individuals meeting program requirements. A wide range of taxi services are also available for all consumers. **Click here for more information on specific providers.**

# Volunteers Driver Program



**Verde Valley Caregivers Coalition** provides volunteers, programs and services to support adults in need of assistance in maintaining their independence and quality of life at home, including transportation. The Verde Valley Caregivers Coalition primarily serves the Verde Valley. [www.vvcaregivers.org](http://www.vvcaregivers.org)

**People Who Care** provides volunteers to support adults in need of assistance in maintaining their independence and quality of life at home, including transportation. People Who Care primarily serve Prescott, Prescott Valley, and the surrounding area.

**The Disabled American Veterans....**

**Beaver Creek Transit** serves Montezuma and Rimrock areas...

**The Mayer Senior Center ...**

**Volunteers in Yarnell and Congress ...**

[Programs Links](#)



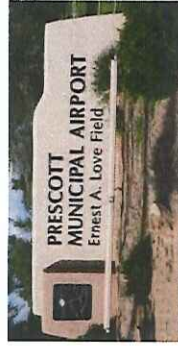
# TAXI, SHUTTLE, UBER

Either list all providers (and keep them up to date) or describe that a wide range of private providers are available for local, regional, and medical services, with general information on pricing (expected rates for different services), geographic availability of services, and the days and times services are available.



Uber is available in Prescott, Arizona! In fact, there is an app for that available on both iPhone, Android and Windows phones! The following link will show you how to use Uber.  
<http://www.uberrideguide.com/how-to-use-uber/>

# AIR, RAIL, AND INTER-CITY BUS



Prescott Municipal Airport (PRC), also known as Ernest A. Love Field serves a range of aeronautical activities include recreational flying, corporate aviation, aviation businesses, flight training and commercial airline service.


[www.prcairport.com](http://www.prcairport.com)

 928-777-1114




Phoenix Sky Harbor International Airport (PHX) is the main airport for the Greater Phoenix area. Sky Harbor serves more than 100 domestic and international destinations.

[www.skyharbor.com](http://www.skyharbor.com)

 602-273-3300



Amtrak's Southwest Chief route travels between Chicago and Los Angeles with a daily stop in Flagstaff at 8:51 PM westbound and 4:36 AM eastbound. <https://www.amtrak.com/southwest-chief-train>

 800. 872.7245



The Greyhound Terminal in Flagstaff has daily departures between Flagstaff and Phoenix on Interstate 17 with a bus stop the Middle Verde Valley, approximately half way to Phoenix and about 50 miles from Flagstaff.

[www.greyhound.com](http://www.greyhound.com)

 800.231.2222



# **RIDE SHARE & PARK-N-RIDE**

Information about vanpools and carpools  
Park & Ride Locations for transit or ride share  
opportunities (vanpools and carpools)