



*Central Yavapai
Metropolitan Planning
Organization*

*COORDINATED
PUBLIC TRANSIT-
HUMAN SERVICES
TRANSPORTATION
PLAN*

2010 UPDATE

*Central Yavapai
Metropolitan Planning Organization
7501 E. Civic Circle
Prescott Valley, AZ 86314
(928) 759-5520
jknight@pvaz.net*



This report was prepared in cooperation with Yavapai County, City of Prescott, Towns of Prescott Valley, Chino Valley, and Dewey-Humboldt, the Arizona Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.

Accepted on January 19, 2011
By the
Central Yavapai Metropolitan Planning Organization
Executive Board

Chairman, **Ron Romley**, Vice-Mayor, Town of Chino Valley
Vice-Chairman, **Mike Flannery**, Councilman, Town of Prescott Valley Secretary
Treasurer, **David Nystrom**, Councilman, Town of Dewey-Humboldt
Member, **Carol Springer**, Yavapai County Supervisor, District 1
Member, **William “Bill” Feldmeier**, State Transportation Board
Member, **Mary Ann Suttles**, Councilwoman, City of Prescott

ACKNOWLEDGEMENTS

The Central Yavapai Metropolitan Planning Organization would like to acknowledge the efforts of all the participants involved in the planning process to develop the Coordinated Public Transit-Human Services Transportation Plan. Special thanks go to individuals from the region’s human service agencies, public and private transportation providers, community organizations and the public for providing valuable input on the many facets of human services transportation.

TABLE OF CONTENTS

Chapter 1 - INTRODUCTION	7
Purpose	7
Historical Perspective	7
Regional Transportation Planning Process	10
Public Participation Process.....	12
Chapter 2 – CYMPO REGION OVERVIEW	16
CYMPO Area.....	16
Community Profiles	16
Transportation Disadvantaged Population	20
Regional Employment Data.....	22
Chapter 3 – PUBLIC TRANSIT & HUMAN SERVICES	
TRANSPORTATION PROGRAMS	25
General Public Transit	25
General Public Transportation Providers.....	26
Chapter 4 – STATE & LOCAL ISSUES	37
State Issues.....	37
Local Issues.....	40
Prioritizing Local Issues.....	44
Chapter 5 – STRATEGIES, PROJECTS & PRIORITIES ,.....	46
Strategies.....	46
Projects and Priorities.....	46
Chapter 6 – HUMAN SERVICES TRANSPORTATION APPLICATION	
PROCESS & PRIORITIES	50
FTA Program Descriptions.....	50
ADOT Evaluation Criteria	51
Review Procedure & Application Priorities	53

Table of Contents *(Continued)*

- Appendix A:** February 8, 2010 Grant & Planning Workshops Attendance List
- Appendix B:** February 8, 2010 Grant & Planning Workshops Presentation
- Appendix C:** February 8, 2010 Grant & Planning Workshops Coordination Strategy Issues
- Appendix D:** November 18, 2009 Transportation Planning Summit “*Smart Move: Expanding Transportation Options*” Attendance List
- Appendix E:** November 18, 2009 Transportation Planning Summit *Smart Move: Expanding Transportation Options* Summary of Outcomes

TABLES

Tables		Page
Table 1	Elderly Population 2000 US Census	21
Table 2	Populations with Disabilities 2000 US Census	22
Table 3	Low Income Populations	22

FIGURES

Figures		Page
1	CYMPO Planning Boundary	17

Report Organization & Content

The 2010 Public Transit/Human Services Transportation Coordinated plan is presented in six Chapters. Chapter 1 provides the context for the Coordinated Plan and the regional planning process. The characteristics of the region are portrayed in Chapter 2. Chapter 3 describes the current status of public transit and inventories the transportation services currently provided within CYMPO's boundaries. Chapter 4 identifies state and local needs and issues to consider in developing strategies to improve transportation efficiencies through coordination. In Chapter 5, strategies and prioritized projects for addressing needs are described. Chapter 6 details the human services application process and priorities, and it also includes a summary of the applications received by CYMPO for 2010 funding.

CHAPTER 1 — INTRODUCTION

Purpose

The Coordinated Public Transit-Human Services Transportation Plan was developed to meet a requirement of SAFETEA-LU, the 2005 Federal Surface Transportation authorizing legislation. The Federal goal is to support more and better coordination across human service and public transportation programs. Specifically, the human service client groups being addressed in the Plan are those with mobility limitations caused by age, disability, or income.

To further strengthen the role of this policy plan, the Federal Transit Administration requires that any projects which have been submitted for funding for certain Federal Transit Administration programs are consistent with the Coordinated Plan. These programs are Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access/Reverse Commute), and Section 5317 (New Freedom). The Plan not only establishes eligibility for federal funding for these programs, but it also provides strategies to address gaps in the provision of transportation services.

The plan is a locally developed document that addresses general direction for coordination efforts. The FTA has four specific requirements that must be met:

1. An assessment of available services that identifies current transportation providers (public, private and non-profit);
2. An assessment of transportation needs for individuals with disabilities, older adults and people with low incomes;
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
4. Priorities for implementation based on resources from multiple program sources, time and feasibility for implementing specific strategies and/or activities that have been identified.

This 2010 update to the April 2008 Update Coordinated Plan meets these requirements, and includes the list of current applications sent to the Arizona Department of Transportation for funding for the FTA programs mentioned above.

Historical Perspective

Transportation plays a critical role in providing access to employment, health care, education, community services, and activities necessary for daily living. This importance is underscored by the variety of transportation programs that have been created in conjunction with health and human services programs and by the significant federal investment in accessible public transportation systems throughout the nation.

However, transportation services are often fragmented, underutilized, or difficult to navigate, and they can be costly because of inconsistent, duplicative, and often restrictive federal and state program rules and regulations. In some cases, narrowly focused programs leave service gaps, and transportation services are simply not available to meet certain needs.

This situation has given rise to an emphasis at the federal and state levels on strong and consistent coordination of transportation services. It is essential for states and communities to identify transportation service gaps, reduce transportation duplication, create more efficient and productive services, and build local partnerships in developing coordinated plans such as this one.

United We Ride

On February 24, 2004, President Bush issued Executive Order #13330 “to improve mobility, employment opportunities, and access to community services for persons who are transportation-disadvantaged...” The Order was the result of several years of work at the federal level to develop a framework for improving coordination in human services transportation. Human services transportation includes a wide range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, people with disabilities, and those with lower income.

Executive Order #13330 also established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM) which functioned to:

- a) Promote interagency cooperation and the establishment of appropriate mechanisms to minimize duplication and overlap of Federal programs and services so that transportation-disadvantaged persons have access to more transportation services;
- b) Facilitate access to the most appropriate, cost-effective transportation services within existing resources;
- c) Encourage enhanced customer access to a variety of transportation and resources available;
- d) Formulate and implement administrative, policy, and procedural mechanisms that enhance transportation services at all levels; and
- e) Develop and implement a method for monitoring progress on achieving the goals of the Order.

In performing its function, CCAM discovered that sixty-two federal programs across nine federal departments provided funding in support of human services transportation. Based on this information, recommendations were made which resulted in the creation of United We Ride (UWR). UWR is a federal interagency initiative aimed at improving the availability, quality, and efficient delivery of transportation services for older adults, people with disabilities, and individuals with lower income. CCAM oversees activities of UWR and makes recommendations that advance the goals of Executive Order #13330:

- simplify customer access to transportation,
- reduce duplication of transportation services,
- streamline federal rules and regulations that may impede the coordinated delivery of services, and
- improve the efficiency of services using existing resources.

Arizona Rides

In response to the President’s Executive Order, Governor Janet Napolitano, on July 6, 2005, issued the “Arizona Rides” Executive Order. The Arizona Rides Council was formed, which helped frame policy affecting state, regional and local actions in the area of human services transportation by:

- a) Establishing relationships between state, federal and local entities to achieve a coordinated approach to human services transportation in Arizona;
- b) Building knowledge of successful approaches to coordinated human services transportation that can be used to promote increased coordination in Arizona communities;
- c) Increasing communication and collaboration between state agencies in order to efficiently disseminate federal transportation and human services; and,
- d) Developing an initial state action plan by December 30, 2005.

Arizona Department of Transportation’s (ADOT) Multimodal Planning Division (MPD) now houses the Arizona Rides initiative which focuses on regional human services transportation through local transportation planning entities such as Councils of Government (COGs) and/or Metropolitan Planning Organizations (MPOs). Arizona Rides offers planning support and Federal Transit Administration (FTA) guidance to regional and sub-regional coordination councils or committees. This planning support is meant to encourage implementation of the Arizona Rides Action Plan and locally developed coordinated public transit-human services transportation plans.

Coordination

The above mentioned sixty-two Federal programs fund specialized transportation services for older adults, persons with disabilities, and persons with low incomes. Available data on funding amounts are limited, but in fiscal year 2001, these federal programs spent more than \$2.4 billion on specialized transportation, with state and local agencies contributing several hundred million dollars more. (U.S. General Accounting Office, *Transportation Disadvantaged Populations: Many Federal Programs Fund Transportation Services, but Obstacles to Coordination Persist*. June 2003, p.12)

The immense variety of specialized transportation services creates “a complex web of providers and services”. The result of this complex web is:

- Many transportation providers duplicate services and expenditures
- Vehicles and related resources are often underutilized
- Service quality and safety vary significantly from program to program; and

- Information is lacking about available services, particularly for persons who need transportation

(J. Burkhardt et al., Economic Benefits of Coordinating Human Service Transportation and Transit Service, TCRP Report 91. Washington, DC: Transportation Research Board, 2003)

Transportation experts believe that coordinating human services transportation programs provides the most efficient use of transportation resources by avoiding duplication and encouraging the use and sharing of existing community resources. In communities where coordination is made a priority, citizens benefit from more extensive service, potentially lower per trip costs, and easier access to transportation. Coordination can improve overall mobility within a community, particularly when human services agencies have been separately providing transportation to their own clients. Coordination helps to stretch the limited funding and personnel resources of these agencies.

Regional Transportation Planning Process

CYMPO has conducted or sponsored several recent planning activities to develop a more thorough understanding of the region's multi-modal transportation dynamics. These activities include studies, workshops, and surveys. As an outcome of these efforts, three plans have been developed for the region, each of which address a different aspect of regional transit needs.

These plans include the 2030 Long Range Transportation Plan, the Transit Implementation Plan (TRIP) and the Coordinated Public Transit-Human Services Transportation Plan. The planning process also resulted in the creation of a Mobility Management Team to set direction for coordination strategies between and among human service transportation providers and public transit systems.

2030 Long Range Transportation Plan

In 2005, CYMPO developed the 2030 Long Range Transportation Plan. It is the latest iteration in a series of regional transportation planning studies that have been conducted, beginning with the 1995 Central Yavapai County Transportation Study and the subsequent 1998 update of that study. The communities within the region have a history of working together to tackle regional transportation issues, successfully implementing many of the roadway improvements recommended in the 1995 Plan.

These studies have focused on the regional roadway network by addressing the identified travel demand and capacity problems associated with the transportation network. Although focused on roads, each of the plans has included information on multi-modal alternatives (transit, park and ride, carpooling, bike lanes, pedestrian amenities, etc.), as the absence or presence of these alternatives can greatly affect travel demand and capacity forecasts.

Under the multi-modal assessment, the 2030 Plan recommended further review and study of transit needs and the potential impact that such services might have on travel demand and capacity. Public involvement for this Plan included public meetings and extensive coordination meetings with the City of Prescott, the Towns of Prescott Valley and Chino Valley, Yavapai County, the Yavapai-Prescott Indian Tribe and Arizona Department of Transportation (ADOT).

Please contact CYMPO for an electronic copy of the Plan.

Regional Transit Needs Study

As a result of recommendations in the 2030 Long Range Plan for further study of transit, CYMPO sponsored a 2007 project to better understand the need for transit service in the central Yavapai region, and to suggest one or more service delivery alternatives that might be suitable for a regional transit system. This planning effort included all the public jurisdictions, private transportation providers, and human service agencies. The study employed focus groups, stakeholder interviews, and a public survey that yielded 1200 responses. With this extensive public input in mind, the consultants, Nelson\Nygaard, identified four transit service options:

1. Improved locally-funded voucher program
2. Federally-assisted voucher program with local public shared-ride taxi (SRT) system
3. Limited service level fixed route transit system (5 buses) with complementary paratransit voucher program
4. Full service level fixed route transit system (11buses) with complementary paratransit voucher program

The Regional Transit Needs Study can be viewed at:

http://www.cympo.com/pdf/transit/cympo_draft_final_comb_4-23-07.pdf

Transit Implementation Plan

In March 2008, CYMPO contracted with TransitPlus to develop a Transit Implementation Plan (TRIP). The TRIP recommends a regional public transit system based on a “family of transit services” anchored by fixed route bus service between Prescott and Prescott Valley. This inter community route would link with local bus routes within Prescott and Prescott Valley. Fixed route bus service would be augmented with door to door accessible transportation (“paratransit”) for eligible frail elderly or persons with disabilities who are unable to access the regular routes.

The document recommended implementation of the proposed regional transit system in three phases: start up steps in phase one; establishment of initial fixed routes in phase two; and expansion of fixed routes and flex routes in the third phase.

The Transit Implementation Plan included an extensive public participation process. Stakeholder and transportation provider interviews were conducted in Prescott and Prescott Valley in April 2008. A stakeholder's group met with the consultant to provide ongoing input into the plan. An elected officials briefing, open to the public, was held in July 2008, followed by additional open houses in both communities in September. A presentation of the final plan was made to the CYMPO Executive Board in January 2009, with acceptance of the document in February 2009.

The Transit Implementation Plan can be viewed at <http://www.cympo.com/pdf/transit/2009-02-05-cymp-final.pdf>

Coordinated Public Transit-Human Services Transportation Plan

The initial CYMPO Plan, *Central Yavapai Regional Transportation Coordinated Plan*, was produced in March 2007, with the support of an ADOT consultant hired to assist local transportation planning agencies in completing their first coordinated plan under the new FTA regulations. An update was completed in April 2008, with this 2010 effort being the third iteration of the Plan. The 2010 update has been renamed the *Coordinated Public Transit-Human Services Transportation Plan* in accordance with the federal designation.

The updated Coordinated Plan is a collaboration between CYMPO and Territorial Transit, with participation by the latter as a result of mobility management grants made available by ADOT to Territorial Transit. The mobility management project includes the objective to "Assist CYMPO in updating the Regional Transportation Coordinated plan".

The Coordinated Public Transit-Human Services Transportation Plan can be viewed at <http://www.cympo.com/pdf/>

Public Participation Process

Workshops

All of the iterations of the Coordinated Plan have been developed through public input processes. The initial local meeting for the first plan was held in December 2006, with subsequent annual workshops in 2007, 2008, and most recently, February 2010. All public and private transportation providers, human services agencies, transportation stakeholders, and the general public were invited to participate.

At these workshops participants were asked to summarize existing transportation services and existing coordination efforts; to identify unmet needs (service gaps); and, to explore further coordination efforts. Information was presented on coordination options, new federal programs, changes to existing federal programs, strategies for involving others, and ideas for developing some coordination projects.

Another public input opportunity was took place in November 2009 when Territorial Transit, as part of its fulfillment of the ADOT mobility management grants, held a transportation planning summit entitled *SMART MOVE: Expanding Transportation Options*. Fifty-four people, representing transportation providers, transportation customers, social service agency representatives, local policy makers, and staff from local agencies and CYMPO attended the six-hour session. The day included training segments on the following topics:

- Benefits of public transportation and mobility services
- Information on existing transportation services and regional need for expanded services
- The local mobility management project
- Plans for a regional transit system
- Building a family of transportation services

There were several breakout sessions in which participants brainstormed on four subjects:

- Solutions to existing mobility challenges
- Strategies which could be pursued to coordinate existing transportation options more effectively
- Additional options which could be created in the region to build a family of transportation services.
- Identify opportunities for local matching funds that could be used to draw down federal funds for transportation projects.

Please see Appendices A, B, C, D, and E for attendance lists and outcomes from the November 2009 transportation planning summit and the February 10, 2010 workshop.

Surveys

In addition to these workshops, there have been several surveys conducted in the Central Yavapai Region to determine the level of support for the development of a regional general public transit system. In 2005, the Northern Arizona Interfaith Council surveyed consumers regarding support and interest in transit. Surveys were distributed primarily through church congregations and social service agencies in the Prescott area. 923 surveys were received, with 94% of them indicating a need for transit and 88% of the respondents saying the system should cover the tri-city area.

In 2005 Territorial Transit surveyed 20 large employers, representing approximately 10,000 local employees, to ascertain their support for general public transit. 95% of the respondents indicated that there was a need for this service, and 90% said they would encourage employees to use a transit system.

In 2007, CYMPO initiated work on a Regional Transit Needs Study. As part of their work, the consultants did a public survey, with 1200 surveys being returned. 95% of

the respondents said general public transit would be beneficial for the Central Yavapai Region, and 53% said they would likely use such a system.

Finally, the Prescott 2050 Visioning Process, which took place in 2008-2009, enlisted 130 citizens for study groups to gather information, address issues, and formulate recommendations on a variety of topics, including transportation. Public participation took place through a citizen survey. 1600 surveys were received, and general public transportation received strong support. An Open House was held in February 2009, and four of the study groups submitted strong support recommendations for public transportation. The results of Prescott 2050 can be viewed online at <http://prescott2050.org/>

Mobility Management Team

This team evolved from a group of five stakeholders that CYMPO sent to a Mobility Planning Services Institute sponsored by the National Easter Seals Project ACTION Program in April 2008. Twenty-two project teams from around the country were chosen to attend the Institute and each team was tasked to develop a mobility management action plan for implementation in their home communities. The CYMPO team developed such an action plan with the guidance of Territorial Transit, the lead agency for the Project Team.

Most members of this team were involved in both the Nelson\Nygaard Transit Study and the Transit Implementation Plan. Mobility Management Team members gave stakeholder interviews for the Nelson\Nygaard Transit Study and participated in the Provider/Stakeholder Working Group for the Transit Implementation Plan which met monthly to give input on the Plan.

Upon receipt of the ADOT Mobility Management grants (5310, 5316 and 5317 funding), the Mobility Management Team was expanded from the original 5 members to 12 members. The team meets monthly to discuss new developments in state and local transportation, to identify service gaps, and to design coordination strategies.

Mobility Management Team Members

Lisa Barnes	Prescott Alternative Transportation
Lindsay Bell	Territorial Transit
Ken Edwards	Disability Consultant
Jason Kelly	Town of Chino Valley
Bob Luzius	Interested Citizen
Vicky McLane	CYMPO
Fritzi Mevis	People Who Care
Ruth Mayday	Town of Prescott Valley
Eileen Nesmith	Northern Arizona Council of Governments
Doris Piatak	Northern Arizona Interfaith Council
Steve Silvernale	Prescott Transit Authority
Liz Toone	New Horizons Independent Living Center

CHAPTER 2 — CYMPO PLANNING BOUNDARY AREA OVERVIEW

CYMPO's Area

CYMPO's Planning Boundary area is 401.46 square miles of Central Yavapai County, encompassing the incorporated communities of the Town of Chino Valley, City of Prescott, Town of Prescott Valley and portions of the Town of Dewey-Humboldt. The planning area also includes unincorporated areas of Yavapai County and the Yavapai-Prescott Indian Reservation. *Figure 1* displays the CYMPO Planning Boundary area and the boundaries of its communities. The communities are described below.

Community Profiles

The statistical information for the community profiles in the Coordinated Plan are derived from three sources: the communities' websites, the Arizona Department of Commerce's Community Profiles which can be found at <http://www.azcommerce.com/sitesel/profiles/> as well as the Department of Commerce's Arizona Community Economic Base Studies, <http://www.azcommerce.com/Research/BaseStudies/Economic+Base+Studies.htm>

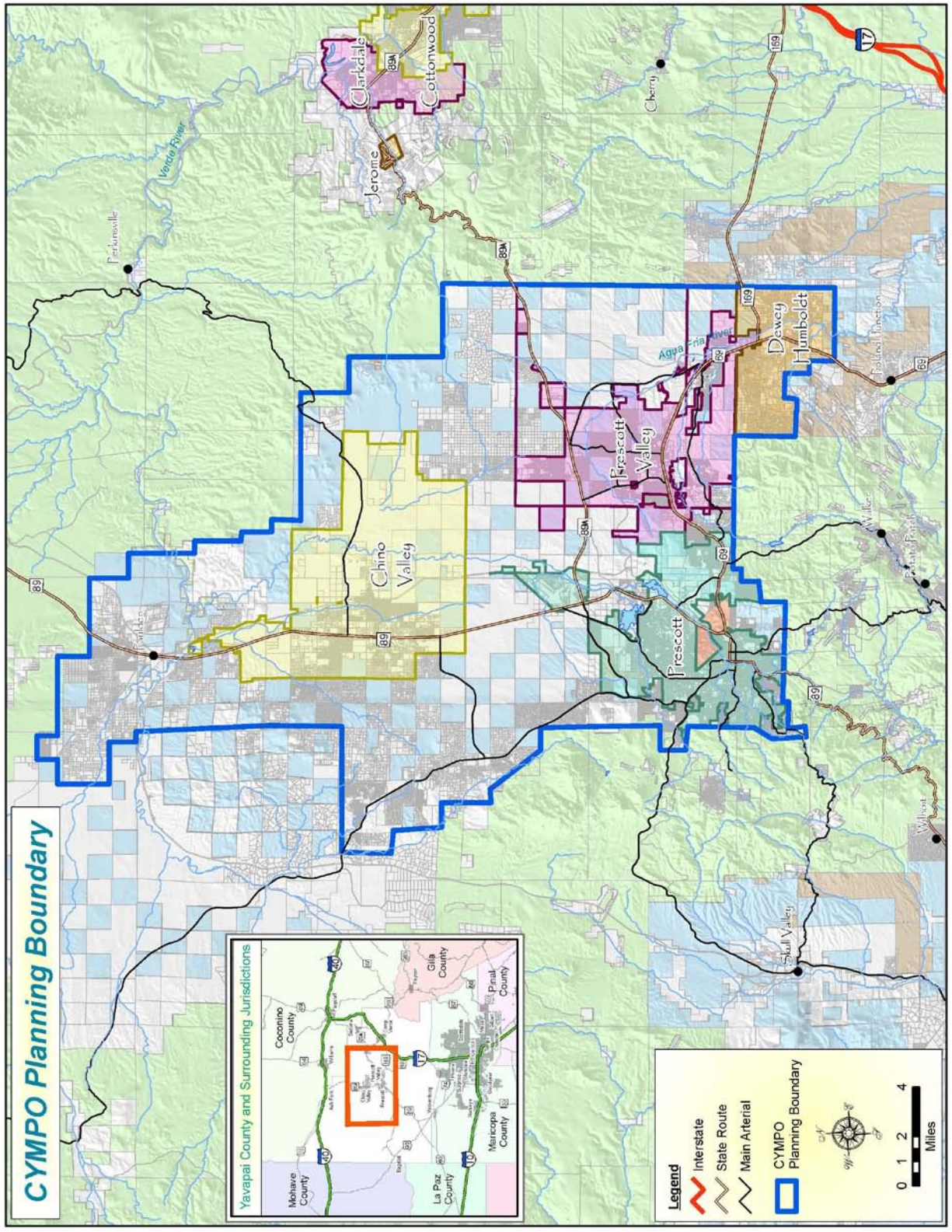
City of Prescott

When Arizona Territory was established in 1863, the appointed Territorial Governor established four judicial districts. In 1864, when the Territorial Legislature met for the first time, those four judicial districts became the four counties of Yavapai, Mohave, La Paz, and Pima. When the Legislature established the counties, they also designated county seats so, in 1864, Prescott became the seat of government for Yavapai County.

The City of Prescott is the largest community in CYMPO's planning area. Arizona Department of Commerce calculated Prescott's population at 43,217 in 2007. Government is the dominate sector in the city's economy. Government offices include the Prescott National Forest which is responsible for more than 1.2 million acres of forest that surround Prescott and Fort Whipple, an army post which was closed in 1913 that is now the site of the Veteran's Administration Hospital which serves all of Northern Arizona.

Figure 1

Prescott is the center of trade for the region with numerous retail stores, professional



services & manufacturing plants. Prescott has several institutions of higher education located within the city limits including Yavapai Community College, Prescott College, and Embry-Riddle Aeronautical University, plus two small satellite campuses of Northern Arizona University and Old Dominion University. Both Yavapai Community College and Prescott College offer Life-Long Learning experiences to the community.

Tourism, cultural institutions, a strong arts community and the established trail and parks systems of Prescott provide numerous activities for residents and visitors. Major annual events include Territorial Days, an All-Indian Pow Wow in June, Prescott Frontier Days Rodeo and Celebration held over the week of the 4th of July, an annual cowboy poets gathering, the bluegrass music festival, the Phippen Western Art Show on Memorial Day Weekend, the Faire on the Square in September and numerous well-known Christmas events throughout December.

Town of Prescott Valley

The Town of Prescott Valley (PV) is one of Northern Arizona's fastest growing communities. In the early 1900's the area was homesteaded by the Fain family. In 1963, the Fain family entered into an agreement with a land developer and in 1966, the Town was founded. It was incorporated in 1978 with a population of 1,520. The Town doubled in size from 1990 to 1995 and doubled again over the next ten years. The AZ Department of Commerce estimated the population of Prescott Valley to be 38,962 in 2008.

PV is recognized as a "family-friendly" community with an explicitly stated goal "to support and encourage family-oriented activities and events". The Town's Entertainment District is a contemporary town square with a variety of dining and entertainment attractions including the region's only movie theaters. Next to the Entertainment District is Tim's Toyota Center (TTC), a \$25 million multipurpose facility that seats approximately 5,100 for major sporting events and up to 6,200 for concerts. Only minutes from the Town's center is Yavapai Downs, home to Thoroughbred and Quarter Horse racing Memorial Day through Labor Day. It is also the site of the Yavapai County Fair.

Prescott Valley is considered an affordable alternative to living in Prescott. Prescott's cost of living is 19.03% higher than the U.S. average whereas Prescott Valley's cost of living is 1.86% lower than the U.S. average.

<http://www.bestplaces.net/docs/DataSource.aspx>

Town of Chino Valley

Incorporated in 1970, Chino Valley was named in 1854 by U.S. Army Cavalry Lt. Amiel W. Whipple, who noted the plentiful gama grass growing in the region. The Mexican word for this grass was "chino". Chino Valley was the first Territorial

Capital of Arizona for five short months from January to May in 1864 before the capital was moved to Prescott.

Located along Highway 89, approximately 15 miles north of Prescott and 15 miles northwest of Prescott Valley, the Town of Chino Valley is the third largest community in the CYMPO Planning Boundary. In contrast to Prescott and Prescott Valley, the Town of Chino Valley is more rural in character. The Town's 63 square miles is primarily open range land and agriculture land. Approximately two-thirds of this land is zoned for residential use and the majority of agriculturally-zoned land contains rural single-family residences. The AZ Department of Commerce estimated the population of Chino Valley to be 13,069 in 2008.

Chino Valley has a small employment base. Manufacturing, wholesale trade, and mining help drive the Chino Valley economy; however, the Town is dependent on the economy of the broader Prescott area. Most of the commercial and retail land use in Chino Valley is concentrated along Highway 89 between Outer Loop Road and Road 4 North. With the exception of the Safeway store and a few other retail centers, most commercial development in Chino Valley is low density.

Town of Dewey-Humboldt

For more than 100 years Dewey and Humboldt were two distinct communities with the Dewey area providing an agricultural and ranching economy and the Humboldt area a mining-based economy.

Incorporated in 2004, Dewey-Humboldt is one of Arizona's newest incorporated towns. It is located 85 miles north of Phoenix and 12 miles east of Prescott at the confluence of Highway 69 and Highway 169. Its elevation is 4556 feet. The AZ Department of Commerce estimated the population of Dewey-Humboldt to be 4,444 in 2008.

The Town of Dewey-Humboldt is a mostly rural and low density community. As stated on the Town's website, the Town Council is committed to maintaining the rural flavor of the area (residential lot sizes are typically greater than 1/2 acre with most lots 1.6 acres or greater). Their stated reason for incorporating was to protect the rural flavor of the area. The Town motto is -- "Arizona's Country Town."

Dewey-Humboldt has a small economic base. Various economic activities make a small contribution to the economy of Dewey-Humboldt but the Town is dependent on the economy of the broader region. As a result, residents rely on nearby communities for shopping, medical and other services. Construction provides the most employment of any sector in Dewey Humboldt.

Yavapai-Prescott Indian Tribe

Located adjacent to the City of Prescott, the Yavapai Prescott Indian Tribe (YPIT) resides on approximately 1,395 acres of reservation land. According to the Arizona Department of Commerce, as of 2009 there are 153 enrolled tribal members of whom approximately 115 live on the reservation.

In the past, the Tribe depended upon timber, mining and agriculture for its economic base with a sand and gravel company contributing additional revenue and jobs. As tourism and retail services have increased in importance, the Tribe's reliance on natural resources has declined.

Today, the modern Yavapai Prescott Indian Tribe endeavors to preserve the ancient culture of its ancestors and to achieve economic independence through numerous tribal enterprises. One of the area's largest employers, YPIT owns and operates the 162-room Prescott Resort and Conference Center, the Bucky's and Yavapai Casinos, and the Smoke Shop. The Tribe also owns and leases the Sundog Business Park and Frontier Village Shopping Center.

Unincorporated Yavapai County

Most development activity in the CYMPO Planning Area is contained within the four incorporated communities described above; however, there are several residential neighborhoods and communities in Yavapai County's unincorporated areas with ongoing development. The Nelson\Nygaard *CYMPO Regional Transit Needs Study* gives the estimated 2004 population of the unincorporated areas within the CYMPO Planning Area as 25,371 persons. This number was derived from the 2000 Census block and tract data within the Planning Area Boundary when the MPO was established in 2003.

There are several population clusters with significant ongoing development in unincorporated Yavapai County. The two largest of these are Paulden with a population of 5,342 and Williamson Valley at 5,228. (Arizona Department of Economic Security's, Research Administration, Population Statistics Unit, 2006)

Transportation Disadvantaged Population

Transportation disadvantaged populations include adults 65 years of age or older, zero auto households, populations with disabilities, low income populations, and youth. For the purposes of this plan, we will be describing the region's transportation disadvantaged populations as reflected in Executive Order #13330, i.e., older adults, people with disabilities and individuals with low incomes.

Older Adults

Demographic trends indicate that demand for public transportation—in particular specialized services—will grow. From 2007 to 2030, the population aged 65 and older is projected to grow by 89 percent, more than four times as fast as the population as a whole, which is expected to grow by around 20 percent. (AARP Public Policy Institute, *Across the States 2009: Profiles of Long-Term care and Independent Living*),

The next generation of older adults is expected to be healthier than the current one on average and disability rates appear to be declining. But the sheer growth in the aging population means that an increasing number of older adults and older people with disabilities will need transportation to remain in their community settings.

Driving is not a viable alternative for many older persons. Nationally almost 7 million persons age 65 and older do not drive. Almost 80 percent of these older non-drivers are women, and more than half have a medical condition that makes travel difficult. (Department of Transportation, *National Household Travel Survey*, 2001.)

Locally, the number and percent of individuals who are age 65 and over are listed in Table 1. As the communities within CYMPO boundaries continue to attract large numbers of retirees, their travel needs will have to be addressed. Mobility is a crucial component of the quality of life for older adults. Affordable, easy-to-use, and flexible transportation options are essential for accessing health care services, establishing and maintaining social and family contacts, and preserving independence and general well-being.

The National Center of Senior Transportation describes the elements of older adult mobility as driver safety, transitioning from driving (driving modification and cessation), pedestrian access, fixed-route public transportation, curb-to-curb, door-to-door, taxi, volunteer drivers and door-through-door services.

Populations with Disabilities

Table 2 lists the populations with disabilities in the incorporated towns and city within CYMPO's boundaries as reported by the 2000 Census.

Table 1
Elderly Population in 2000

Geography	65 years and over	% over 65 years
Prescott	9,085	26.8
Prescott Valley	4,045	17.2
Chino Valley	1,273	16.2
Dewey-Humboldt	1,987	31.4

Table 2
Population with Disabilities in 2000

Geography	5 to 20 yrs old w/a Disability	21 to 64 yrs old w/a Disability	65 yrs and older w/ a Disability	Population with a Disability	% with a Disability
Prescott	598	3,094	2,760	6452	19%
Prescott Valley	394	2,607	1536	4,537	19%
Chino Valley	153	885	524	1562	19%
Dewey-Humboldt	109	822	687	1618	25%

Disability rates track closely with aging, as the older an individual is, the more likely it is that the individual will have a disability. The numbers in Table 2 reflect individuals reporting one or more types of disabilities. It is common for individuals to have more than one type of disability. Often transit services carry people with several types of disabilities.

Low Income Populations

The low-income population often mirrors the population with no automobiles and is frequently individuals who are dependent upon public transit. Without transportation, it's difficult to search for jobs, get to jobs or transport children to child care. Lack of reliable transportation can be an insurmountable barrier for individuals who want to move off welfare and become productive members of the workforce.

Individuals with low incomes often have longer commutes as they may live in outlying communities that offer a lower cost of living. These commutes can be costly. Gasoline prices have declined from their 2008 peaks, but remain well above \$2.50 per gallon. Gasoline accounts for the largest single increase in consumer energy costs since 2001. A study by the Center for Housing Policy points out that at approximately 12-15 miles, the increase in transportation costs outweighs the savings on housing.

Table 3
Low Income Pop. in 2000

Geography	Percent
Prescott	13.0
Prescott Valley	10.9
Chino Valley	15.5
Dewey-Humboldt	8.7

Regional Employment Data

The information regarding regional employment is taken directly from the Arizona Department of Commerce's Community Economic Analysis Base Studies and prepared by the Center for Competitiveness and Prosperity Research, L William Seidman research institute, W.P. Carey School of Business, Arizona State University, Tempe, Arizona.

City of Prescott

The total employment in Prescott is estimated to have been approximately 28,500 in 2004. Total employment was 519 per 1,000 residents—9% more than the national average and 21% more than the Arizona average and the ninth-highest figure among 83 incorporated cities and towns in Arizona. Excess employment was approximately 2,225 compared to the national average and 5,000 relative to the state average.

The large number of jobs located in Prescott is responsible for this high per capita figure. The 2000 Census counted 18,950 employed Prescott residents, far less than the number of jobs located in Prescott in 2001. Thus, residents of the other communities commuted to work in Prescott, which is the employment center of the broader region. According to the 2000 Census, this large job base more than offset the slightly low proportion of Prescott residents who were of working age. (The percentage of senior citizens was above average.)

Town of Prescott Valley

The total employment in Prescott Valley is estimated to have been approximately 7,975 in 2004. Total employment was only 236 per 1,000 residents—45% to 51% less than the national and state averages, and lower than the median value of 83 incorporated cities and towns in Arizona.

Various factors accounted for this low per capita figure. The 2000 Census counted 10,925 employed Prescott Valley residents, substantially more than the number of jobs located in Prescott Valley in 2001. Thus, many Prescott Valley residents commuted to work in other communities, particularly Prescott. Furthermore, according to the 2000 Census, a lower-than-average share of Prescott Valley residents were of working age. (The proportions of children and senior citizens were slightly high.)

Town of Chino Valley

The total employment in Chino Valley is estimated to have been approximately 2,700 in 2004. Total employment was a low 189 per 1,000 residents—56% to 61% less than the national and state averages, and within the bottom quartile of 83 incorporated cities and towns in Arizona.

The primary reason for this low per capita figure was the large number of Chino Valley residents who commuted to work in other communities, particularly Prescott. The 2000 Census counted 5,300 employed Chino Valley residents, more than double the number of jobs located in Chino Valley in 2001.

Town of Dewey-Humboldt

The total employment in Dewey-Humboldt is estimated to have been between 975 and 1,000 in 2004. Total employment was a low 128 per 1,000 residents—70% to 73% less than the national and state averages, and the fifth lowest of 83 incorporated cities and towns in Arizona.

Various factors accounted for this low per capita figure. The 2000 Census counted 2,300 employed Dewey-Humboldt residents, nearly triple the number of jobs located in Dewey-Humboldt in 2001. Thus many residents commuted to work in other communities, particularly Prescott. Furthermore, according to the 2000 Census, a lower-than-average share of Dewey-Humboldt residents were of working age. (The proportion of senior citizens was quite high, more than offsetting the lower-than-average share of children.)

CHAPTER 3 – PUBLIC TRANSIT AND HUMAN SERVICES PROGRAMS

Despite the absence of a single transit system covering the CYMPO study area, there is a substantial, if informal network of transportation services operated by both for-profit and not-for-profit enterprises. These include human and social service agencies operating transportation services for their clients and, in some cases, the general public, as well as private companies offering service to the general public. This chapter provides an overview of existing transportation service providers and inventories available services in the Central Yavapai region.

Regional General Public Transit

There is no regional general public transit system in the Central Yavapai area, although there is some public money funding voucher programs in CYMPO's four municipalities. Chino Valley has recently started limited transit service using Rural Transit Funding (Section 5311). This program currently serves the Town and will be making connections into Prescott, linking up with Citibus, a privately funded system that operates only within Prescott.

Voucher Programs

The main voucher program for the region has been funded by the four participating communities, using State Local Transportation Assistance Funds (LTAF) along with a 25% local match from general fund revenues. The program is designed as a “user side subsidy”, enabling eligible users to shop for transportation services among multiple participating vendors. The vouchers are accepted by vendors as “script” for the ride along with a \$2.00 cash co-pay from the customer. Depending on the cost of the transportation service provided, a single trip may require multiple vouchers.

The participating local governments have contracted with Northern Arizona Council of Governments to administer the voucher program. The funding is provided by each jurisdiction. Voucher recipients must be residents of participating jurisdictions, and can only access vouchers funded by their respective community. Eligibility to participate in the program is also linked to household income, age and disability status, as well as access to a personal vehicle. Vouchers are distributed on a first come, first served basis each month.

State LTAF funding, was eliminated as of July 1, 2010, and the four local governments will be discontinuing their support for the voucher programs once the previously allocated State funds run out. It should be noted that there are a few limited voucher programs privately funded by human service agencies and churches.

Town of Chino Valley Rural Transit Program

The Town of Chino Valley has been awarded Section 5311 rural transit funding for fiscal year 2011. These funds were awards based on a Transit Feasibility Study that was managed by ADOT and conducted by TransitPlus. The study resulted in the Town applying for \$103,350 in Federal assistance; \$62,880 for capital (vehicle), \$27,550 for operating, and \$12,920 for administration. This funding covers 50% of the anticipated first year operating costs. The Town will match this amount with a combination of in-kind services and cash.

The Town of Chino Valley's proposed service plan includes local demand response service four days per week with limited hours each day. Two regional trips would be made to Prescott on Monday and Wednesday, with deviations to pick up and drop off passengers on route. The plan shows two types of service – public transit and senior activity with the bulk of the public transit ridership expected to be seniors.

Citibus

A privately operated fixed route transportation service began in 1922 when Jack Sills founded the Prescott Whipple Stage. The Prescott Whipple Stage provided transportation for the soldiers stationed at Fort Whipple (now Veterans Administration Hospital). Jack and his brother drove the soldiers to and from downtown Prescott for a nickel each way. The fixed route transportation service originally known as Prescott Whipple Stage was purchased by the Silvernale family in the mid seventies. Today the parent transportation company is Prescott Transit Authority, and the fixed route service operated by the company is called Citibus.

Although Citibus is not publicly funded it does offer affordable fares for a one-way loop through central Prescott operating on weekdays from 9 AM to 5 PM. The rider base is comprised primarily of lower income local residents riding regularly, and a small number of tourists. Fares for the Citibus are \$1.00 per ride or \$3.00 per day and, \$9.00 per week or \$27.00 per month.

General Public Private Transportation Providers

The private sector provides a wide variety of transportation services to the Central Yavapai region. These for-profit enterprises typically serve markets where premium fares are tolerated by passengers. For-profit transportation services include airport shuttles to Phoenix Sky Harbor Airport, an ambulance service, bus and trolley charter services, an intercommunity flex route shuttle, reserve-a-ride companies that specialize in transportation for seniors, people with disabilities and non-emergency medical transport, demand response taxi services and town car, sedan & limousines for hire. Descriptions of the transportation providers that serve CYMPO's planning area follow.

Airport Shuttles

There are three traditional airport shuttle companies that serve the region. Go Orange Express, a fourth airport shuttle, is currently being developed by the Tri-City Cab Company and is scheduled to begin operating in the summer of 2010. Prescott Transit Authority and Shuttle U airport shuttles have multiple pick-up and drop off places on route to and from the airport that riders can schedule in advance.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Prescott Transit Authority	820 Sheldon St. Prescott, AZ 86301	Clients meet at their offices	<u>Hourly from Prescott:</u> 4 am until 8pm <u>From Sky Harbor:</u> 6:30 am to 10:30 pm. on the half hour	Full fare & discount fares	Yes	Yes w/ advance notice	None	Prescott to Airport & points in between	General Public	AHCCCS	Paid	
Shuttle U	740 N. Montezuma Prescott, AZ 86301	Clients meet at their offices	<u>Hourly from Prescott:</u> 4 am until 7pm <u>From Sky Harbor:</u> 7:30am to 10:30 pm. on the half hour	Full fare & discount fares	Yes	Yes w/ advance notice	None	Prescott to Airport & points in between	General Public	None	Paid	14-passenger vans
Van Go of Prescott	P.O. Box 10685 Prescott, AZ 86302	Door-to-door	<u>From Prescott:</u> 6 am, 10:30 am, 2:30 pm & 5:00 pm <u>From Sky Harbor:</u> 11am, 2pm, 6pm & 9pm	Full fare	Yes	No	None	From passenger's home to airport	General Public	None	Paid	14-passenger vans

Ambulances

The region has only one ambulance service, Life Line Ambulance Service, Inc. Life line has an important program that offers unlimited emergency and medically necessary non-emergency ambulance service to the hospital for only \$49.71 per year, per family. Enrollment for the program is once a year in September.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Life Line Ambulance Service, Inc.	1099 W. Iron Springs Rd. Prescott, AZ 86305	Door thru door	24/7 365 days a year	Full Fare	No	No	Emergency & medically necessary non-emergency	9000 miles between Williams & Wickenburg	Medical Patients		Paid	Ambulances

Charter Services

There are two locally owned and operated bus charter companies, Executive Charter Services which is owned and operated by Prescott Transit authority and Master's Touch Christian Charter Service. Executive Charter Services has both buses and trolleys.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Executive Charter Services	820 Sheldon St. Prescott, AZ 86301	Per Contract	24/7 365 days a year	Full fare	No	No	None	All of Arizona & Interstate	General Public	N/A	Paid	48-56 passenger buses and trolleys
Master's Touch Christian Charter Services	6550 E. 2 nd St. Prescott Valley, AZ 86314	Per Contract	Office Hours 9:00 am to 5:00 pm	Full Fare	No		None	Contiguous United States plus Alaska and Canada	General Public	N/AGre	Paid	25-57 passenger buses

Fixed Route Service

The region has only one fixed route service. Citibus is owned and operated by Prescott Transit Authority; it is not publicly funded. Fares are very reasonably priced at \$1.00 per ride, \$3.00 for a day pass or \$27.00 per month. Greyhound does not serve the Prescott area but tickets for travel on Greyhound Buses can be purchased from Prescott Transit Authority who operates an hourly airport shuttle that stops at the Greyhound station in Phoenix.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Citibus	820 Sheldon St. Prescott, AZ 86301	Bus Stops	9 am to 5 pm Monday thru Friday	Full fare & discount fares	Yes	Yes w/ advanced notice	None	Prescott Only	General Public	N/A	Paid	17 passenger mini buses
Greyhound (Agent Only)	820 Sheldon St. Prescott, AZ 86301	Must travel to PHX Greyhound Station	Reservation hours 8 am to 6 pm	Full fare	No		None	Anywhere in the US	General Public	N/A	Paid	

Flex Route Service

The only flex route service in the region is the Coconino/Yavapai Shuttle. By advanced request, the shuttle will stop at any of the following communities: Ash Fork, Beaver Creek, Belmont, Chino Valley, Cordes Junction, Cornville, Cottonwood, Dewey-Humboldt, Flagstaff, Lake Montezuma, Mayer, McGuireville, Munds Park, Paulden, Prescott, Prescott Valley, Rimrock, Sedona, and the Village of Oak Creek.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Coconino/ Yavapai Shuttle	11250 E. St Route 69 Sp 1170 Dewey, AZ 86327	Door to door	Twice Daily 6 am & 2 pm Monday-Friday Once Daily Sat and Sun	Full fare	Yes	No	None	Inter community shuttle between Prescott & Flagstaff	General Public	N/A	Paid	Late Model 7-8 passenger Mini vans

Reserve-A-Ride/Non-Emergency Medical Transport

There are a substantial number of for-profit transportation companies that offer reserve-a-ride services to seniors, people with disabilities and non-emergency medical patients. Most of them extend their services to the general public.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Angels on Duty	3185 N. Windsong Dr. Prescott Valley, AZ 86314	Door to Door	8 am to 5 pm Mon-Thurs 8:30am to 4:30pm Friday (After hours rides available with advanced notice)	Full Fare	Yes	Yes & stretcher transport	None	Arizona State	General Public, Seniors & Disabled	ACCCHS	Paid	Two Minivans w/ ramp, One minivan w/ lift, One stretcher van
H & M Rogers	8170 E. Ashley Dr. Prescott Valley, AZ 86314	Door thru Door	6 am to 6 pm Monday thru Saturday (After hours rides available with advanced notice)	Full Fare	No	Yes & stretcher transport	None	Quad-city area, statewide & out-of-state w/ advanced notice	Seniors, Disabled & non-emergency medical patients	ACCCHS	Paid	Minivans equipped with ramp or Lift and stretcher capacity
Statewide Express	1928 N. Second St. Flagstaff, AZ 86001	Door Thru Door	24/7 365 days a year	Full Fare	No	Yes	None	Arizona State & out-of-state w/ advanced notice	Infants, Seniors, Disabled & General Public		Paid	One Prescott assigned vehicle is a minivan w/ lift
Tender Hearts Transportation Services	The Crossings 3170 Stillwater Dr Prescott, AZ 86305	Door thru Door	24/7 365 days a year	Full Fare	Yes	Yes & stretcher transport	None	Arizona State & out-of-state w/ advanced notice	Seniors, Disabled non-emergency medical patients		Paid	Three kneeling minivans w/ramps & one stretcher van

Demand Response Taxis/Dial-A-Ride

CYMPO's Planning Area is home to seven taxi companies. Three of the companies have vehicles that are wheelchair accessible and four are not.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
AAA Taxi	717 Brannon Ave. Prescott, AZ 86301	Door thru Door	24/7 365 days a year	Full Fare	No	No	None	Prescott, Prescott Valley and Chino Valley(60 miles radius)	General Public	N/A	Paid	6 passenger minivans
Copper State Transportation	P.O. Box 402 Chino Valley, AZ 86323	Door thru Door	24/7 365 days a year	Full Fare	N/A	Yes	None	Prescott, Prescott Valley & Chino Valley	Seniors, Disabled & General Public	N/A	Paid	One GMC conversion van w/lift
Dial a Ride	820 Sheldon St. Prescott, AZ 86301	Door thru Door	24/7 365 days a year	Full Fare	Yes	Yes	None	Quad-city & statewide	General Public	ACCCHS	Paid	Sedans & minivans w/ ramps
Express Ride	1900 Jackrabbit Trail Chino Valley 86323	Door to Door	24/7 365 days a year	Full Fare	No	No	None	Tri-city & statewide w/ advanced notice	General Public	N/A	Paid	Two Crown Victoria sedans
Hurry Cab	7402 E. Palo Verde St. Prescott Valley, AZ 86314	Door thru Door	24/7 365 days a year	Full Fare	Yes	No	None	Prescott	General Public	ACCCHS	Paid	Sedans & Minivans
Red Rock Taxi	2965 N. Golden Way Prescott Valley, AZ 86314	Door to Door	24/7 365 days a year	Full Fare	Yes	No	None	Yavapai County	General Public	N/A	Paid	Crown Victoria sedans and 7 passenger minivans
Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles

Tri City Cab	7402 E. Palo Verde St. Prescott Valley, AZ 86314	Door thru Door	24/7 365 days a year	Full Fare	Yes	Yes	None	Prescott	General Public	ACCCHS	Paid	Sedans & Minivans with one wheelchair accessible van
--------------	--	----------------	-------------------------	-----------	-----	-----	------	----------	----------------	--------	------	--

Town Car, Sedan and/or Limousines for Hire

There are only two transportation companies that provide Town Car/Limousines services. Their primary destination is to the Sky Harbor Airport in Phoenix but will travel anywhere the customer would like to go. These vehicles are not wheelchair accessible.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Executive Transportation Service	820 Sheldon St. Prescott, AZ 86301	Door thru Door	24/7 365 days a year	Full Fare	N/A	No	None	Quad-city area, statewide & out-of-state	General Public	N/A	Paid	Sedans & Limousines
Willis Sedan Service	528 McNally Drive Prescott, AZ 86305	Door thru Door	24/7 365 days a year	Full Fare	N/A	No	None	Anywhere but primarily business is to Sky Harbor	General Public	N/A	Paid	Lincoln Sedans & 1 Lincoln SUV

Human Service Transportation Providers

There are three types of human service transportation providers; Reserve-A-Ride Programs, Rural Reserve-A-Ride Programs and Client Only Transportation Programs. The Reserve-A-Ride programs differ from the general public Reserve-A-Ride companies in that they are run by nonprofit organizations and generally speaking, charge less than for-profit transportation companies. Client Only Transportation Programs limit their services to clients only however People Who Care and the Senior Companion Program can be applied for by the public as long as the individual meets eligibility requirements. The two U.S. Veteran transportation programs by definition require clients to be veterans. All other Client Only Transportation programs are limited to serving the clients of the organizations providing the transportation.

Reserve-A-Ride

There are five nonprofit reserve-a-ride programs offering fares that are low to full fare. Only New Horizons Independent Living is able to sometimes accommodate passengers on short notice. Most need advance notice of 24 hours to two weeks.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
American Red Cross	1020 Sandretto Dr. Prescott, AZ 86305	Door to Door	8:00 am to 4:30 pm Monday thru Friday	\$8 (rt) within Prescott \$15 (rt) To PV	Yes	Yes	Essential Services Only	Prescott & Prescott Valley	Seniors and people w/ disabilities	None	Volunteer	3 7 passenger minivans & 1 large van w/ lift
Four County Conference on Developmental Disabilities	325 N. Arizona Ave. Prescott, AZ 86301	Door Thru Door	8:00 am to 5:00 pm Monday thru Friday	Sliding Fee	Yes	Yes	None	Prescott, Prescott Valley & Chino Valley	Elderly & Disabled	None	Paid	2 7 passenger minivan, one of which has a WC lift
Neighbor to Neighbor	P.O. Box 25450 Prescott Valley, AZ 86314	Door to Door	8:00 am to 5:00 pm Monday thru Friday	Donation	Yes		Medical Appts & Group Shopping	Prescott Valley to Cordes Junction	Seniors & people w/ disabilities	None	Volunteer	Personal vehicles of volunteer drivers
New Horizons Independent Living	8085 E. Manley Dr. Prescott Valley, AZ 86314	Door Thru Door	7 am to 5 pm Monday thru Friday (After hours rides available with advanced notice)	Full Fare	Yes	Yes	None but subject to contract requirements	W. Yavapai County & points beyond w/ advanced notice	Low Income, Seniors 55+, disabled & general Public	ACCCHS	Paid	Eight 4-9 passenger vans, 4 of which are lift equipped
Town of Chino Valley Senior Services Department	1021 W. Butterfield Chino Valley, AZ 86323	Door to Door	8:00 am to 5:00 pm Monday thru Friday	Donation	N/A	Yes	None	Chino Valley & RT to Regional Communities	CV residents over 60 and people with disabilities	None	Volunteer	2 9 passenger ADA accessible Vans 1 15 passenger van

Rural Reserve-A-Ride

The rural Reserve-A-Ride programs are include in the human services transportation providers list because their primary destinations are to the CYMPO planning area for essential services like medical appointments, pharmacies and shopping. All three are run by the Meals on Wheels or senior center programs in their respective communities.

Name	Address	Pick-up Service	Hours	Fares	Vouchers Accepted	Wheel Chair Accessible	Trip Purpose Restrictions	Geographic scope	Rider Eligibility	Contracts	Drivers	Vehicles
Black Canyon City, Meals on Wheels	P.O. Box 33 Black Canyon City, AZ 85324	Door thru Door	Any time as pre-arranged	\$5(rt) to Anthem \$20 (rt) to Prescott or PV	N/A	Yes	No Restrictions but mostly for essential services	Black Canyon City & Anthem, Phoenix, Prescott & Prescott Valley	60+ Seniors	None	Volunteer	1 9 passenger minivans w/ lift
Mayer Area Meals on Wheels	P.O. Box 883 Mayer, AZ 86333	Door thru Door	Any time as pre-arranged	Donation of \$20 or whatever the ride can afford	N/A	Yes	Medical, shopping & essential services	Mayer, Cordes Lakes, Spring Valley, Poland Junction, Dewey-Humboldt	People w/ disabilities & Seniors within their geographic scope	None	Volunteer	1 9 passenger minivan w/ wheelchair lift
Yarnell Activities Center	18412 S. Quail Rd. Peeples Valley, AZ 86332	Door to Door	Any time as pre-arranged	Prescott (rt) & Wickenburg (rt) \$40 divided by the # of riders	N/A	No	Medical appts., group shopping & day trips	From Wickenburg & Phoenix to Prescott & Prescott Valley	Seniors in Yarnell, Wilhoit, North Ranch, Peeples Valley, Kirkland & Congress	None	Volunteer	1 9 passenger van

Client Only Transportation Programs

Client Only Transportation consists of primarily of independent and assisted living communities and facilitates for seniors, group homes for the developmentally disabled, recovery or transitional housing and home health care companies.

Although currently serving clients only, they represent a potential resource and partnership possibility for mobility management initiatives.

Name	Address	City	State	Zip Code	Type of Business
Adult Care Services	826 Sunset Avenue	Prescott	AZ	86301	Assisted Living & Adult Day Care
Aires	9350 E. Valley Rd. Suite F	Prescott Valley	AZ	86314	Assisted Living for Developmentally Disabled
Alpha Group Administrators, Inc.	4651 N. Sauter Drive East	Prescott Valley	AZ	86314	Assisted Living for Developmentally Disabled
Arizona Pioneer's Home	300 S. McCormick Street	Prescott	AZ	86303	Independent & Assisted Living for Seniors
Creative Networks	5214 N. Squaw Drive	Prescott Valley	AZ	86314	Assisted Living for Developmentally Disabled
Granite Gate Senior Living Community	3850 N. Highway 89	Prescott	AZ	86301	Assisted Living Community for Seniors
Heights at Prescott Assisted Living, The	860 Dougherty Street	Prescott	AZ	86305	Assisted Living
Helping Hands In Home Care	1040 Whipple Street, Suite 312	Prescott	AZ	86305	Home Health Care for Seniors and Developmentally Disabled
Hozhoni Foundation	371 Garden Street, Suite H	Prescott	AZ	86305	Assisted Living for Developmentally Disabled
Intermountain Centers for Human Development	994 S. Harrison Rd.	Tucson	AZ	85748	Assisted Living for Developmentally Disabled
Las Fuentes Resort Village	1035 Scott Drive	Prescott	AZ	86301	Independent & Assisted Living for Seniors
Nepsky Consulting & Residential Services	924 Whetstine Ave	Prescott	AZ	86305	Assisted Living for Developmentally Disabled
People Who Care Chino Valley	1969 N. Hwy 89	Chino Valley	AZ	86323	Home Health & Transportation Provider
People Who Care Prescott	505 W. Gurley Street	Prescott	AZ	86303	Home Health & Transportation Provider
Peridot Assisted Living Community	211 E. Bradshaw	Prescott	AZ	86303	Independent & Assisted Living for Seniors
Samaritan Communities	1030 Scott Drive	Prescott	AZ	86301	Independent & Assisted Living for Seniors
SequelCare	537 N 6th St, Ste C	Prescott	AZ	86301	Transitional Living
Senior Companion Program	P.O. Box 10935	Prescott	AZ	85304	Home Health & Transportation Provider
U.S. Veterans Initiative	500 N. Hwy #89	Prescott	AZ	86313	Recovery Housing for Veterans Only
Veterans Transportation Network	500 N. Hwy #89	Prescott	AZ	86313	Statewide Transportation for Veterans to VA Hospitals
West Yavapai Guidance Clinic	505 S. Cortez	Prescott	AZ	86303	Behavioral Health Provider
Yavapai-Prescott Indian Tribe	530 E. Merritt Street	Prescott	AZ	86301	Shuttles Service for Casinos

CHAPTER 4 – STATE & LOCAL ISSUES

Introduction

The issues that are discussed in this Chapter were derived from input taken from the workshops and surveys that are described on pages 12-14 of Chapter 1. These issues have been used to identify the objectives or action steps that are listed in Chapter 6.

State Issues

This section looks at broader State issues that impact coordination and transit efforts in the Central Yavapai region. As the region works to coordinate transportation services, it will be important to address issues at the State level to encourage changes that will support more effective uses of Arizona’s transportation resources and remove regulatory practices that inhibit coordination. These issues have not been prioritized for this Plan, nor have projects been developed for the needed changes.

General Public Transportation

Federal transit dollars have supported transit systems in Arizona for many years, flowing directly to urban programs (Phoenix and Tucson) and administered through ADOT for rural transit systems. The matching funds for these programs largely came from local governments, or in a few cases, were provided by the local contractors who were operating those programs at the local level. Arizona has not provided state funding for transit, or general public transportation for most of its history.

However, in the late 1990s, Arizona voters approved a state lottery program, and transportation was one of the purposes for which the proceeds were to be used. In 1998, the State Legislature passed House Bill 2565 called LTAF II, to assist counties and incorporated communities with additional transportation funds (from lottery revenues). In 2000, additional legislation was passed making the use of LTAF II funds “transit use only” (defined as public transportation sponsored by a local government entity or special needs transportation) for jurisdictions receiving more than \$2,500. The local governments receiving LTAF II funds must match those funds at 25%.

Most jurisdictions used that money to provide matching funds for Federal Transit Administration grants. In the Central Yavapai Region, the jurisdictions that received those monies initially put them into a public transportation voucher program that was administered by Northern Arizona Council of Governments. The transportation services are provided by a network of participating providers (both private nonprofit and private for profit) who agree to accept the voucher as partial payment along with

a \$2.00 co-pay for the passenger trip. The municipalities have continued to invest their LTAF II funds in the voucher program for the last ten years.

Yavapai County stopped participating in the voucher program a few years ago, and instead makes LTAF II grants available to local nonprofit transportation providers through a Request for Proposal (RFP) process. Applicants that submit a proposal to the county for funding consideration must provide the 25% matching funds. Most of the agencies that have responded to the annual opportunity to submit a proposal have used the grants to purchase vehicles. A few agencies have used the money for operations.

In 2010 the State Legislature permanently repealed the LTAF II program, making Arizona one of only six states in the nation that has no dedicated funding for transit services from the state level. As a result, many local public transportation programs must cut services, and in Central Yavapai, the voucher program will be gone as of July 1, 2011.

AHCCCS/Medicaid

In 1982, Arizona became the last state in the nation to join the federal Medicaid program. Previously, counties in Arizona were responsible for providing medical services to the indigent. When healthcare costs began to escalate, the counties petitioned the state to join the Medicaid program as a way to bring federal dollars into the mix and limit the financial liability of counties for indigent medical services. The new Medicaid program, called Arizona Health Care Cost Containment System (AHCCCS), was phased in over the next ten years. Coverage for acute care services came first, followed by long term care services in 1988, and the last piece, behavioral health services, was added in the early 1990s.

Central concepts of the program are a capitated funding formula, or a set fee per enrolled patient, an emphasis on “home and community based” services, inclusion of some preventive care services (especially for children), and outsourcing of most services to private medical providers.

The Program Administrators and Health plans that contract with Arizona’s AHCCCS administration to provide medical services to Medicaid clients are responsible for assuring that the required transportation services are available. This requirement makes Arizona’s Medicaid program one of the largest purchasers of transportation services in the state.

Program administrators and health plans are not only financially responsible for medically necessary transportation but also must pay those costs from their established per patient fee, or capitated funding. They manage those transportation costs through a variety of service arrangements. Some participating healthcare providers deliver transportation “in house” using their own staff and vehicles. Others will directly reimburse Medicaid clients for transportation costs, and/or contract with outside transportation providers either directly, or through a brokerage arrangement.

This myriad of different agencies, administrative arrangements, and service provisions are not only confusing to clients, medical providers and transportation providers alike but often results in medically necessary transportation that is extremely expensive, duplicative or fragmented, unavailable and inadequate.

Transportation for Seniors

Area Agencies on Aging (AAAs) are community agencies, charged under the Older Americans Act with representing the interests of older people (60 years or older) and creating a service infrastructure to address their needs. As advocates for older persons, the AAAs have a keen interest in ensuring that older people have access to a range of transportation services responsive to individual needs.

The Area Agency on Aging serving the CYMPO Planning Area is administered by the Northern Arizona Council of Governments (NACOG). NACOG's AAA has the largest service area of the 650 Area Agencies on Aging in the United States. Their 2011 operating budget of \$4,111,983 allocates 2% or \$97,381 for transportation for the four counties they serve, Apache, Coconino, Navajo and Yavapai. Yavapai County receives the largest portion of the transportation dollars at \$55,505, which is used primarily for Meals on Wheels programs

Senior transportation must compete for funding with other critical needs of people who are 60 years of age and older. Currently, senior nutrition receives top priority with home-delivered meals and congregate meals at senior centers being the largest budget line items in NACOG's AAA 2011 budget followed closely by case management. The challenge is that the magnitude of these needs is far greater than available funding, and therefore transportation is a lower priority.

School & Pupil Transportation

School buses are special purpose transportation and the cost of purchasing them is far less than standard transit vehicles. However, school buses are built to hold small children so the seats are uncomfortable at best for full-sized adults. They are also problematic for the elderly who may have difficulty boarding the vehicles because of steep steps and narrow aisles. But there seems to be some potential for combining services for students with disabilities who need "door-to-door" transportation with that of other riders or for using such a vehicle mid-day to serve the elderly or people with disabilities.

Local Issues

This section looks at local issues that impact coordination and transit efforts in the Central Yavapai region. These issues have been prioritized at the end of this Chapter, and projects to implement some of the needed changes are described in Chapter 5.

Lack of Publicly Funded Transit

Currently there is no regional general public transit serving Prescott, Prescott Valley or Dewey-Humboldt. Chino Valley is in the initial stages of operating their publicly-funded transit system.

Public transportation is a crucial part of the solution to the area's economic, energy, and environmental challenges and although a transit proposal for the CYMPO region has been crafted, implementation has been put on hold because of the downturn in the economy and the loss of the State's Local Transportation Assistance Fund (LTAF).

Local Match – An Ongoing Challenge

Almost every Federal Transit Administration program requires that the sponsoring agency provide a portion of the costs of the project. This is what is known as local match, and the required percentages in Arizona vary from 7% for certain types of capital purchases to 50% for operating expenses. Some programs permit the local match to be provided on an in-kind basis which allows salaries and other eligible local expenses to be substituted for cash. However, there is usually a limit on how much of the local match can be on an in-kind basis, with 50% being the maximum.

Local governments have always struggled to come up with the required match, and this has been particularly true with operating programs which require a 50% local share on an ongoing basis. In a time of economic downturn, the local match issue looms even larger. As a result of this situation, a public transit system has not been initiated in the Central Yavapai region even though it was originally anticipated to have a startup date in the fall of 2009.

However, Yavapai County has agreed to provide the local match required to hire a regional Transit Development Coordinator. The Coordinator will be working on the "start-up" activities included in phase one of the Transit Implementation Plan adopted by CYMPO in early 2009. Among the designated responsibilities of this staff position is the preparation of a Request for Proposal (RFP) for establishment of a limited regional transit system. One of the implementation strategies being considered for inclusion in the proposed RFP is a requirement that potential operators of transportation services that may respond to the RFP opportunity will need to provide the local match.

The issue of local match will continue to be a challenge for transit systems, and this is particularly true in an area such as Central Yavapai where there is no dedicated source of funding for transit services.

High Percentage of Transportation Disadvantaged Population

The transportation disadvantaged population is defined as people without driving access to a personal vehicle whether this is due to age, disability, income level or any other cause. The CYMPO region has a high percentage of transportation disadvantaged residents for several reasons.

First, it is a very attractive retirement area. In the early 1990's *Money Magazine* named Prescott the "Best Place to Retire". This began a large influx of older adults to the community, many of whom, over the years, have lost the ability to drive. Another reason for the high percentage of transportation disadvantaged is the large number of drug and alcohol treatment facilities located in the area whose clients do not have a driver's license. Third, there are a number of group homes for the mentally disabled throughout the Quad-City Area and last, people who receive care at the VA Medical Center often remain in the region after they complete their treatment or stay for ongoing treatment.

Employment Transportation

The City of Prescott is the predominant work destination for residents of all four of the communities located in the CYMPO planning Area. According to the 2000 census, about 56% of all residents work in Prescott, 18% work in Prescott Valley; five percent work in Chino Valley, three percent work in Dewey-Humboldt and the remaining percentage work outside of the CYMPO incorporated areas.

Using the Towns and City centers as destination points, the number of people and the approximate distance of the work commutes between the three communities and Prescott are as follows:

- 1220 people who live in Chino Valley make a 19 mile, one-way commute to Prescott,
- 3,735 people who live in Prescott Valley make a 10 mile, one-way commute to Prescott and,
- 705 people who live in Dewey-Humboldt make a 19 mile, one-way commute to Prescott

(2000 Journey-to-Work Flow, Nelson\Nygaard CYMPO Regional Transit Needs Study, 2007)

Census journey to work data contributes to a better understanding of local and regional travel patterns that indicate the need for transportation services between communities located in the CYMPO Planning Area.

Improved Information Availability

There is a need for improved awareness and education on regional transportation issues. For example:

- Medical providers and human service organizations need to have reliable information about what transportation services are available, how to use those services and what are the eligibility requirements;
- Political leaders and the community need to be educated about the need for public transportation locally, and on the economic feasibility of establishing a transportation system;
- Transportation providers need to be educated on the opportunities provided by mobility management strategies.

Funding for Voucher Program

This topic was discussed under the section on State Issues, but it is also an important area from the local perspective. Once the State Legislature eliminated the LTAF II program, most local governments in the CYMPO region decided not to continue to program local funds for transit purposes in the absence of State funds. The Town of Chino Valley, however, will continue to use local funds to support their new transit system for at least two years, even though no more LTAF II monies are available.

The lack of State and local funding for public transit will result in a number of seniors, people with disabilities, and low income populations losing access to what often is their only transportation resource.

Affordable After-hours Specialized Transportation

Most specialized transportation providers operate affordable service primarily Monday through Friday from 8 to 5. These providers are often not in a position to pay driver overtime or institute a second shift. The result is that they tend to rely on volunteer driver programs, which have more flexibility in terms of scheduling, for after hours service. The other alternative is the for-profit sector, which has recently recognized the need for after-hours service. This service, however, is more expensive and may require advance notice. There continues to be a significant need for affordable after-hours service in the CYMPO region.

Affordable Long Distance Trips for Transportation Disadvantaged

Elderly, people with disabilities and, low wage earners often need transportation to the Phoenix area for medical testing and treatment. For-profit transportation providers charge in excess of \$200 for a one-way trip to Phoenix. Alternatives to this expensive form of travel to Phoenix need to be developed.

Transportation Needs of Changing Populations & Activity Centers

The population and activity centers for the Quad City have changed over the past 10 years. Medical offices once centrally located around the Yavapai Regional Medical Center in Prescott have expanded into new geographic areas like the Crossings. Many Prescott doctors and medical companies have opened additional offices in Prescott Valley and are requesting that Prescott clients travel to their offices in Prescott Valley where more appointment times are available. County offices once located in the heart of Prescott are now located in Pioneer Park on the outskirts of the city.

Urban sprawl has increased the distances some populations must travel to obtain services. Williamson Valley residents may travel 10 miles or more to either of the two Yavapai Regional Medical Center Campuses. Some hospital services are available at only one YRMC campus, further exacerbating travel distances.

Capacity to Coordinate Transportation Services

Transportation experts believe that coordinating human services transportation programs provides the most efficient use of transportation resources by avoiding duplication and encouraging the use and sharing of existing community resources. In communities where coordination is made a priority, citizens benefit from more extensive service, lower costs and easier access to transportation. Coordination can improve overall mobility within a community, particularly when human services agencies are separately providing transportation to their own clients. Coordination helps to stretch the limited (and often insufficient) funding and personnel resources of these agencies. When appropriately applied, coordination can lead to significant reductions of operating costs (per trip) for transportation providers. People in need of transportation also profit from enhanced transportation and higher quality services when operations are coordinated.

Transportation providers, both private for-profit and nonprofit, have concerns that need to be addressed about joining a partnership that shares resources. Issues about liability, maintaining service quality, and losing customers to other providers are high on their list of concerns.

Affordable Inter-community Transportation

Trips to and from the communities located within the CYPMO planning area are costly for all travelers. The approximate mileage to or from city or towns center in order from lowest to highest is:

- Prescott Valley-Dewey-Humboldt—10 miles one-way
- Prescott-Prescott Valley—10 miles one-way
- Prescott Valley-Chino—18 miles one-way
- Prescott-Dewey-Humboldt—19 mile one-way

- Prescott-Chino Valley—19 miles one-way
- Dewey-Humboldt-Chino—30 miles one way

These long distances command, by necessity, high fares for both for-profit and not-for-profit transportation providers, particularly since much of the transportation currently provided across these corridors is with a single passenger in the vehicle.

Availability of Volunteer Drivers

Several nonprofit transportation providers use volunteer drivers. People Who Care, Neighbor to Neighbor and American Red Cross are examples of providers who use volunteer drivers. These agencies face similar challenges in recruiting, training and retaining sufficient volunteers to maintain the transportation service. For example, People Who Care Prescott which provides support to seniors living in the City of Prescott draws on volunteer drivers who use their own personal vehicles to drive clients to medical appointments and other basic services. Out of the 3295 hours of service provided by their volunteers last year more than half, or 1820 hours were transportation-related services.

People Who Care Prescott utilizes over 300 volunteers. Most of them are retired. As these volunteers age so do their clients. As their clients age, they require more physical support such as assistance in and out of the volunteer’s vehicle. As the volunteers age, they are less able to provide physical support to their clients.

The need to identify and recruit volunteer drivers will increase as the population within CYMPO’s boundaries increases and ages.

Prioritizing Local Issues

The local issues discussed above were prioritized by surveying the members of the Mobility Management Team, who have been participating in the development of the updated Coordinated Plan since it started. The results of the survey are shown in the chart below:

	Total	Priority
Publicly Funded Transit System	22	1
Local Match Monies	29	2
Affordable Inter-community Transportation	49	3
Capacity to Coordinate Transportation Services	53	4
Employment Transportation Programs	55	5

	Total	Priority
Affordable After Hours Specialized Transportation	63	6
Improved Information Availability	64	7
Funding the Voucher Program	68	8
Affordable Long Distance Trips for Transportation Disadvantaged	74	9
Transportation Needs of Changing Populations and Activity Centers	75	10
Availability of Volunteer Drivers	82	11

CHAPTER 5 – STRATEGIES, PROJECTS & PRIORITIES

Chapter 5 describes:

1. Strategies and projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
2. Priorities for implementation based on resources from multiple program sources, time and feasibility for implementing specific strategies and/or activities that have been identified.

More important, Chapter 5 is, in essence, a strategic plan for how the region intends to address the gaps in service identified in Chapter 4 and “achieve efficiencies in service delivery” through mobility management and coordination.

Strategies

There are several strategies that have guided the development of this Plan. The first is to support a regional approach to transportation coordination and mobility. This would include emphasizing CYMPO’s role in the Plan process both in terms of capturing funding and implementing enhanced service delivery and efficiencies. The second strategy, which complements the first one, is the establishment of a Central Yavapai County Mobility Council, with funding for staff support. This type of Council, which exists in many counties and regions throughout the country, is eligible to receive Federal dollars through several programs; such as, Section 5310, 5316 and 5317. These dollars can be matched with in-kind time.

A third strategy, and one that depends on the first two, is the establishment of a regional general public transit system in Central Yavapai County. This system should include both rural and urban areas which collaborate on the provision of transit through cooperative agreements.

Priorities and Projects

This section discusses the top five priority issues, as reflected in the Local Issues section of this report, in terms of project potential. It is important to note that the projects must be consistent with the identified needs and strategies.

Regional General Public Transit Service

The top priority is to initiate regional general public transit service on a small scale. There are three projects that will support this priority. First is to follow Phase I of the Transit Implementation Plan, which was completed in February 2009, and which is now underway with the hiring of a transit coordinator by Yavapai County. This Phase, in addition to covering a family of transit services, includes initiating of a one call scheduling and dispatch center as well as the development of recommendations for a governance structure and dedicated funding. Phase II covers the start of fixed and flexible route services, as well as the implementation of paratransit services.

The second project is the development and issuance of an RFP to potential service providers. The proposal would include a requirement that the contractor bring all of the needed local match to the table so that there would be no financial burden on local governments.

The third project would be continued education and awareness for the general public and for elected officials on the feasibility and benefit of a regional general public transit system. This would include concise information on what services are available and how to use those services as well as a clear demonstration of the economic benefits that such a system will bring.

Generation of Local Match

Lack of a dedicated and sustainable funding source for local match has been cited as the main reason that a regional general public transit system has not been initiated to date; however, there are several alternatives to local government cash that can be used as local match.

This second priority includes a strong emphasis on educating policymakers about these alternatives, which include requiring the contractor(s) to provide the match, the use of in-kind credits, contributions from the private sector, and other measures.

This priority should result in the exploration of options for dedicated transit funding that are currently available under Arizona statutes. Those options changed last year, and may change again this year, so they need to be monitored and understood.

Last, but not least, this priority should clarify the arrangements among the participating partners through an IGA that lays out the respective responsibilities of each of them, both administratively and financially.

Affordable Inter-Community Transportation

This third priority reflects the need to increase the limited inter-community transportation that is currently offered by several human service providers. These offerings will need to be integrated and coordinated with the publicly funded system.

A key element for this priority is the development of a one-call scheduling and dispatch center that provides information, assistance, and access to all transportation services. The Community Transportation Association of America has a “Guidebook for Developing One-Call Services”, and it would make sense for CYMPO to have a consultant do a report which analyzes how such a concept could be brought to fruition in the Central Yavapai Region

Another part of this priority would be the expansion of privately funded transportation vouchers. Currently, a few human service agencies issue such vouchers, but there is the potential for many more of them. The Department of Economic Security, the Area Agency on Aging, and other organizations can use their funds for transportation purposes, and there is always the possibility of working with merchants and employers who would benefit directly from transportation vouchers.

Capacity to Coordinate

The fourth priority is to strengthen the capacity to coordinate. Even though the Mobility Management Team meetings have focused on this area, there is a need for more specific activities to support the effort.

A key element is the one-call scheduling and dispatch center which is described under the previous priority. This type of center can improve overall mobility options, particularly in an area such as Central Yavapai County where most human service agencies provide transportation only to their clients. There are issues that need to be resolved with this approach to coordination, and as recommended above, CYMPO could undertake a feasibility study on how the concept could work in this area.

A second element in this priority is a common training program for all public and human service organizations which provide transportation. While Territorial Transit’s current grant program will include some components of a training program such as a drivers’ manual and a clearly defined paratransit eligibility process, there needs to be a uniform standard for driver and dispatch training. This would encompass areas such as defensive driving, employee drug awareness, passenger service and safety, etc.

A third essential element is funding by CYMPO for the mobility management program. Mobility management helps to stretch scarce resources, but it takes a commitment from the lead transportation planning agency, which is CYMPO, to make this approach effective. The Federal Transit Agency strongly encourages transportation planning organizations to support mobility management by using some of FTA's funds, such as Section 5303, 5307, and 5310 to strengthen the effort.

Employment Transportation

The fifth priority is the provision of employment transportation. The CYMPO region is over 400 square miles in size with its population spread throughout the area. The majority of the jobs are in either Prescott or Prescott Valley, however, so there is extensive commuting by many residents.

This situation leads to the first element of the priority – the need for a strengthened mobility management effort. A program of this sort could help to fill the gap until a publicly funded regional transit system is in place. Coordination of existing human service providers might well result in an ability to transport residents who do not have access to a vehicle or are unable to drive to work.

A second element is the establishment of an employer on-line ridesharing program which allows residents to identify people with similar commutes and work hours. This type of service exists in many areas, and conversations with staff at Valley Metro indicate that their on-line system could be adapted for and shared with the Central Yavapai area.

Finally, there is a need for expanded private vouchers, as was discussed in the section on affordable inter-community transportation. Human service agencies and employers would see significant benefits from providing a modest pool of funds to allow clients and employees to obtain transportation to work, and there may be some private providers who would make this service available on a shared ride basis.

CHAPTER 6 – HUMAN SERVICES

TRANSPORTATION APPLICATION PROCESS

AND PRIORITIES

All FTA programs are expected to participate in the effort to coordinate human services and public transit programs; however, this plan focuses on three human service transportation programs that require participation in the coordination effort - **Section 5310**: Elderly Individuals and Individuals with Disabilities; **Section 5316**: Job Access and Reverse Commute; **Section 5317**: New Freedom.

The details of other FTA programs funding general public transit (Section 5307 in the urbanized area and Section 5311 in the rural area) and capital expenses for public transit systems (Section 5309) are not addressed in detail, but they are considered the “public transit” in the “Coordinated Public Transit/Human Services Transportation Plan.” Please see Chapter 3 for more information on Section 5307 and Section 5311 projects in the Central Yavapai region.

FTA Program Descriptions

Section 5310: Elderly Individuals and Individuals with Disabilities

This program (49 U.S.C. 5310) provides capital funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the public transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. Funds are apportioned based on each State’s share of population for these groups of people, and local applications are competitively ranked.

Section 5316: Job Access and Reverse Commute (JARC)

This program (49 U.S.C. 5316) provides capital and operating funds to States to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Funds are apportioned based on each State’s share of population of low income individuals, with low income being defined as incomes below 150 percent of the poverty level.

Section 5317: New Freedom

This program (49 U.S.C 5317) provides capital and operating funds to States to expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. The program is aimed at eliminating barriers that prevent people with disabilities from participating fully in community life.

Mobility Management

Funding from all three of these programs can be used to support mobility management efforts. Mobility management is an approach to managing and delivering coordinated transportation services to individual customers. The managers, or advocates, serve as policy coordinators, operations service brokers, and customer travel navigators.

ADOT Evaluation Criteria

ADOT has developed different criteria for the three programs, and these are summarized in the chart below.

CRITERIA	5310	5316	5317
Need for proposed equipment or service	X		
Addresses current work related transportation needs of low income individuals		X	
Addresses the need for new public transportation service beyond ADA targeted at the disabled			X
Effective utilization of equipment of service	X	X	X
Supports local and regional coordinated plan and related activities	X	X	X
Management Capability	X	X	X
Accessibility, safety and training programs	X		

It should be noted that the CYMPO Mobility Management Team suggest inclusion of “sustainability” as a criteria for ADOT’s evaluation of the applications.

2010 Applications Received by CYMPO

Agency	Request	Amount Requested	Need	Comments
Adult Care Services	Lift equipped cutaway, communication equipment 5310-nonprofit	\$53,685	Replace 1999 cutaway with 87,705 miles	Demand for adult day care growing - fee
Intermountain Centers for Human Development	Two minivans, one with ramp 5310-nonprofit	\$59,400	Replace 2002 and 2003 vehicles with 107,000 and 106,000 miles	Growth of demand for developmental disability services - no fee
West Yavapai Guidance Clinic	Two minivans with no lift or ramp 5310-nonprofit	\$43,200	Replace 2000 and 1999 vans with 129,000 and 97,000 miles	Increased need for medical transport for clients – no fee
Northern Ariz. Council of Governments (NACOG)	Personnel expense for operating job access voucher program 5316- non-profit	\$65,000	Continual increase in requests for vouchers from unemployed	Growth in need for transport to job prerequisites and opportunities - co-pay
Intermountain Centers for Human Development	Operating funds for transportation program 5317-nonprofit	\$89,532	Loss of state developmental disability funding	Impairment of clients requires ICHD to transport – no fee
New Horizons Independent Living Center	Operating funds for transportation program 5317-nonprofit	\$33,995	Transportation operating costs climbing exponentially	Growth in population with disabilities and seniors who are unable to drive – fee and contracts
Senior Companion Program	Mileage reimbursement for senior volunteers/ Senior Companions 5317-State government	\$8,010	Senior volunteers /Senior Companions are low income	Home bound senior population increasing – waiting list for program – no fee
Prescott Transit Authority	Two taxi mini-vans with ramp, communication equipment 5317-for profit	\$72,800	Replace non-accessible sedans	Expanding demand for door to door accessible service 24 hours per day- fee and contracts
Tender Hearts Senior Care	Lift equipped cutaway 5317- for profit	\$47,200	Additional vehicle to meet requests for wheelchair and stretcher transport	Growing demand for service within and outside region 24 hours per day – fee and contracts

Review Procedure

CYMPO set up a panel to evaluate the 2010 Specialized Transportation Applications (Sections 5310, 5316, 5317) using the ADOT evaluation sheets and scoring process. Panel members were: Michael Whiting, Executive Director, Yavapai County United Way; Jo Berger, Director of Facilities and Planning Yavapai College; Dorothy Hatton, retired clinical psychologist and consumer; and, David Nystrom, CYMPO Board Member. Loretta Crimi, ADOT staff, attended as a non-voting member.

The panel interviewed each of the applicants, and then scored each application. The four sets of scores for each application were then combined to arrive at a total score for each application. The highest scoring application received first priority, the second highest second priority, and so forth. The panel recommendations were presented to CYMPO's Technical Advisory Committee on April 8, 2010, at their regular monthly meeting. The Committee voted unanimously to forward the panel recommendation to CYMPO's Executive Board.

The Executive Board, at their April 21, 2010, meeting, voted to approve the panel recommendations, and CYMPO forwarded the 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. The priority list is as follows:

Section 5310—Elderly and Disabled - Capital only, \$3.9* million. (Statewide)

First priority: West Yavapai Guidance Clinic
Second priority: Adult Care Services
Third priority: Intermountain Centers for Human Development

Section 5316—Job Access/Reverse Commute – Capital and operating, \$330,000.* (For the 4 small urbanized areas)

First priority: NACOG (only applicant)

Section 5317—New Freedom – Beyond ADA for People with Disabilities – Capital and operating, \$177,000.* (For the 4 small urbanized areas)

First priority: New Horizons Independent Living Center
Second priority: Senior Companion Program, NAU
Third priority: Tender Hearts Senior Care
Fourth priority: Intermountain Centers for Human Development
Fifth priority: Prescott Transit Authority

*Dollar amounts assume Full Funding by FTA

Appendix A – February 8, 2010 Grant & Planning Workshops Attendance List

Adult Care Services	Karen Brewer	844 Sunset Avenue	Prescott	AZ	86301	(928) 445-6633	karen@adultcareservice.org	Adult Day Care
Arizona Department of Transportation	Loretta Crimi	206 S. 17th Avenue	Phoenix	AZ	85007	(602) 712-7106	lcrimi@azdot.gov	State Agency
Arizona Department of Transportation	Felipe C. Sanchez	206 S. 17th Avenue	Phoenix	AZ	85007	(602) 712-8140	fsanchez@azdot.gov	State Agency
Arizona State Government Pioneer Home	Kimberly Stromberg	300 S. McCormick	Prescott	AZ	86303	(928) 445-2181	kim.stromberg@azph.gov	Assisted Living
Chino Valley, Town of,	Jason Kelly	P.O. Box 406	Chino Valley	AZ	86323	(928) 636-9780 Ext. 7051	jkelly@chinoaz.net	Town Government
Chino Valley, Town of-Vice Mayor	Ron Romley	1020 W. Palomino Rd.	Chino Valley	AZ	86323	(928) 636 2646	rromley@chinoaz.net	Town Government
Citibus	Steve Silvernale	820 E. Sheldon Street	Prescott	AZ	86301	(928) 778-7978	steve@prescotttransit.com	Transportation Provider
Coalition for Compassion and Justice	Gerry Garvey, Director	PO Box 1882	Prescott	AZ	86302	(928) 443-8382	Director@YavapaiCCJ.org	Community Organization
Coalition for Compassion and Justice	Marlene Hammond	PO Box 1882	Prescott	AZ	86302	(928) 776-9294	marlenehammond@hotmail.com	Community Organization
Good Samaritan Village Tower Apts.	Marjorie Ksenzulak	1075 Ruth Street	Prescott	AZ	86301	(928) 778-3302	mksen@cableone.net	Assisted Living
Good Samaritan Willow Wind Assisted Living	MaryEllen Robbins	3191 Aster Drive	Prescott	AZ	86305	(928) 443-9999	mrobbin1@good-sam.com	Assisted Living
Intermountain Centers for Human Development (Tucson)	Karen Young	P.O. Box 17749	Tucson	AZ	85748	(520) 721-1887 Ext 5239	kareny@ichd.net	Transportation Provider
New Horizons Independent Living Center	Liz Toone	8085 East Manley Drive	Prescott Valley	AZ	86314	(928) 775-8870	ltoone@cableone.net	Transportation Provider
Northern Arizona Council of Governments (NACOG)	Eileen Nesmith	221 N Marina St. # 201	Prescott	AZ	86301	(928) 778-1422	enesmith@nacog.org	Voucher Program
Tender Hearts Transportation	Bill Dunnells	1129 W Iron Springs Rd # 108A	Prescott	AZ	86305	(928) 777-2394	bill@TenderHeartsSeniorCare.com	Transportation Provider
Tender Hearts Transportation	Rick Judy	1129 W Iron Springs Rd # 108A	Prescott	AZ	86305	(928) 777-2394	rick@TenderHeartsSeniorCare.com	Transportation Provider
Territorial Transit	Susan E. Adams	P.O. Box 11648	Prescott	AZ	86304	(928) 776-9332	territorialtransit@gmail.com	Transportation Provider

Territorial Transit	Lindsay Bell	P.O. Box 11648	Prescott	AZ	86304	(928) 776-9332	territorialtransit@gmail.com	Transportation Provider
West Yavapai Guidance Clinic	Timothy Abraham	505 S. Cortez Street	Prescott	AZ	86303	(928).445-5211	t.abraham@wygc.org	Behavioral Health Provider
Yavapai Association for the Blind and Visually Impaired	Tim & Turalee Smith	3850 N. Civic Drive, #7228	Prescott Valley	AZ	86314	(928) 778-0055	harleyqueen@cableone.net	Community Organization

Appendix B – February 8, 2010 Grant & Planning Workshops Presentation

Slide 1 & 2

CYMPO COORDINATED PUBLIC TRANSIT/ HUMAN SERVICES TRANSPORTATION PLAN

BACKGROUND

- United We Ride federal initiative—Executive Order February, 2004
- Arizona Rides—Arizona Executive order July, 2005
- Regional Coordination Plans 2007
- CYMPO Mobility Management Team 2008

Slide 3 & 4

WHY DO A COORDINATED PLAN?

- Coordinated public transit-human services transportation plans are specifically mandated in the SAFETEA-LU legislation
- In order to receive funding under FTA programs Section 5310, 5316 and 5317, locally derived transportation plans must be developed (2007)
- Designated transportation planning agency in area has responsibility to develop plan

VALUE OF COORDINATION

- Coordinating transportation services has been called “the best way to stretch scarce resources and improve mobility for everyone.”

--Ohio Department of Transportation

Slide 5 & 6

PURPOSE

- The purpose of the Coordinated Public Transit/ Human Services Transportation Plan is to develop a strategic plan to improve specialized transportation services to individuals with mobility limitations caused by age, disability or income constraints.

MINIMUM REQUIREMENTS FOR COORDINATION PLANS

- An assessment of available services that identifies all area transportation providers
- Assessment of transportation needs for individuals with disabilities, older adults and people with low incomes
- Strategies, activities and/or projects to address the identified gaps between current services and needs
- Priorities for implementation based on resources from multiple program sources, time and feasibility

Slide 7 & 8

THE CYMPO PLAN

- Describes the planning process and coordination activities for CYMPO region
- Provides an historical overview of coordination
- Explains process used to ID transportation needs and service gaps
- Describes challenges to coordination in region
- Outlines opportunities to coordinate and expand community transportation services

ORGANIZATION OF CYMPO PLAN

- Chapter 1 provides context for the Coordination Plan and the regional planning process
- Chapter 2 portrays characteristics of the region
- Chapter 3 describes the current status of public transit and inventories the transportation services currently available

Slide 9 & 10

ORGANIZATION OF PLAN CON'T

- Chapter 4 identifies state and local needs and issues to consider in developing strategies to improve transportation efficiencies through coordination
- Chapter 5 details FTA programs and ADOT criteria for evaluating local applications
- Chapter 6 includes strategies for addressing identified needs and service gaps

STATE ISSUES

- General Public Transportation
- AHCCCS/ Medicaid
- State Administered Human Services Implemented Locally (DES)
- Aging & Area Agencies on Aging
- School & Pupil Transportation
- Repeal of LTAF Funding/ No Dedicated State Transit Funding

Slide 11& 12

LOCAL ISSUES

- Changing Human Service Transportation Needs
- Service Needs of New Populations & Activity Centers
- High Population of Transportation Disadvantaged
- Voucher Continuation
- No Public Transit
- Funding (Local Match)
- Information Availability
- Employment Transportation
- After-Hours Transportation
- Capacity to Coordinate
- Intercommunity Transportation
- ADA Accessibility for Citibus

PRIORITIES AND STRATEGIES

- Mobility Management
- One Call Dispatch/ Scheduling Center
- Common Insurance Pool
- Common Training
- Educate Public on Available Transportation Options

Appendix C

February 8, 2010 Grant & Planning Workshops Coordination Strategy Issues – As Identified By Participants

Capacity to Coordinate Transportation Services

Funding the Voucher Program

Availability of Volunteer Drivers

Publicly Funded Transit System

Affordable Long distance Trips for Transportation Disadvantaged

Employment Transportation

Local Match Monies

Affordable After Hours Specialized Transportation

Transportation Needs of Changing Populations and Activity Centers

Affordable Inter-Community Transportation

Improved Information Availability

Appendix D – November 18, 2009 Transportation Planning Summit Attendance List

Name	Affiliation	Address				Email
Margie Jones	Angles On Duty	3185 N. Windsong Dr.	Prescott Valley	AZ	86314	aodtransport@cableone.net
Mike Johnsen	APS/PV Chamber	120 N. Marina St.	Prescott	AZ	86301	michael.johnsen@aps.com
Bob Luzius	Arizona Transit Association	237 S. Arizona Avenue	Prescott	AZ	86303	hilltop237@hotmail.com
Ben Olsen	Call to Duty Foundation	1105 Paar Drive	Prescott	AZ	86305	benp.olsen@gmail.com
Bill Schwabe	Advocate	3113 E. Swanlake Cir.	Prescott	AZ	86303	bill.schwabe@gmail.com
Gerry Garvey	CCJ	P.O. Box 1882	Prescott	AZ	86302	ccjdirector@gmail.com
Doug Kraemer	City of Prescott-Traffic Eng. Tech.	433 N. Virginia Street	Prescott	AZ	86301	doug.kraemer@prescott-az.gov
Augustine Lopez	CCJ/Vista Volunteer					ccjuista1@gmail.com
Jodi Rooney	CYMPO	7501 E. Civic Circle	Prescott Valley	AZ	86314	jrooney@pvaz.net
Vicky McLane	CYMPO	7501 E. Civic Circle	Prescott Valley	AZ	86314	vmclane@pvaz.net
Mark Kendall	DES Rehabilitation Services Admin	8128 E. Hwy 69, Ste. 201	Prescott Valley	AZ	86314	mkendall@azdes.gov
Debbie Martin	DES Rehabilitation Services Admin	Moving--no current address	Flagstaff	AZ		debramartin@azdes.gov
David Nystrom	Dewey-Humboldt Town Council	P.O. Box 69, Humboldt Station	Humboldt	AZ	86329	cm.nystrom@dhaz.gov
Cindy Pemberton	First Things First	1100 E. Sheldon St., PMB 6908	Prescott	AZ	86301	cpemberton@azftf.gov
Clair Louge	First Things First	1100 E. Sheldon St., PMB 6908	Prescott	AZ	86301	vol-clouge@azftf.gov
Doug Count	Advocate					whyodoug@yahoo.com
Barbara Garvey	Institute for Sustained Social Change	4835 Hornet Drive	Prescott	AZ	86301	bgarvey@prescott.edu
Sue Lynch	League of Women Voters					tvlynch@aol.com
Jacque Holladay	Life Line Ambulance	1099 W. Iron Springs Rd.	Prescott	AZ	86301	jholladay@lifelineaz.com
Peter Como	Life Line Ambulance	1099 W. Iron Springs Rd.	Prescott	AZ	86301	pcomo@lifelineaz.com
John Richert	Master's Touch	6550 E. 2nd Street, Ste. A	Prescott Valley	AZ	86314	john@masterstouchtours.com
Warren Micale	Master's Touch	6550 E. 2nd Street, Ste. A	Prescott Valley	AZ	86314	warren@masterstouchtours.com
David Quinn	NAIC	2257 E. Cedar	Flagstaff	AZ	86004	davidquinnusa@netscape.net
Doris Piatak	NAIC	1095 Northwood Loop	Prescott	AZ	86303	dorispiatak@cableone.net
Steve Kahne	NARBHA Board	3257 West Hidden Acres Trail	Prescott	AZ	86305	S.KAHNE@IEEE.org
Richard Hothem	Neighbor to Neighbor	P.O. Box 25450	Prescott Valley	AZ	86312	neighbor@northlink.com
Carum Valigore	Consumer--New Horizons					none

Name	Affiliation	Address				Email
Theodore Hunt	Consumer--New Horizons					None
Liz Toone	New Horizons ILC	8085 E. Manley Dr	Prescott Valley	AZ	86314	ltoone@cableone.net
Stacy Raker	People Who Care/Vista Volunteer					sraker@ycvp.org
Virginia Jacobsen	People Who Care/Board Member					vinceandjinny@hotmail.com
Fritzi Mevis	People Who Care/CCJ	P.O. Box 12977	Prescott	AZ	86301	ppwc@cableone.net
Melissa Thomberg	Pia's Place	615 Hillside	Prescott	AZ	86301	melissathomberg@piasplace.com
Tom Pettit	Prescott Alternative Transportation	438 Campbell	Prescott	AZ	86301	tlpettit@gmail.com
Lisa Barnes	Prescott Alternative Transportation	309 E. Gurley Street	Prescott	AZ	86301	lisa@prescottbikeped.org
Debbie Tuttle	Prescott Transit	820 E. Sheldon St.	Prescott	AZ	86301	info@prescotttransit.com
Patty Lasker	PV Town Council	7501 E. Civic Circle	Prescott Valley	AZ	86314	plasker@pvaz.net
Cecil Bailey	Red Cross	1020 Sandretto Drive	Prescott	AZ	86301	none
Michael Gerdes	CCJ Volunteer					mcg.vvi@gmail.com
Bill Dunnells	Tender Hearts Transportation	1129 W. Iron Springs Rd. , 108-A	Prescott	AZ	86305	bill@tenderheartsseniorcare.com
Lindsay Bell	Territorial Transit	P.O. Box 116478	Prescott	AZ	86304	territorialtransit@gmail.com
Jason Kelly	Town of Chino Valley	P.O. Box 406	Chino Valley	AZ	86323	jkelly@chinoaz.net
Norm Davis	Town of Prescott Valley	7501 E. Civic Circle	Prescott Valley	AZ	86314	ndavis@pvaz.net
Kim Belli	Transit Owner on East Coast	350 N. Coulter Circle	Prescott	AZ	86303	kbelli.az@smad.com
Suzanne O'Neill	Transit Plus	P.O. Box 69	Elizabeth	CO	80107	suzanne.oneill@transitplus.biz
Ron Romley	Vice Mayor Town of Chino Valley	1020 W. Palomino Rd.	Chino Valley	AZ	86326	Rromley@chinoaz.net
Bob Moore	Yavapai County Long Term Care	6717 E. 2nd Street	Prescott Valley	AZ	86314	bob.moore@co.yavapai.az.us
Al Carter	YCCDI					alcarterizo@g.com
James Kimes	Advocate	8045 E. Donna Rd.	Prescott Valley	AZ	86314	jameskimes@aol.com
Lin Luker	Advocate	824 W. Gurley St. #240	Prescott	AZ	86305	jsawilli@yahoo.com

Appendix E
November 18, 2009 Transportation Planning Summit
Summary of Outcomes

A community transportation planning summit entitled, SMART MOVE: Expanding Transportation Options was held on November 18, 2009. Fifty Four (54) people attended the six hour session. Included among attendees were members of the Central Yavapai Mobility Management Team (sponsor of the event), many local transportation providers, transportation customers, transit advocates, social service agency representatives, CYMPO staff, a couple of business people, other citizens interested in community services, several municipal staff members, and at least four local city or town council members.

The day included training segments (power point presentations) on the following topics:

- ◆ Benefits of Public Transportation and Mobility Services
- ◆ Information on Existing Transportation Services and area Need for Expanded Services
- ◆ The local Mobility Management Project
- ◆ Plans for a Regional Transit System
- ◆ Building a Family of Transportation Services

Between the training segments, attendees heard personal stories from local transportation customers who need transportation services to access shopping, services, jobs, and recreation opportunities. There were also several breakout sessions in which participants worked on mobility solutions and suggested creative ways to expand transportation options in the central Yavapai region.

Addressing Mobility Challenges

The first group exercise of the day was to address six mobility challenges, all typical scenarios for local residents. Attendees were separated into six groups and asked to come up with the solution to their assigned transportation challenge. Not all of the challenges had a viable solution, but all groups gained a better understanding of typical challenges faced by local residents on a daily basis, and some groups were able to offer creative suggestions to deliver the needed ride.

Mobility challenge #1:

I usually car pool with Joe because he has an accessible van, but he just called to tell me the van won't start. I need to get to work in 30 minutes. I'm out of vouchers for the month and I only have \$5 cash in the house. What do I do?

Solution #1:

The group was not able to solve the immediate problem, so Joe was probably late for work. At least two of the local taxi companies do offer wheelchair transport, and may be willing to offer a discount on the fare. It's also possible that a same day ride could be booked with any of several local special needs providers if they have a vehicle and driver free at the time the ride is needed. Several of these providers are willing to provide the ride and then bill the client later.

Mobility Challenge #2:

I have a dialysis appointment in an hour. People Who Care will take me there as usual, but I don't have any way to get home and no money or vouchers to pay someone else to drive me home. What do I do?

Solution #2:

A local provider that specializes in transportation to and from medical appointments agreed to provide the transportation and bill the client later. Many local providers will also offer a discount to frequent travelers.

Mobility Challenge #3:

My doctor's office just called and said they've had a cancellation and could see me this afternoon. I usually book a ride with the Red Cross Reserve a ride, but today's Wednesday and they don't do PV on Wednesdays. The Red Cross likes a couple of days notice anyway. I do have the \$15 I pay the Red Cross, but I don't think that's enough for another provider. What Do I Do?

Solution #3:

One solution for a same day ride is a taxi cab—you should always negotiate the rate, and many cab companies are willing to offer discounts for frequent riders, seniors and people with disabilities. It's also possible that a same day ride could be booked with any of several local special needs providers if they have a vehicle and driver free at the time the ride is needed. Several of these providers will bill the client for the ride later.

Mobility Challenge #4:

Its homecoming and Mom can't drive me because she's working tonight. Even if Mom could loan me the car, I don't have my license yet. Joey is grounded so I can't catch a ride with him. I've got \$5 bucks but I need that to get into the game. What Do I Do?

Solution #4:

The group was not able to solve this transportation challenge. One suggestion was that he take a cab to the game using his \$5 and try to borrow money for admission from a friend. The alternate suggestion offered was for him to call all his friends and try to get a ride with someone else. We hope he got to the game.

Mobility Challenge #5:

Boy, am I in a fix. I need to get to an AA meeting tonight over at Safe Harbor. I usually get a ride with the Clinic van, but they've had to cut back and don't provide transportation at night anymore. No money, no car, no license. If I don't get to this meeting, my probation officer and the Judge will be on my case. What Do I Do?

Solution #5:

The group working on this transportation problem suggested that recovery programs get together and establish some kind of car pool arrangement to get clients to evening AA meetings.

Mobility Challenge #6:

I'm on Title XIX and I get my behavioral health services at the Clinic. I have an appointment with my psychiatrist this afternoon. My husband Joe usually drives me, but he's sick and can't get out of bed today. I can't drive because of the medication I'm on. What Do I Do?

Solution #6:

This group suggested that maybe the appointment should be re-scheduled to a time when the husband could drive. The other solution noted was that Title XIX (or AHCCCS) clients usually are eligible for transportation provided by their health plan to get to and from medically necessary appointments.

Building a Family of Transportation Services

Summit attendees were divided into four breakout groups, and tasked to answer two questions that could help the region in moving forward to build a family of transportation services. The first question and the responses generated were:

1. What strategies should we pursue as a community to coordinate existing transportation options more effectively?

Group One:

- ◆ Call center administered by the regional transit agency/authority and staffed by a person with knowledge of local resources
- ◆ Website with links to other resources
- ◆ Automated taxi system
- ◆ Ultra light rail or streetcar system

Group Two:

- ◆ Hire Transit administrator/coordinator
- ◆ Establish call center
- ◆ UWIN (United Way Information Network) could include transit coordination
- ◆ Offer CYMPO transit information through local service providers
- ◆ Outreach and education to local employers, business associations, churches and social organizations
- ◆ Work with United Way to alleviate replication of transit services and build coalition

Group Three:

- ◆ Host a service provider fair (so that the public and other service providers know what transportation services everyone has to offer)
- ◆ Invite speakers from other communities who have implemented comparable programs
- ◆ Develop a call center
- ◆ Centralized scheduling/dispatching of rides

Group Four:

- ◆ Establish a Resource Center/ Call Center
- ◆ CYMPO to hire [transit] administrator/coordinator
- ◆ Community outreach and education
- ◆ Encourage public dialog
- ◆ Political involvement/support for coordination strategies (and for regional transit system)
- ◆ Municipal staff help create awareness of/ advocate for transportation services

Question #2: What additional options do we need to create in the quad city communities to build a family of transportation services?

Group One:

- ◆ Transit brokerage/ call center
- ◆ Public Service Announcements (PSA's) for educational campaign
- ◆ Transit authority as single service provider or one stop center for passes, etc.
- ◆ Network of fixed routes for general public that are "interlined" between local fixed routes and intercommunity fixed routes
- ◆ Paratransit services

Group Two:

- ◆ A format for open conversations
- ◆ More political involvement to advocate for and support transportation services
- ◆ Advocacy for the public to create better awareness of needs and services available
- ◆ Tri City (regional) public transportation initiated with the expanded routes suggested in the Transit Plan
- ◆ Civic, public and private partnerships
- ◆ Chino Valley efforts (rotary project, possible pursuit of 5311 grant) as role model for rest of area

Group Three:

- ◆ Commuter buses/routes
- ◆ After hours and weekend transportation services
- ◆ Feeder services
- ◆ Tie-ins/ transfers to bike and pedestrian routes

Group Four:

- ◆ More transit oriented development (more density—“less sprawl, more sense”)
- ◆ Village like mixed use communities combining residential and business uses
- ◆ Work toward an educational (public awareness) peak; take it to the neighborhood level
- ◆ Maintain positive public image for every segment of service
- ◆ Link popularity of environment/green concerns to public transportation

Show Me the Money!

Summit attendees were divided into four breakout groups, and each group was tasked to brainstorm creative solutions for coming up with local match dollars to draw down the approximately \$700,000 in federal transit dollars available annually to the CYMPO region. The group assignments were as follows: in kind support options; partnership possibilities; creative contracts and sources of hard cold cash. Ideas were generated by each group as follows:

Partnerships:

- Players:
1. Civic
 2. Faith communities
 3. Public
 4. Private/commercial interests
 5. Non profits or foundations
 6. Education sector
 7. Tribe

- Examples:
- Education: Maintenance services by JTED or at local district bus barns
 - Faith: support call center→ transport to services
 - Commercial: Write off for in kind support
 - Public: community service opportunities
 - Education: College internships with transit program
 - Tribe: Conventions and casino equal tourism riders

Creative Contract Opportunities:

- ◆ YRMC East and West—transport docs, meds and people
- ◆ Provide courier services
- ◆ Yavapai County or State transportation needs (i.e. DES, Department of Health)
- ◆ Provide maintenance services for other fleets in community
- ◆ Contract with schools for student transportation, or have school buses provide public transportation services
- ◆ Contract with colleges for student transportation to substantiate need and leverage funding
- ◆ Contract with recovery community stakeholders to purchase transportation services
- ◆ Provide employee transport for Mike Fann Contracting or similar businesses
- ◆ Provide transportation for regional entertainment and hospitality programs (Tim’s Toyota Center, Rodeo, Yavapai County Fair, PALA, etc.)

In Kind Supports:

- ◆ CYMPO or a local government jurisdiction could offer office space, utilities, office supplies, etc. for a transit administrator—local business or social service agency could also provide
- ◆ Use volunteers as drivers or other staff positions
- ◆ Donated fleet maintenance services (e.g. by school district, local government, local business)
- ◆ Donated or discounted fuel, oil or other fleet supplies
- ◆ Donated dispatching/ scheduling services

Hard, cold cash:

- ◆ Foundation funding as seed money to start up a system
- ◆ Local governments should provide match from general fund to start system
- ◆ After system up and running for a couple of years, go for voter approved dedicated funding source