

FLAGSTAFF REGIONAL TRANSPORTATION COORDINATION PLAN

*Prepared for the
Flagstaff Metropolitan Planning Organization (FMPO)*



Final Report

April 2007

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Final Report

RAE Consultants, Inc.
1029 East 8th Avenue
Denver, CO 80218
303 860-9088

rick@raeconsultants.com

This report was funded through a grant to the Arizona Department of Transportation (ADOT) from the Federal Transit Administration (FTA) for the United We Ride program.

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I. INTRODUCTION

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

A summary of these FTA programs is provided below.

Section 5310 – Elderly Individuals and Individuals with Disabilities

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

Section 5316 – Job Access and Reverse Commute (JARC)

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

Section 5317 – New Freedom

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

Section 5311 – Rural Public Transit

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

Section 5307 – Urban Formula Program

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

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

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

This *Flagstaff Regional Transportation Coordination Plan* has been prepared for the area included in the Flagstaff Metropolitan Planning Organization (FMPO) area. It includes three chapters. The first two chapters present an Introduction (chapter 1) and a Regional

Overview (chapter 2). Chapter 1 provides a context for the plans and the planning process. Chapter 2 presents a summary of the FMPO region as a whole, as well as transportation providers in the area. Chapter 3 presents a program of projects for the Flagstaff Region. This includes detailed information on each sub-region, including the transit service area, information on existing providers, service gaps, coordination strategies, and a program of projects for anticipated funding requests.

II. FMPO REGION OVERVIEW

The FMPO Region

The Flagstaff metropolitan region ranges over 525 square miles of ponderosa pine and juniper forests. It is anchored by the City of Flagstaff with a population of 61,000. The surrounding unincorporated communities of Bellemont, Kachina Village/Mountaineire, Doney Park, Winona and Bederville add an additional 18,000 people.

The Flagstaff region is served by Interstate 40, traveling east-west and Interstate 17 that connects south to Phoenix. US 89 and US 180 extend north to Lake Powell and the Grand Canyon, respectively. US 89 a runs south to Sedona through Oak Creek Canyon. Mountain Line Transit provides transit service on five fixed routes and regional air service is available at Pulliam Airport.

Major employers in the area are the government sector including Northern Arizona University, the City of Flagstaff, Coconino County, and the Flagstaff Unified School District. The tourism industry is very significant with dozens of hotels, restaurants, and arts and crafts stores. Important industries include W. L. Gore, SCA Tissue and Nestle-Purina.

[INSERT MAP OF FMPO REGION HERE]

Existing Transportation Providers

There is one public transit provider serving the Flagstaff area, as well as several specialized nonprofit providers. Each of these is summarized below. More detail on each provider is presented in Chapter III.

Public Transit

Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) – NAIPTA was created in 2006. NAIPTA operates three transportation services, two in the Flagstaff area and another in Sedona. Discussions are underway to have NAIPTA operate service in and around Cottonwood. The three services are:

- *Mountain Line Transit* provides fixed route public transit service primarily within the City of Flagstaff.
- *VanGO* is the complementary ADA paratransit operation, which provides equivalent service to persons with disabilities, who cannot effectively use the Mountain Line fixed route service.
- *RoadRunner* is a fixed route trolley service which operates in Sedona. RoadRunner also runs a Connector Route from Cottonwood to Sedona in the

morning and from Sedona to Cottonwood in the afternoon. These services are described in more detail in the *Northern Arizona Regional Transportation Coordination Plan*.

Elderly and Disabled Transportation Programs

Several nonprofit agencies provide specialized client-oriented services in the Flagstaff area, serving the elderly, persons with disabilities, persons with low incomes and students. These agencies are listed below:

Coconino County Community Services – Coconino County provides two transportation services; a weekday route between Flagstaff and Williams for seniors, and a county-wide pilot driver reimbursement program for seniors.

Hozhoni Foundation – The Hozhoni Foundation provides transportation to support residential, vocational and educational programs for people with developmental disabilities.

Native Americans for Community Action – This organization is a health and human service agency that provides transportation in the Flagstaff area on weekdays during normal business hours.

The Family Resource Center – The Family Resource Center supports students in need in reaching their educational objectives. They do not provide transportation directly but encourage participants in their programs to use the Mountain Line public transit system.

ABRID Family Services and Supports – ABRID provides transportation services for persons with developmental disabilities.

American Veterans – The American Veterans operate two vans in the Flagstaff area, transporting veterans to medical appointments in Flagstaff and to Prescott.

Think Jesus Project – This non-profit organization provides transportation services for special activities.

NAU Disability Support Services – Disability Support Services of Northern Arizona University (NAU) operates one van providing door-to-door transportation to students and faculty members with disabilities.

NAU Parking Services – The Parking Services department operates fixed route transit services on the Northern Arizona University campus. In addition, a nighttime “SafeRide” bus offers transportations for students to help keep students from drinking and driving.

More detailed information on these providers is presented in Chapter III.

Unmet Needs

There are many unmet transportation needs in the region. Based on stakeholder input received at workshops in December, 2006 and February 2007, these include: funding for service area expansion, service to Williams, regular service to Indian Reservations for special needs, more buses and drivers, low income fares, more affordable senior transportation and an overall increase in funding.

Specific needs were also identified for job access, particularly for homeless individuals and individuals who may suffer from serious mental illness, for seniors and others who need to access the Flagstaff Medical Center. A need was also identified for individuals living outside the fixed route service area who need to come into the urban area for services, employment, or other activities.

Further information regarding transit needs is included in the *Flagstaff Short Range Transit Plan*.

The Regional Plan Process

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

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

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

In February 2007, a second regional workshop was held. The draft *Regional Transportation Coordination Plan* was presented and comments were solicited. Participants were asked to help fill any gaps in terms of providers included in the plan and to finalize their anticipated funding requests from the FTA 5307, 5310, 5311, 5316 and 5317 programs for the years 2007 through 2009.

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

Program Priorities and Evaluation Criteria

Service Priorities

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

1. **Need:** projects which address a demonstrated need
2. **Effective use of funds:** projects which provide (or facilitate) a high volume of trips given the resources expended
3. **Collaborative process:** projects developed through a collaborative planning (project development) process
4. **On-street coordination:** projects which demonstrate sharing of resources. For example, projects showing multiple client use of vehicles will have a higher priority than single-agency services
5. **Operational capability** – projects which are operationally feasible and demonstrate accessibility, safety/training and effective maintenance
6. **Management capability** – grantee agencies which demonstrate strong management capability

Evaluation Criteria

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

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

Given changes included in SAFETEA-LU legislation and subsequent FTA guidance, a new "mobility management" function is now included as an allowable expense under the 5307, 5310, 5311 and 5316 programs. Rural Councils of Governments (COGs) and the Metropolitan Planning Organizations (MPOs) in Urbanized Areas, which host the regional review teams, may be applying for mobility management funds themselves. To avoid conflict of interest with other applications for mobility management applications, ADOT will make a determination relative to these COG or MPO mobility management applications outside of the "regular" project review process, based on its evaluation of how effectively such a function will support the state's coordination goals and objectives.

The next chapter presents specific coordination plan elements.

III. COORDINATION PLAN ELEMENTS

The Flagstaff area includes the City of Flagstaff and the surrounding unincorporated areas. This chapter provides additional information on the existing public transit service in the area as well as additional information on specialized transportation providers. It also addresses unmet needs and potential coordination strategies.

Existing Transportation Providers

Public Transit

Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)

The Northern Arizona Intergovernmental Public Transportation Authority is a regional organization including Coconino and Yavapai Counties; the cities of Flagstaff, Sedona, and Cottonwood; and Northern Arizona University.

NAIPTA operates three transportation services, two in the Flagstaff area and another in Sedona. Discussions are underway to have NAIPTA operate service in and around Cottonwood.

NAIPTA services are summarized below.

- *Mountain Line Transit* provides fixed route public transit service primarily within the City of Flagstaff.
- *VanGO* is the complementary ADA paratransit operation in the Flagstaff area, which provides equivalent service to persons with disabilities, who cannot effectively use the Mountain Line fixed route service.
- *RoadRunner* is a fixed route trolley and paratransit service which operates in Sedona.
- *RoadRunner Cottonwood Express* provides commuter service between Cottonwood and Sedona. Discussions are currently underway to expand the RoadRunner to include service within Cottonwood.

Mountain Line operates 14 fixed route vehicles and VanGo operates 12 demand response vans with wheelchair lifts in the Flagstaff area. Service is concentrated in the urban core. The service operates from 6:00 a.m. to 10:00 p.m., Monday through Friday and 7:00 a.m. to 8:00 p.m. weekends and holidays. The standard cash fare is \$1.00 with a \$.50 fare for seniors, persons with disabilities and youth.

For service in the Flagstaff area, NAIPTA receives funding from Federal Transit Administration (FTA) Section 5307 urbanized area funds and local funding from a transit tax. The transit tax is due to sunset in 2010; the region went to the voters in 2006 to

extend the tax, but it was not successful. Another attempt to win voter approval will be made in the next year or two.

Annual service data for 2005 include the following.

	<u>Mountain Line</u>	<u>VanGo</u>	<u>Roadrunner-Sedona</u>
Annual passenger trips:	613,906	19,157	(included in ML)
Annual vehicle hours:	n/a	n/a	n/a
Annual vehicle miles:	547,210	130,350	31,010
Total oper./admin. budget:	2,306,649	\$622,282	(included in ML)

NAIPTA engages in a variety of coordination activities in the Flagstaff area. Much of the coordination is informal, based on relationships with human service organizations. They have a solid working relationship with Coconino County Community Services. Key programs are:

- Driver Training: NAIPTA provides comprehensive driver training that is available to agencies receiving 5310 funds, at cost. This successful program has been in operation two years.
- Travel Training: Travel training is provided to individuals to assist them in using fixed route buses whenever possible.
- Taxi Program: This pilot program has started with 15 individuals who do not need a wheelchair lift on a vehicle. They can use the taxi service instead of the VanGO service, and it is available at times VanGO does not operate. This program started in February, 2007 to supplement the ADA paratransit services provided through VanGO.
- Bus Passes: some bus tickets or passes are provided to organizations serving individuals with disabilities or who have low incomes who otherwise would not be able to afford the price of a bus fare.

As previously stated, NAIPTA also provides transit service delivery in Sedona and is exploring options for operating the transit service in the City of Cottonwood.

Specialized Transportation for the Elderly and Persons with Disabilities

In addition to the fixed route and complementary ADA paratransit service provided by NAIPTA, there are several nonprofit agencies providing transportation in the Flagstaff area. Summary information on these providers is presented below.

Coconino County Community Services

Coconino County Community Services provides two transportation services. One program provides transportation for seniors between Flagstaff and Williams for shopping, recreation and for medical services. This service operates one or two days a week,

depending on weather. One vehicle is based in Flagstaff and one in Williams. In addition, a pilot county-wide program is currently underway which provides a subsidy to seniors who find their own driver for trips throughout the county.

A vehicle inventory is presented below for the Flagstaff-Williams service. Coconino County Community Services also has 10 other vehicles it uses for meals-on-wheels.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Cutaway	2005	10	2	Good
Ford	Minivan	1999	9	0	Fair

Annual service data for 2005 include the following.

Annual passenger trips:	2,062
Annual vehicle hours:	900
Annual vehicle miles:	38,600
Total operating and administrative budget:	\$454,000

In the future it is hoped that public transit service will operate between Williams and Flagstaff, between Winslow and Flagstaff and between Page and Flagstaff. Better service in general for low come individuals and seniors.

Hozhoni Foundation

The Foundation provides individualized residential, vocational, and educational services for people with developmental disabilities. Their goal is to enhance the quality of life, self-sufficiency, dignity, and self-respect of the individuals they serve. They provide opportunities for education and interaction to heighten awareness and understanding of people with disabilities.

The service area is Flagstaff, with occasional trips to outlying areas and other portions of the state for Special Olympics, family visits and medical evaluation and follow up. Service is provided 16 hours a day, 7 days a week. Their service recipients range from young adults to elderly in age and from fully ambulatory persons to those who mobilize by use of wheelchairs.

A vehicle inventory is included in Appendix C. Annual service data for 2005 include the following.

Annual passenger trips:	25,376
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Annual vehicle hours:	5,824
Annual vehicle miles:	33,000
Total operating and administrative budget:	\$8,700,000

With respect to coordination, in the past the Hozhoni Foundation has coordinated with other providers to transport individuals served by their program. The arrangement lacked the flexibility necessary to provide for the full spectrum of training and community integration needed. Currently, there are informal agreements for transportation to and from activities which occur between Flagstaff Parks and Recreation and private individuals with developmental disabilities.

Native Americans for Community Action

The Native Americans for Community Action, Inc. is a health and human service nonprofit organization. They provide transportation in the Flagstaff area weekdays between 8 AM and 5 PM. They do not currently have any vehicles.

No service data was available. And no information was provided regarding coordination.

The Family Resource Center

The Family Resource Center supports families to support students to be successful in school. All services are free and available to anyone in the Flagstaff community. They provide tutoring, community resource and referral, assistance to families with transportation to adult computer classes, internet access, and Spanish and Navajo language translation for school related needs.

The Center is open Mondays and Fridays from 10 AM to 7 PM, Tuesdays and Fridays from 10 AM until 4 PM, as well as other hours by special request.

They do not operate any vehicles. The Center strongly encourages clients to use Mountain Line and they provide maps and help with trip scheduling. Free bus service would be helpful to their clients.

ABRID Family Services and Supports

ABRID provides services for persons with developmental disabilities. Transportation services are provided but no detailed information was available.

Think Jesus Project

The Think Jesus Project has two activities for which transportation services are provided. The first is Berg’s Barbeque, a weekly event with a free meal and music that presently feeds 350 people each Sunday afternoon. They operate a van to transport individuals without transportation to this event, carrying approximately 50 people (100 one-way trips) each week. At this weekly event, the needs of individuals who attend up are identified. The Think Jesus Project then connects these individuals to appropriate human service agencies for a wide range of services.

On weekdays, service is provided between the hotels that are providing shelter for the homeless and day labor centers. One trip is made in the morning, dropping riders at the day labor centers by 6:00 a.m., and one return trip is made in the evening. Overall program costs are estimated at \$40 per hour although at present much of this is provided on an in-kind basis. Mileage is estimated at 15 miles per hour.

	<u>Berg’s B-B-Q</u>	<u>Employment Service</u>	<u>Total</u>
Passenger Trips	5,200	6,240	11,440
Service Hours:	182	1,040	1,222
Service Miles:	2,730	15,600	18,330
Operating Cost:	\$7,280	\$41,600	\$47,880

NAU Disability Support Services

One cutaway vehicle is operated weekdays on the NAU campus, from 7:00 a.m. to 9:00 p.m.. This service complements the fixed route shuttle that is provided on campus, meeting ADA requirements for an educational institution. The service operates when NAU is in session, including during the summer session. The service operates on campus only, except for one daily run to Flagstaff Medical Center.

The service is operated with a 2005 cutaway vehicle received through the ADOT Section 5310 program. Replacement of this vehicle is anticipated by 2010 so a 2009 application will be submitted.

No other information was provided.

Assessment of Needs

There are many unmet transportation needs in the region. Based on the stakeholder input received at workshops in December, 2006 and February, 2007, these include:

- funding for service area expansion
- service to Williams
- regular service to Indian Reservations for special needs
- more buses and drivers

- low income fares
- more affordable senior transportation
- overall increase in funding.

Further information regarding transit needs is included in the *Flagstaff Short Range Transit Plan*.

Coordination Strategies to Address Needs

There are significant coordination activities already in place in the Flagstaff area. These include the following.

- Vouchers for taxis for ADA Eligible VanGo/NAIPTA clients
- NAIPTA/Mountain Line provides a taxi voucher for guaranteed ride home for EcoPass clients
- Students ride on Mountain Line for the reduced rate , including Charter School students
- Senior Services clients ride on VanGo, paid for by Senior Services
- Hozhoni contracts with DDD and gets other grants
- NAIPTA contracts with DDD also
- Driver Training for Special Needs vans is provided by NAIPTA to Sedona Community Center, NACOG affiliated program drivers, Coconino County Community Services drivers, etc at cost
- NAIPTA/Mountain Line schedules, NAU schedules and VanGo Brochures are displayed at Chamber or Commerce, City Hall, Community Centers, etc. Bus passes are sold at a number of places in Flagstaff
- Hopi Transits daily shuttle brings clients into Flagstaff and drops them at Mountain Lines Transfer Shelter to ride Flagstaff's fixed route
- Flagstaff City, Coconino County and NAIPTA share bid of fuel purchase and facilities
- Paratransit in Sedona is paid for by NAIPTA, contracted to Sedona Community Center. NAIPTA provides the Paratransit Van, driver training, dispatching, and scheduling. Sedona Community Center provides the driver and services.
- NAIPTA/ Mountain Line provides travel training at the Flagstaff Family Resource Center

An important “next step” will be to transition the current transit planning process to include ongoing coordination with human service agencies. This might include institutionalizing some of the existing informal arrangements between NAIPTA and human service agencies or establishing an advisory committee that includes human service agencies, organizations serving clients with employment needs or issues related to aging or disabilities.

Projected Additional Coordination Efforts include the Following:

- More funding to coordinate VanGo with Seniors Programs/ DDD clients/ and other Special Needs clients
- Cut outs on Highways for bus stops
- GPS location systems and on board computers
- Centralized Dispatch
- Dedicated Transportation Tax made permanent
- Marketing for Transit Services
- Mobility Manager
- Training Coordinator
- Rideshare Program
- Transit Center downtown
- Transit Center by the mall

There was agreement that additional funding would be needed to meet the special transportation needs within the urbanized area.

Program of Projects Summary

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

FTA Section 5310 – E & D Capital

- NAIPTA*: No requests anticipated.
- Coconino County Community Services*: Replace vehicle re the Flagstaff-Williams service in 2007.
- Hozhoni Foundation*: Routine vehicle replacement (approx. 2 per year)
- Think Jesus Project*: Purchase a cutaway vehicle for job access and other programs in 2007.
- NAU Disability Support Services*: Vehicle replacement in 2009.

FTA Section 5316 – Job Access

- NAIPTA*: Develop vanpools for low income workers, serving the Doney Park and other outlying areas
- Think Jesus Project*: Provide daily job access for the homeless.

FTA Section 5317 – New Freedom

- NAIPTA*: Expand the VanGo service area

FTA Section 5311 – Rural General Public

- NAIPTA*: Expand service in Sedona and Cottonwood in 2008

FTA Section 5307 – Urban General Public

- NAIPTA*: Increase frequency to 15 minute service through the Flagstaff downtown mall

PROGRAM OF PROJECTS 2007

Region - FMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAIPTA						
<i>Oper's/Admin.</i>						
Continue	\$ 3,226,149					\$ 3,226,149
Expand				\$ 195,581	\$ 114,273	\$ 309,854
<i>Capital</i>						
Replace vehicles	\$ 59,500					\$ 59,500
New vehicles	\$ 202,518			\$ 280,000	\$ 60,000	\$ 542,518
Transit facility	\$ 1,800,000					\$ 1,800,000
Maint. Facility						\$ -
Total	\$ 5,288,167	\$ -	\$ -	\$ 475,581	\$ 174,273	\$ 5,938,021
Coconino Co. Community Services						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hozhoni Foundation						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Native American Community Action						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABRID						
Admin.Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 5,288,167	\$ -	\$ -	\$ 475,581	\$ 174,273	\$ 5,938,021

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Region - FMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAU Disability Services						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Think Jesus Project						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 5,288,167	\$ -	\$ -	\$ 475,581	\$ 174,273	\$ 5,938,021

PROGRAM OF PROJECTS 2008

Region - FMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAIPTA						
<i>Oper's/Admin.</i>						
Continue	\$ 4,246,491	\$ -	\$ -		\$ 120,808	\$ 4,367,299
Expand		\$ -	\$ -	\$ 176,275		\$ 176,275
<i>Capital</i>						
Replace vehicles	\$ 180,000	\$ -	\$ -			\$ 180,000
New vehicles	\$ 1,009,886	\$ -	\$ -	\$ 160,000		\$ 1,169,886
Transit facility	\$ 1,673,355	\$ -	\$ -			\$ 1,673,355
Maint. Facility						\$ -
Total	\$ 7,109,732	\$ -	\$ -	\$ 336,275	\$ 120,808	\$ 7,566,815
Coconino Co. Community Services						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hozhoni Foundation						
Vehicle replacement	\$ -	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Native American Community Action						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABRID						
Admin.Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 7,109,732	\$ -	\$ 96,000	\$ 336,275	\$ 120,808	\$ 7,662,815

PROGRAM OF PROJECTS 2008 (page 2)

Region - FMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAU Disability Services						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Think Jesus Project						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total	\$ 7,109,732	\$ -	\$ 96,000	\$ 336,275	\$ 120,808	\$ 7,662,815

PROGRAM OF PROJECTS 2009

Region - FMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAIPTA						
<i>Opers/Admin.</i>						
Continue	\$ 4,209,983	\$ -	\$ -	\$ 185,199	\$ 123,828	\$ 4,519,010
Expand	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Capital</i>						
Replace vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit facility	\$ 180,000	\$ -	\$ -	\$ -	\$ -	\$ 180,000
Maint. Facility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 4,389,983	\$ -	\$ -	\$ 185,199	\$ 123,828	\$ 4,699,010
Coconino Co. Community Services						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hozhoni Foundation						
Vehicle replacement	\$ -	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Native American Community Action						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABRID						
Admin. Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 4,389,983	\$ -	\$ 96,000	\$ 185,199	\$ 123,828	\$ 4,795,010

PROGRAM OF PROJECTS 2009 (page 2)

Region - FMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAU Disability Services						
Vehicle replacement	\$ -	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Think Jesus Project						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Grand Total	\$ 4,389,983	\$ -	\$ 144,000	\$ 185,199	\$ 123,828	\$ 4,843,010

IV. REGIONAL PROGRAM OF PROJECTS SUMMARIES

The table on the following page presents a summary of funding requests in the NACOG Region, for each of the FTA funding programs.

PROGRAM OF PROJECTS - FMPO REGION (2007)							
<u>Sub-region</u>	<u>5307 - Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>	
NAIPTA	\$ 5,288,167	\$ -	\$ -	\$ 475,581	\$ 174,273	\$ 5,938,021	
Coconino County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Hozhoni Found.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Native Amer. CA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
ABRID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
NAU Disability Service:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Think Jesus Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 5,288,167	\$ -	\$ -	\$ 475,581	\$ 174,273	\$ 5,938,021	

PROGRAM OF PROJECTS - FMPO REGION (2008)

<u>Sub-region</u>	<u>5307 - Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAIPTA	\$ 7,566,815	\$ -	\$ -	\$ -	\$ -	\$ 7,566,815
Coconino County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hozhoni Found.	\$ -	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Native Amer. CA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABRID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NAU Disability Service:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Think Jesus Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 7,566,815	\$ -	\$ 96,000	\$ -	\$ -	\$ 7,662,815

PROGRAM OF PROJECTS - FMPO REGION (2009)

<u>Sub-region</u>	<u>5307 - Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
NAIPTA	\$ 4,699,010	\$ -	\$ -	\$ -	\$ -	\$ 4,699,010
Coconino County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hozhoni Found.	\$ -	\$ -	\$ 96,000	\$ -	\$ -	\$ 96,000
Native Amer. CA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ABRID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NAU Disability Service:	\$ -	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Think Jesus Project	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 4,699,010	\$ -	\$ 144,000	\$ -	\$ -	\$ 4,843,010

**APPENDIX A
REGIONAL STAKEHOLDER MEETING SUMMARY**

**FMPO AND NACOG
REGIONAL TRANSPORTATION
COORDINATION PLAN MEETING**

**Little America Motel – Flagstaff
December 8, 2006, 9:00 AM**

Meeting Summary

Attendance

Barbara Curtis, Navajo Transit
Leon Nwayestewar, Hopi Elderly Services
Scott Neissess, Helping Hands Agency
Gus Lundberg, Four Seasons Connection
Jon Westergaard, Statewide Express Net
Hollis Dekker, Page Senior Transportation
Tracy Candelaria, Concho CAN!
Linda Jones, Concho CAN!
June Kellett, Yavapai Sr. Nutrition
Susan Barrington, Sedona Community Center
Jerry Wiley, Clarkdale Council
Curt Bohall, Clarkdale Council
M. Blacksheep, Navajo AOA
Phillip Stonecipher, Catholic Charities
Verna Fischer, Coconino County
Terry Leet, White Mountain Communities
Chris Rohem, CCC
Bob Smith, Community Counseling
Sharon Pinckard, Town of Edgar/Springerville
Linda Hanahni, Moenkopi Sr. Center
Shirley Scott, CATS-Cottonwood
Jim Wagner, NAIPTA
Jim Tuck, NAIPTA
Kathy Chandler, NAIPTA
Nadia Sperry, Rainbow Acres, Civitan, Moenkopi Senior Center
Martin Ince, Flagstaff MPO
Alburt Johnson, Navajo Transit
Bill Schmitt, Hozhoni Foundation
Jennifer Key, Hozhoni Foundation
Taft Collateta, Hopi Transit
Beatrice Norton, Hopi CHR Program
Carol Poseyesva, Hopi Office of Health Services
Delta Kindelay, WMAT Elderly Service
Ron Knights, Coconino Community Services
Jeff Oakes, Community Counseling Centers
Chris Fetzer, NACOG
Dave Cyra, FTA/CTAA Liason

Steve Rost, ADOT,
Gregg Kiely, ADOT
Sam Chavez, ADOT
Amy Ostrander, Ostrander Consulting
Rick Evans, RAE Consultants, Inc.

Getting Started

Chris Fetzer of Northern Arizona Council of Governments (NACOG) opened the meeting and welcomed those present. After Rick Evans of RAE Consultants, Inc. provided an overview of the meeting, Gregg Kiely, Sam Chavez and Steve Rost of ADOT were introduced. Steve provided information about the Safe Routes to School program. David Cyra, representing the Federal Transit Administration and Community Transportation Association of America was introduced. Dave is supporting various states in developing the required coordination plans. Amy Ostrander, Ostrander Consulting, Inc., a member of the consultant team was introduced.

Rick reviewed the purpose of the workshop which was to begin the process of developing a Regional Transportation Coordination Plan for the NACOG area. Coordination Plans are mandated in the new SAFETEA-LU federal transportation reauthorization legislation. Anyone requesting funding, beginning in 2007, under the Federal Transit Administration (FTA) 5310, 5316 and 5317, and indirectly 5311 and 5307, programs must be included in a Transportation Coordination Plan.

Participants then introduced themselves, including the type of transportation they provide and the location of their service. Based on these introductions, the attendees broke into four groups by areas:

- Flagstaff
- Verde Valley (Cottonwood and Sedona)
- White Mountains (Including Apache County)
- Page/Hopi/Navajo

These groups then discussed issues for their region:

- Existing Providers
- Current Coordination
- Unmet Needs
- Ideas for Coordination

Subregion Reports

Flagstaff

Existing Providers

- NAIPTA – Mountain Line, Fixed Route, Van Go, DAR, Shuttle Route to Kochise Village
- Approximately 5 taxicabs
- Several faith-based service
- Cap Civitan – 1 vehicle for recreation

- Catholic Charities – Homeless population, 2 vans
- Northland Facilities – 3-4 vehicles.
- Hozhoni – Developmentally disabled community, 22 vehicles
- American Legion – 2 vehicles
- Coconino Community Services – Seniors/Low income/DD, 5 vehicles
- School district – 150 vehicles
- Nursing homes with vehicles
- Intercity – counseling services, 12 vehicles

Current Coordination

- Vouchers: for Taxis/Mountain Line. Guaranteed ride home, special needs
- Charter School students on Mountain Line
- Senior Services on Van go - \$/trip
- Hozoni – contracts with DD/other grants
- Training by NAIPTA, including Sedona and Senior Centers
- Mountain Line and NAU – schedules and bus passes
- Rural Shuttle to Rt. 66 with Fixed Route
- Fuel purchased from City/County bid
- Van Go provides dispatch and driver services to Sedona Senior Center

Unmet Needs

- Funding for service area expansion
- Service to Williams
- Regular service to Reservations for special needs
- More buses, drivers
- Low income fares
- More affordable senior transportation.
- Overall increased funding

Ideas for Coordination

- More \$\$ to coordinate Van Go with seniors/DD/special needs
- Cut outs on highways
- GPS location systems/on board computers
- Centralized dispatch
- Dedicated transportation tax
- Marketing for transit services
- Mobility manager
- Training coordination
- Rideshare program

Verde Valley

Existing Providers

- City of Cottonwood – CATS – Deviated fixed route and DAR. 7 buses, 7 am to 5 pm M-F, Sat. 7 am to 6 pm, serves Cottonwood, Clarkdale and county south of Cottonwood.
- NAIPTA – Roadrunner in Sedona, recent start-up, well received, trying to integrate workers from Cottonwood to Sedona. 4 vehicles

- Yavapai Meals on Wheels – 200 trips a month to Phoenix, Wickenburg for dialysis, medical. 15-20 clients a month
- Sedona Community Center – 3 vans, local transportation for seniors, special needs, delivers over 2,000 meals annually. Great need for emergency transportation during forest fire. Interested in coordinating with entire valley instead of independent communities.

Current Coordination

- Have a disaster plan for emergencies.
- CATS tied in with NAIPTA, senior center, Head Start, DES, Colleges and Campus
- NAIPTA – Roadrunner just started October 16th. Coordination included in plans for Phase II
- Yavapai Meals on Wheels – Neighbor to Neighbor program takes seniors shopping/doctors. Volunteers with own vehicles.
- Clarkdale City Council sees need for employee service to casinos.

Unmet Needs

- Voucher system for all services
- CATS need \$\$ expand
- \$\$ for Roadrunner to move to Phase II of plan.
- Meals on Wheels – needs van drivers, lack of \$\$, training, training for managing rider medical needs, insurance cost is \$5-6,000 annually. Could County form pool?
- Sedona Community Center - \$\$ for operating costs
- Yavapai Meals on Wheels – no transportation to Prescott, jobs, doctors. Need at least one bus a day. Need to coordinate VA Hospital/Mayo Clinic.

Ideas for Coordination

- City of Cottonwood/Roadrunner: need Phase 2 (increase service frequency from Cottonwood/Sedona) and Phase 3 (seasonal service to Oak Creek Canyon/Camp Verde) funding
- Focus on routes serving casino, hospital, larger employers

Apache County/White Mountain Region

Existing Providers

- Community Counseling – 1,800 clients, behavioral health services in all of Navajo County. Client based only serving Show Low, Holbrook, Winslow, Title 19/Medicaid
- Statewide Express – Access service with 5 vans located in Show Low, Snow Flake, Holbrook, Chinle. Medical only
- VFW in Springerville/Meeker. Van not accessible
- Springerville/Edgar – very limited by funding
- Four Seasons Connections – funded by 5311, Show Low and Pine Top
- White River Community – old vans

Current Coordination

- Limited by distance, lack of funding

- Community Counseling provides vouchers for Four Seasons

Unmet Needs

- Veterans need additional service.
- County areas just not served at all
- With new Head Start rules for transportation lost this option
- Needs cuts across all services – veterans, seniors, medical assistance

Ideas for Coordination

- Get County involved in both funding and coordination
- Inequities of rural human service funding statewide
- Very limited opportunities for coordination due to lack of operating funds.

Page

Existing Providers

- Helping Hands Agency – New 5311 (used to be 5310) provider. 8 vehicles, 7 with lifts. Operate 3 fixed routes – one in Page, one from Page to LaCitidel, one to Green Haven (near Utah border). Serve both marinas on Lake Powell – on each side of lake. Carry 135 people per day, mostly seniors, mostly to work. Local/city funding is a major issue. City doesn't provide funds at the moment. Also provides some service to one Navajo chapter.
- Page Senior Center – 2 vehicles, both wheelchair, one is “tired.” Somewhat coordinated with “city system” (see above). Serve shut-ins and special needs. Go to Flagstaff and St. George. In past went to Tuba City (100 miles) for dialysis but those two people died so no demand at the moment. 4 9-10 passenger vans.
- Grand Circle Taxi – high cost, low reliability, unattractive service.

Current Coordination

- Some (low level) information sharing between the two agencies.

Unmet Needs

- Can't keep up with demand. New service, lots of demand.
- Service needed to Green Haven (near Utah border).

Potential Future Coordination

- More coordination between the two agencies as well as coordination with Navajo and Hopi services.
- Get more seniors to transition to public service so senior service can better serve most challenging needs/trips.

Hopi Nation

Existing Providers

- Senior Center (Meonkopi) – At intersection of 264/160. Elder service but must give priority to village service. A 501(c)(3) agency, gives them more flexibility compared to tribe operated services. Elders but also others. A new 5310 provider. New van coming, looking for operating dollars.
- Hopi Transit – Fixed route serve, 3 vans. Serve Flagstaff, Keams Canyon/Kykotsmovi. Service Monday thru Friday. Service twice a day.

- Hopi Elderly Services – nutrition, in-home, personal care. Center is in Meonkopi? Serve 1st, 2nd and 3rd mesas. Transportation to nutrition service. Two 15-passenger vans, one is which equipped. Need replacement vehicles. Three Medicaid providers in reservations (Saferide, Native Resources, Altecs, and ?).
- Hopi Health Care – WIC, AHCCCS (medical). CHR Program – 12 passenger van plus which van for dialysis.

Current Coordination

- Coordinate with CHR.

Unmet Needs

- People fall through the cracks. Not Medicaid eligible but still need medical service – due to income?
- Vehicle replacement
- Need grant writer

Potential Future Coordination

- Talk and work together on Reservation.
- Coordination with other providers.
- Barriers to coordination – AAA – age 60. Pnp has more flexibility.

Navajo Nation

Existing Providers

- Navajo Transit – fixed route service. Serves Tuba city, Window Rock, Kayenta, etc.
- Navajo Senior Center – 3 vans, serve two chapters (? and ?) Meal delivery and transportation. Five senior agencies.

Current Coordination

- Some internal coordination.

Unmet Needs

- Transit service needed to outlying areas.

Potential Future Coordination

- Internal tribe and with adjacent providers (Hopis and Page).

Planning Framework

An overview of the funding resources supporting transit in rural communities was reviewed. Rick stated that there is new 80% funding available for “mobility management” which could be used to fund staffing for coordination lead agencies.

Rick then mentioned the problem of getting good up-to-date information on transportation providers in each region. He passed out two items. One was a preliminary summary of information on area providers taken from recent grant applications. Accompanying that was a second sheet which was a one-page Transportation Provider Inventory. He asked those present if they would complete the inventory and send it back to Chris Fetzer at NACOG by Friday, December 29th.

As part of the discussion about transportation needs, Rick passed out a sheet including notes from the 2005 United We Ride workshop conducted in the fall of 2005.

United We Ride Assessment

The group then completed the federal United We Ride Assessment for Communities. The results are presented in Attachment A. Because of the various needs, each subregion completed a separate assessment.

What's Coming?

Rick then briefly reviewed a Program of Projects table which presented his view of where the regions need to end up in the final chapter of this first year of coordination planning. The table format presented a list of agencies to be funded down the left side and the FTA program funding categories across the top (5311, 5310, 5316, 5317 and 5307). The first year Regional Coordination Plans will need to show each project to be funded, for each agency, under each federal program. Ideally the Coordination Plans will have a three-year planning timeframe.

Planning Framework

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

- Federal, state, regional and constituent roles
- Rural Transit Needs Assessment project
- Collaborative planning process
- Transit grant programs
- Coordination plan content
- Project evaluation
- Project schedule

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

What Is Coordination?

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

Next Steps

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

ADOT and Consultant Team

- Chris Fetzer will send a Transportation Provider Inventory form electronically . This form was provided in hard copy at the meeting and needs to be completed and returned to either electronically or by fax by DECEMBER 29TH to Rick Evans with a copy to Chris at NACOG.
- Chris Fetzer will send the Project Planning Worksheet format for providers and/or other others to complete regarding anticipated grant requests for a three-year time period for 2007, 2008 and 2009. This form was provided in hard copy at the meeting and needs to be completed and forwarded to Rick Evans by Friday, January 12th with a copy to Chris at NACOG.
- Chris Fetzer will send the four subregions a short list of agenda items prepared by the consultant team to be discussed at the 1-2 follow-up meetings in December and January.
- ADOT will develop evaluation criteria and priorities for each FTA funding program.

COGS

- NACOG will refine the list of invitees and compare the list of invitees to the list of actual attendees and attempt to contact additional participants.
- NACOG will monitor the follow-up meetings that were scheduled for each subregion.

Local Providers and Other Stakeholders

- Complete the Transportation Provider Inventory by the end of the year and send it to NACOG and Rick Evans by December 29th.
- Prepare preliminary ideas regarding FY 2007 to 2009 FTA grant requests and submit them, using the Project Planning Worksheets to NACOG and Rick by January 14, 2007.
- Attend Subregion meetings:
 - Flagstaff with MPO – Contact Martin Ince
 - Cottonwood – Contact Shirley Scott
 - Hopi/Navajo/Page – Contact Scott Neisess
 - White Mountains/Apache County – Sharon Pinckard

The workshop ended at approximately 12:30 PM.



ATTACHMENT A-1

A Self-Assessment Tool for Communities

COMPLETED BY NACOG ON DECEMBER 7, 2006

FIRST COLUMN, Verde Valley, *SECOND COLUMN, Flagstaff*

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

Section 1: Making Things Happen by Working Together

Verde V Flagstaff

- 3 3.5 1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?
- 3__3 2. Is a governing framework in place that brings together providers, agencies and consumers? Are there clear guidelines that all embrace?
- 3__1__ 3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?
- 4__2__ 4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?
- 4__3__ 5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

Section 2: Taking Stock of Community Needs and Moving Forward

- 2__2__ 1. Is there an inventory of community transportation resources and programs that fund transportation services?
- 1__1__ 2. Is there a process for identifying duplication of services, underused assets, and service gaps?
- 2__1__ 3. Are the specific transportation needs of various target populations well documented?
- 2__2__ 4. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/reduce costs?
- 3__2__ 5. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?
- 2__2__ 6. Have transportation users and other stakeholders participated in the community transportation assessment process?
- 2__2__ 7. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?
- 2__3__ 8. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?
- 1__1__ 9. Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the regional Transportation Plan or State Transportation Improvement Plan?
- 1__1__ 10. Is data being collected on the benefits of coordination? Are the results communicated strategically?

Section 3: Putting Customers First

- 2.5__2__ 1. Does the transportation system have an array of user-friendly and accessible information sources?
- 3__2.5__ 2. Are travel training and consumer education programs available on an ongoing basis?
- 1__1__ 3. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?
- 3.5__2__ 4. Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?
- 2.5__3__ 5. Are marketing and communications programs used to build awareness and encourage greater use of the services?

Section 4: Adapting Funding for Greater Mobility

- 1.5__1__ 1. Is there a strategy for systematic tracking of financial data access programs?
- 1__1__ 2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

Section 5: Moving People Efficiently

- 1.5__1__ 1. Has an arrangement among diverse transportation providers been created to offer flexible service that is seamless to customers?
- 1__1__ 2. Are support services coordinated to lower costs and ease management burdens?
- 1__2.5__ 3. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?
- 1__2.5__ 4. Have facilities been located to promote safe, seamless, and cost-effective transportation services?

**APPENDIX B
REGIONAL STAKEHOLDER MEETING SUMMARY**

**FMPO AND NACOG
REGIONAL TRANSPORTATION COORDINATION PLAN
MEETING**

**Little America Hotel
2515 East Butler Avenue, Flagstaff, Arizona
February 27th 2007**

Meeting Summary

Thirty-three people attended the February 27, 2006 Regional Transportation Coordination Plan workshop in Flagstaff. At this meeting, the Coordination Plans for both the Flagstaff metropolitan planning area and the rest of the rural NACOG region were addressed. The attendance sheet is attached.

Getting Started

Rick Evans began the meeting and welcomed those present. He introduced Suzanne O'Neil, the consultant team member who would be working with the FMPO plan that day, and the ADOT staff present. He then thanked Chris Fetzer of NACOG for hosting the meeting.

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

General Comments on the Plans

Prior to reviewing the two draft plans in detail, Rick asked those present to split into two groups. One group would work with Suzanne O'Neill on the FMPO plan. The other group would work with him on the NACOG plan.

It was stated that the draft plans were a good start and Rick thanked the participating agencies for submitting information on their services and for considering new coordination opportunities. He said that before the plans are finalized by the end of March, two key date items were needed. First it will be important to make sure that all agencies in the region, who are providing transportation services now or who are considering it in the future, participate in the planning process and are included in the

plan. Second, it is essential that participating agencies include their anticipated FTA grant requests in the plan. Rick then stated that all necessary information would need to be submitted to him by Monday, March 12, at the latest.

Plan Specifics

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

Next Steps

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

The Coordination Plan portion of the workshop ended at approximately 11:30 AM.

COORDINATION WORKSHOP

ATTENDANCE ROSTER

DATE: FEB. 27, 2007
 TIME & LOCATION: 10:30 AM - FLAGSTAFF
 NAME OF GROUP: NORTHERN AZ REGIONAL COORD. WORKSHOP

NAME	ENTITY YOU REPRESENT	TELEPHONE NUMBER	TOTAL ROUND TRIP MILES
1. Michelle J. Davis	Comm. Services	522-7969	10
2. CATHY BROWN	Comm. Services	522-7988	10
3. Cynthia Crimi	ADOT	602-712-7106	(10)
4. NADA SPERRY	CVITAN & RAINBOW ACRES	221-7291	4
5. Scott Neisesi	Helping Hands Agency - Page	928-695-9596	300
6. Sarah L. Raymond	Winslow Council on Aging	928-289-3341	130
7.	e-mail: winslowcouncilonaging@yahoo.com		
8. Mike Griffiths	The Guidance Center Mbr	928-289-3341	4
9. Tamara Maguire	Hopi Tribe Foundation	520-7944	5
10. Sonya Montoya	NACOG Headstart - sonve@nacog.org	013-5816	5
11. Linda Hernandez	Moenkopi Senior Center, Inc.	928-289-8059	165
12. Beatrice Nator	Hopi Tribe Health Service	928-737-4344	200
13. Caroline Mangum	Holbrook Senior Center	(928)524-4044	200
14. Michelle Hale	AERES, INC.	(928)527-5221	300
15. Michelle Reeves	Reeves Foundation, LLC	(928)333-5579	300+
16. Michelle Reeves	info@reevesfoundation.com		
17. Albert Johnson	Navajo Transit System	928-729-4476	300+
18. Laura Graham	Elderly Outreach - Hopi Res	928-434-2474	200
19. Michael Lee	Dine BI Assoc. for Disabled Cit.	928-283-3060	300+
20. Lela Ann Soderstrom	Hopi Tribe - Office of Special Needs	928-734-3412	200
21. Leo R. Began	Charlie Nursing Home	928-679-5211	400
22. Grant Bandy	" " "	928-679-5534	400
23. Gregg Kiely	ADOT - Public Transp.	602-712-6736	300
24. Karen Francis	Apache County District II	928-729-2141	400
25. Judy Polingumpizua	Hopi Senior Transit	928-784-8245	100+
26. CHRIS ROHREN	C.E.C.	928-532-5115	340
27. Jeff Dakey	Community Counseling Center	928-524-6201	300
28. Tracy Candelaria	CONCHO Community Action Network	928-255-5518	250
29. SHARKEY SCOTT	COTTREWOOD AREA TRANSIT	928-634-2227	140
30. Jim Nauwea	NAIPTA / Road Runner Transit	928-607-0761	140
31. MABEL BLACKSHEEP	NAHATA' DEIL SENIOR CENTER	928-688-3583	315
32. Linda Jones	Concho CAN!	928-337-9389	280
33. Sharon Pinskard	Town of Springerville	928-333-2516	360
34. Steve Rost	ADOT	602-712-8018	300
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