

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

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



***Final Report***

**April 2007**

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## *Final Report*

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## I. INTRODUCTION

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

A summary of these FTA programs is provided below.

Section 5310 – Elderly Individuals and Individuals with Disabilities

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

Section 5316 – Job Access and Reverse Commute (JARC)

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

Section 5317 – New Freedom

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

Section 5311 – Rural Public Transit

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

Section 5307 – Urban Formula Program

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

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

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

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

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

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

## **II. CAAG REGION OVERVIEW**

### **The CAAG Region**

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

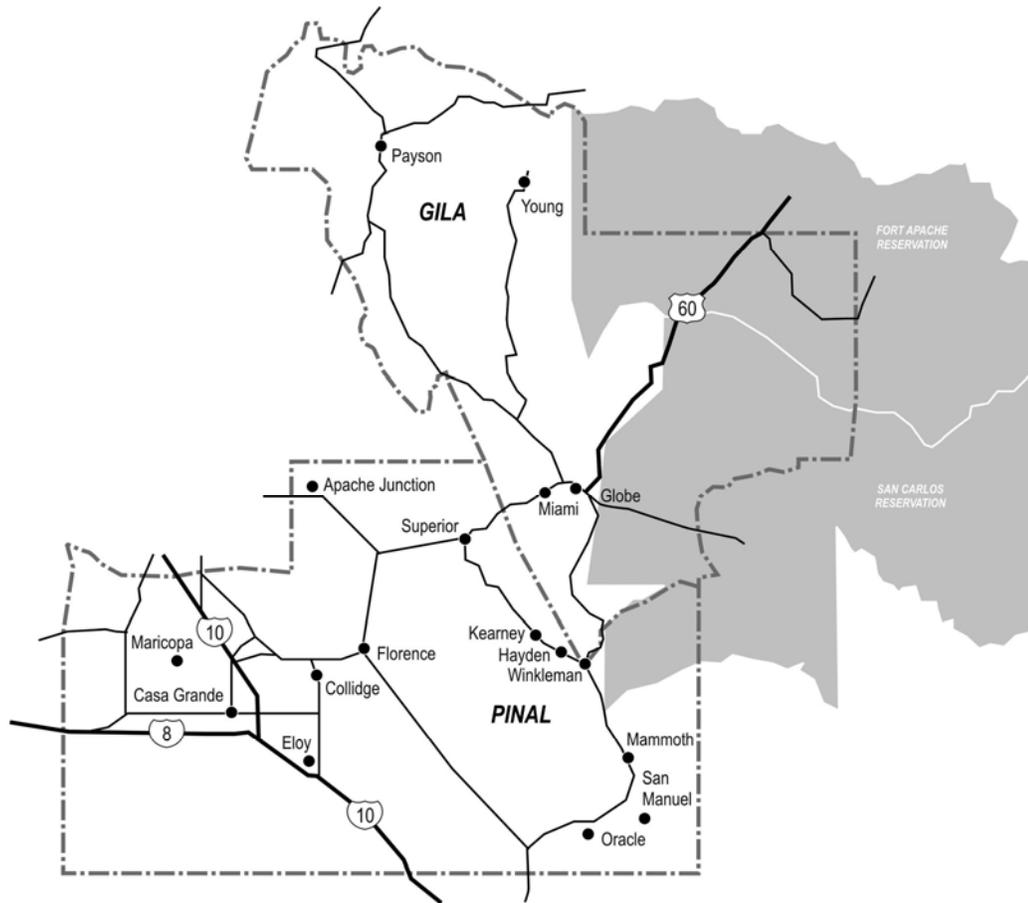


Figure 1  
CAAG Region

**Existing Transportation Providers**

**Rural Public Transit**

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

Currently there are two public transit operators in the CAAG region, the Coolidge Cotton Express, operated by the City of Coolidge, in Pinal County, and Cobre Valley Community Transit (CVCT) operated by the Town of Miami, in Gila County. Operating data on both of the systems is shown in the table below. The City of Maricopa is planning to become a public transit provider in the near future.

Agency	Coolidge	CVCT	Total
Service Type	Dev/DR	DR	
# of Vehicles	5	3	8
# of ADA Equipped	5	2	7
<b>Total Expenses</b>	\$ 219,736	\$ 154,305	\$ 374,041
<b>Total Revenue</b>	\$ 219,736	\$ 154,305	\$ 374,041
Farebox	\$ 21,945	\$ 13,665	\$ 35,610
Contract	\$ 323	\$ -	\$ 323
Federal	\$ 88,771	\$ 71,923	\$ 160,694
State	\$ 43,165	\$ 1,780	\$ 44,945
Local	\$ 65,532	\$ 66,937	\$ 132,469
<b>Capital Expenses</b>	\$ 65,000	\$ -	\$ 65,000
Federal	\$ 60,450	\$ -	\$ 60,450
State		\$ -	\$ -
Local	\$ 4,550	\$ -	\$ 4,550
<b>Performance</b>			
Vehicle Miles	64,212	56,792	121,004
Vehicle Hours	5,172	4,040	9,212
Passenger Trips	21,962	14,224	36,186
\$/Mile	\$ 3.42	\$ 2.72	\$ 3.09
\$/Hour	\$ 42.49	\$ 38.19	\$ 40.60
\$/Trip	\$ 10.01	\$ 10.85	\$ 10.34

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

*City of Coolidge: Cotton Express* - The City of Coolidge provides deviated fixed route weekday service to residential and commercial areas within city limits. Approximately 22,000 passenger trips are provided with three vehicles in service with two vehicles

available for back-up. The City of Coolidge is an active partner in the Pinal Rides Coordination project.

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

**Elderly and Disabled Transportation Programs**

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

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

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

Source: Section 5310 Grant Awards for 2004, 2005, 2006

**Unmet Needs**

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

## **Regional Plan Process**

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

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

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

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

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

## **Program Priorities and Evaluation Criteria**

### **Service Priorities**

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

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

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

### III. PINAL COUNTY SUB-REGION

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

#### Existing Transportation Providers

##### **Public Transit**

The Coolidge Cotton Express is the only public transit operator in Pinal County.

##### Coolidge – Cotton Express

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

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

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

A vehicle inventory is provided below.

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

Annual service data for 2005 include the following.

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

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

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

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

#### City of Maricopa

The City of Maricopa has done planning and intends to become a 5311 public transit operator in the future.

#### **Specialized Transportation for the Elderly and Persons with Disabilities**

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

#### Pinal-Gila Council for Senior Citizens

The Pinal-Gila Council for Senior Citizens (PGCSC) provides a variety of services to seniors in the two-county area. The Council's stated purpose is "to provide the senior adult community a safe and secure environment where they can obtain a hot meal, social and recreational activities and information." The Council's central administrative office is located at the Senior Center in Casa Grande. Other senior centers are located in Apache Junction, Coolidge, Eloy, Florence, Hayden and Superior.

The Council provides transportation as a support service. Seniors are brought to the various Centers for meals and other program activities. Transportation is also provided to seniors to meet other basic needs such as medical appointments, grocery shopping, and other personal business.

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

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Eldorado Cutaway	2006	9	2	Good
Ford	Supreme Maxivan	2003	9	3	Good
Dodge	35W	2000	14		Fair
Dodge	Ram 1TVN	2001	8	2	Fair
Chevrolet	Minivan	2001	9		Good
Dodge	B350	1999	8	2	Fair
Dodge	Ram 1TVN	2001	8	2	Good
Dodge	35W	2001	9		Good
Dodge	B-350	1999	8	2	Good
Dodge	B1350	1999	8	1	Fair
Ford	E350	2002	9		Good

Annual service data for 2005 include the following:

Annual passenger trips:	40,268
Annual vehicle hours:	12,096
Annual vehicle miles:	129,270
Total operating and administrative budget:	\$288,592

PGCSC has been the lead agency for the Arizona Rides Transportation Coordination Demonstration Project. In 2005 a study was done to examine coordination options for Pinal County agencies. Three coordination projects were identified: 1) the creation of a formally recognized Transportation Coordinating Council, 2) the development of a coordinated driver training program in the county, and 3) a pilot corridor service demonstration project. In 2006 the agencies participating in the project met monthly to implement these three coordination projects.

In 2007, alternatives are still being considered for the creation of a formally recognized Transportation Coordinating Council in the county. The coordinated driver training program continued its successful operation, with the use of a quarterly training calendar and sharing of host agencies to conduct training. Also in 2007, the pilot corridor demonstration project began in two corridors; the Florence-Coolidge-Casa Grande corridor and the Eloy-Casa Grande-Maricopa corridor.

The Pinal-Gila Council is looking forward to continuing and strengthening the county-wide coordination effort in the coming years.

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

Dorothy Powell Senior Adult Center

The Dorothy Powell Senior Adult Center provides transportation to seniors within the Casa Grande city limits and delivers meals to seniors' homes. The agency also provides transportation to persons with disabilities of any age. Service is provided weekdays from 8:00 AM to 2:00 PM using one vehicle plus a backup vehicle when needed. Three vehicles are used for meal delivery. Only the newest vehicle is wheelchair accessible.

A 24-hour advance reservation is required for transportation service. A suggestion donation of \$1.00 per trip is requested. Most of the trips provided are for general services for seniors – trips to the senior center, grocery stores and doctors' appointments.

Annual service data for 2005 include the following:

Annual passenger trips:	6,200
Annual vehicle hours:	n/a
Annual vehicle miles:	n/a
Total operating and administrative budget:	\$18,000

In terms of needs, the Dorothy Powell Center identified the following: expand hours of transportation for seniors after 2:30 PM; public transportation for seniors and others in Casa Grande; service outside the city limits to Phoenix metro area doctor appointments, the fair grounds and to Central Arizona College.

In terms of coordination, the Center is interested in several potential transportation coordination options, including: joining together with another agency to consolidate the operation of transportation services; joining together with another agency to consolidate transportation operations, adjusting hours or frequency of service, coordinating activities such as procurement, training, vehicle maintenance, and public information with other providers.

Hayden Senior Center

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

A total of five vans are used, four in daily operation and one as a back-up. A donation is requested for transportation service. A variety of trip purposes are served. The busiest days are Monday through Thursday. Friday is the least busy day. During low use times, vehicles are used for meal delivery in different communities. Additional destinations requested by riders include service to Phoenix and Tucson for doctor's appointments. Additional staff is needed to respond to service requests.

Annual service data for 2005 include the following:

Annual passenger trips:	3,000
Annual vehicle hours:	1,100

Annual vehicle miles: 30,000  
Total operating and administrative budget: \$10,300

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

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

### Superior Senior Center

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

Two vans are used, one in daily operation and one as a back-up. One of the vehicles is wheelchair accessible. The busiest days are Monday through Friday from 8:00 AM to 1:30 PM. The least busy times are from 2:00 to 3:00 PM. Vehicles are not used for other purposes when not transporting passengers. No additional service needs were identified.

Annual service data for 2005 include the following:

Annual passenger trips:	1,920
Annual vehicle hours:	480
Annual vehicle miles:	4,560
Total operating and administrative budget:	\$18,900

The Superior Senior Center did not identify any unmet needs.

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

### Apache Junction Senior Center

The Apache Junction Senior Center provides transportation to older adults and persons with disabilities over the age of 18 living generally within the city limits of Apache Junction. Service is provided weekdays from 9:00 AM to 4:00 PM. A donation of \$1.00 is requested for a round trip to and from the Center. A \$2.00 donation is requested for

outlying medical or shopping trips. Most trips (90%) are for nutrition purposes. Shopping and medical trips are also served. Trip requests that cannot be served include transportation to the Mayo Clinic, the VA Hospital, the VA Clinic, Scottsdale Memorial Hospital, Banner Mesa Hospital and doctors and dentists that are too far west.

Two vans are used for the service. One is wheelchair accessible. There is no back-up vehicle. The busiest times are mornings and Thursdays all day. The least busy times are Tuesday afternoons. Home-delivered meals are served weekdays from 10:30 AM to around noon. Many residents are not served due to limits to vehicle availability and service area.

Annual service data for 2005 include the following:

Annual passenger trips:	8,900
Annual vehicle hours:	2,880
Annual vehicle miles:	43,000
Total operating and administrative budget:	\$39,900

In terms of need, the Apache Junction Senior Center identified the following; unmet needs within Apache Junction and unmet needs to medical and other facilities outside of Apache Junction.

The Senior Center did not identify any unmet needs.

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

### Horizon Human Services

Horizon Human Services provides a variety of services for individuals with psychiatric disabilities and/or developmental disabilities, some of whom are elderly. Services are provided in the Globe/Miami area, including surrounding non-incorporated communities of southern Gila County. The agency provides psychiatric and counseling services, supervised residential services for the Seriously Mentally Ill (SMI), a day treatment program for the SMI, substance abuse services and a safe house for victims of domestic violence. The agency also provides day treatment programs for individuals with developmental disabilities in Miami and Payson.

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

Horizon has a fleet of 24 vehicles based at various facilities located in Globe, Miami and Payson. However, most of the vehicles (15) are automobiles or minivans used by staff to conduct home visits, provide services in the community and provide case management services. 6 of the 24 vehicles are wheelchair accessible.

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

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

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

Annual service data for 2005 include the following:

Annual passenger trips:	25,418
Annual vehicle hours:	21,744
Annual vehicle miles:	141,496
Total operating and administrative budget:	\$477,000

Funding is provided through Title XIX and non-title XIX. Capital costs totaled roughly \$260,000 in 2004. Of this amount \$56,000 was provided through the Federal Transit Administration (FTA) 5310 program. The remaining \$204,000 was provided from other sources.

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

#### Superstition Mountain Mental Health Center

Superstition Mountain Mental Health Center (SMMHC) also has actively participated in the Pinal Transportation Coordination Demonstration Project. The Center provides mental health services and opportunities to help families and individuals effectively deal with challenges and lead productive, fulfilling lives. SMMHC facilities are located in various rural communities in the study area.

A fleet of 29 vehicles is used to provide client transportation services. Two of these vehicles are wheelchair accessible. In addition to providing its own transportation service, SMMHC contracts with Discount Cab and Total Transit for service, as needed. Transportation services are provided in Apache Junction, Queen Creek, Kearny, Superior, Mammoth and Oracle. Service is provided on weekdays from 7:00 AM to 8:30 PM. When vehicles are not transporting clients they may be used to deliver medications, for home visits, and for delivering supplies and inter-office mail.

Most trips (65%) are for health/medical purposes. Other trip purposes include social services (12%), counseling services (9%), recreation (5%), nutrition (3%), shopping and personal business (3%), and other. Primary destinations are the Center facilities in various communities, the Department of Economic Security (DES), local primary care physicians, Wal-Mart and Fry's grocery stores, pharmacies, the Social Security Office, and libraries. Un-served but requested destinations include Superstition Springs Mall and out-of-town family trips.

A vehicle inventory is included in Appendix D.

Annual service data for 2005 include the following:

Annual passenger trips:	n/a
Annual vehicle hours:	2,080
Annual vehicle miles:	340,000
Total operating and administrative budget:	n/a

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

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

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

#### Pinal County Division of Public Health – On The Go Express

The Pinal County Division of Public Health Transportation Program" On The Go Express" is a transportation service designed to provide mobility to elderly people, low

income and persons with disabilities. This is a shared service ride that offers door to-door service with professional and courteous ride. On The Go Express services Eastern Pinal County, including the towns and cities of Oracle, Oracle Junction, San Manuel, Mammoth, Aravaipa, Dudleyville, Kearny, Hayden, Winkelman, Saddlebrooke, Riverside/Kelvin and Superior.

Services provided by On The Go Express include transportation for grocery shopping, medical appointments, dental appointments and eye appointments. Clients are also transported to medical appointments as far as the Veteran's Hospitals in Tucson and Phoenix. In addition to transportation, prescription pick ups and home deliveries are also provided. On The Go Express collaborates with Pinal County Nutrition and Wellness Program to deliver food on a monthly basis.

A fleet of 8 vehicles is used. Six of these vehicles are wheelchair accessible.

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

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

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Windstar Mini Van	2001	6	0	Good
Ford	Windstar Mini Van	2001	6	0	Good
Ford	E350 Maxi Van	2003	8	2	Good
Ford	E350 Maxi Van	2003	8	2	Good
Ford	Eldorado Aerolite	2003	9	2	Good
Ford	Supreme	2004	8	2	Good
Ford	E350 Maxi Van	2005	8	2	Good
Dodge	B3500 Van	1995	8	2	Good

Annual service data for 2005 include the following.

Annual passenger trips:	3,192
Annual vehicle hours:	4,171
Annual vehicle miles:	105,902
Total operating and administrative budget:	\$224,757

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

#### Community Alliance Against Family Abuse (CAAF)

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

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

Annual service data for 2005 include the following.

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

CAAFAs are funded by the Arizona Department of Social Services.

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

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

### Pinal Hispanic Council

The Pinal Hispanic Council provides demand responsive transportation service weekdays from 8:00 AM to 5:00 using six non-accessible vans. Clients served include persons with mental illness, persons with disabilities, seniors, families and adults. The service area includes Eloy, Coolidge, Casa Grande, Arizona City, Picacho, and Florence. Primary destinations are: doctor/counseling appointments, DES/Social Security, SOS/Recovery Center, grocery shopping, pharmacies and the courts.

Most trips are to health and medical services (30%) and to social services (30%). Other trips are for education (15%) and recreation (10%), and personal business.

Annual service data for 2005 include the following:

Annual passenger trips:	2,500
Annual vehicle hours:	1,400
Annual vehicle miles:	20,000
Total operating and administrative budget:	\$ n/a

In terms of unmet need, the Pinal Hispanic Council identified the following: weekend service; service available on weekdays beyond the current 8:00 AM to 5:00 PM hours; additional services for visiting relatives and friends, shopping outside the service area, other recreational activities, and services to non-members.

The Pinal Hispanic Council has been an active participant in the Pinal Transportation Coordination Demonstration project, as part of Arizona Rides. The Council is interested in all types of transportation coordination.

Pinal County Human Service Department - Palm Villa Adult Day Health

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

Annual service data for 2005 include the following:

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

No specific unmet needs or coordination options were identified.

AIRES, Inc.

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

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

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

Central Arizona Council on Developmental Disabilities

The Central Arizona Council on Developmental Disabilities transports clients with a wide range of disabilities, including elderly, developmentally disabled, physically disabled, cerebral palsy, autism, mental retardation, hard of hearing and the visually impaired. Transportation is provided in Pinal, Gila and Maricopa Counties from 6:00

AM to 10:00 PM. seven days a week using three vehicles. Major destinations are day programs, doctors, shopping and other daily activities.

Annual service data for 2005 include the following:

Annual passenger trips:	1,000
Annual vehicle hours:	1,500
Annual vehicle miles:	27,000
Total operating and administrative budget:	\$16,800

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

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

Town of Florence (Dorothy Nolan Senior Center)

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

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

Annual service data for 2005 include the following:

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

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

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

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

### Catholic Community Services

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

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

Annual service data for 2005 include the following:

Annual passenger trips:	5,800
Annual vehicle hours:	75
Annual vehicle miles:	13,950
Total operating and administrative budget:	\$35,000

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

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

### Garnet of Casa Grande Retirement and Assisted Living Community

The Garnet Retirement and Assisted Living Community provides transportation to its clients and to any older person who is assisted living eligible. Service is provided within a radius of approximately 15 miles from the agency Monday through Friday and

Sundays. Transportation is provided weekdays from 8:00 AM to 4:30 PM and on Sundays from 8:00 to 1:00 PM. No fee is charged to residents. Most trips (90%) are for medical purposes, followed by shopping (20%) and recreation (10%). Trip requests that cannot be served include transportation to department stores and malls and to the drug store more than once a day.

One van is used for the service. There is no back-up vehicle. The busiest times are from 9:00 AM to 2:00 PM. Least busy times are from 2:30 to 4:30 PM. When not transporting clients the van is used to run errands for management staff.

Annual service data for 2005 include the following:

Annual passenger trips:	n/a
Annual vehicle hours:	n/a
Annual vehicle miles:	n/a
Total operating and administrative budget:	n/a

Transportation service is funded largely through residential fees.

The following service gaps were identified: trips to department stores in malls and more frequent trips to drug stores.

No specific transportation coordination options were identified.

#### Arizona Foundation for the Handicapped

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

Annual service data for 2005 include the following:

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

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

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

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

### Arizona Bridge to Independent Living

The Arizona Bridge to Independent Living (ABIL) coordinates programs designed to empower persons with disabilities to live as independently as possible in the community. ABIL provides transportation only for clients attending their programs and typically only in metropolitan areas. Most clients (90%) have a physical disability and the remainder (10%) have a mental disability. Most (95%) are low income and unemployed. Most transportation is for recreational purposes (50%) and for program activities (40%). The remainder (10%) are for education and training.

In terms of gaps in transportation service, the ABIL identified the following: public transportation to services, education, employment and recreational opportunities, and residents of Pinal County cannot participate in ABIL programs because they do not have transportation.

The ABIL indicated no specific interest in coordination as they do not provide transportation in Pinal County.

### Portable Practical Educational Preparation (PPEP)/Compass

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

Annual service data for 2005 include the following:

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

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

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

Casa Grande Community Hospital

The Casa Grande Community Hospital provides transportation service to clients of the hospital. One operating vehicle and one back-up vehicle are used. Service is provided in a 25-30 mile radius of the hospital. Hours are 8:00 AM to 4:30 PM on weekdays, 8:00 AM to noon on Saturday, and Sunday as needed. Nearly all the trips provided are health-related. Primary destinations include the hospital, physicians' offices, dialysis and retail shopping outlets. When not being used for transportation services, the vehicles are used to bring supplies to and from the hospital. The cost of the service is approximately \$40,800 a year.

Annual service data for 2005 include the following:

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

No specific transportation service gaps were identified.

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

Central Arizona College

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

Annual service data for 2005 include the following:

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

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

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

Apache Bravo Young Marines

The Apache Young Bravo Marines operates demand responsive transportation using volunteer drivers for its young Marine clients. One non-accessible van is used. Transportation is typically provided on Mondays and Wednesdays from 4:30 to 5:30 PM and at various times on weekends. Most of the vehicle use (70%) is for education/training. Other trip purposes include recreation (20%) and community services (10%). The most frequent destinations are the VFW Post 7968 office in Apache Junction, MCAS Yuma and Papago Peak for training, and Sacaton and Apache Junction for community service.

No information was provided regarding costs, revenues or operating information such as annual passenger trips, service miles and service hours.

Town of Kearney

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

Annual service data for 2005 include the following:

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

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

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

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

DES/DDD - Coolidge

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

Workforce Investment Program/CAAG

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

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

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

Retired Senior Volunteer Program (RSVP)/CAAG

The Central Arizona Association of Governments operates the Retired Senior Volunteer Program in Pinal and Gila Counties. Approximately 600 senior volunteers are enrolled. Transportation is a high priority for seniors who need to access doctor appointments, prescription pick-ups, grocery shopping and senior center activities such as hot meals. Reliable and inexpensive transportation would enable many volunteers and those they serve to attend other social events and reconnect them to their communities. Preferred times would be 10:00 AM to 1:00 PM.

In terms of gaps in transportation service, the RSVP program identified the following; transportation throughout the service area (especially from 10:00 AM to 1:00 PM for volunteers and also from 1:00 to 4:00 PM for others).

RSVP staff indicated the following interests in coordination: providing transportation under contract to another agency; purchasing transportation service from another organization; coordinating schedules and vehicle operation with other providers; joining together with another agency to consolidate the operation of transportation services; highlighting connections to other service on schedules; joining together with another agency to consolidate operations; adjusting service or frequency of service; modifying routes to serve major employers or other activity centers; coordinating activities such as procurement, training, vehicle maintenance, and public information with other providers; and participating in an organized county-wide transportation marketing program.

## **Commercial Transportation Providers**

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

### Paul's Taxi Service

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

### Casa Grande Executive Car Service

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

### Pinal Connections

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

### Safe Ride and Statewide Express Transportation

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

### Greyhound

Intercity bus service is provided by Greyhound on Interstate 10.

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

### **Assessment of Needs**

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

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

### **Coordination Strategies to Address Needs**

The Pinal Transportation Coordination Demonstration Project has provided an excellent beginning for the development of coordinated public transit-human services transportation in the Pinal County area. A working Coordination Committee is in place and three specific coordination projects are in place: 1) on-going efforts to obtain formal recognition for a Transportation Coordinating Council in the county, 2) the development of a coordinated driver training program in the county, and 3) a pilot corridor service demonstration project.

In 2006 the agencies participating in the project met monthly to implement these three coordination activities. In 2007, alternatives are still being considered for the creation of a formally recognized Transportation Coordinating Council in the county. The coordinated driver training program continued its successful operation, with the use of a quarterly training calendar and sharing of host agencies to conduct training. Also in 2007, the pilot corridor demonstration project began in two corridors; the Florence-Coolidge- Casa Grande corridor and the Eloy-Casa Grande-Maricopa corridor.

Additional coordination efforts include the following:

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

## **Sub-region Program of Projects Summary**

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

### **FTA Section 5310 – Elderly/Disabled Capital**

- PGCSC*: 1) Replace 8 vehicles with lifts over the next three years and 2) fund a mobility management position to: conduct regional driver training workshops and manager a training resource library, facilitate Pinal Rides Transportation Coordination Committee meetings, and expand the Coordination project into Gila County.
- Horizon Human Services*: Replace two 12-passengers vans in 2007, three in 2008 (one for expanded service) and one lift-equipped van in 2009.
- SMMHC*: Replace four autos with vans and purchase one new van for expanded service each year.
- Pinal County Public Health On The Go Express*: One minivan in 2007, one large lift-equipped cutaway in 2008 and one minivan in 2009.
- Central Arizona Council for DD*: Purchase one cutaway van in 2007 and one in 2008.
- Palm Villa Adult Day Services*: Two vehicles in 2007 and one in 2008.
- AIRES*: one minivan in 2007, two minivans in 2008 and two minivans in 2009.
- City of Maricopa*: Purchase a 5310 vehicle in 2009.
- PPEP/Compass*: Purchase one new cutaway van in 2007, 2008 and 2009.
- Pinal-Gila Child Services*: No vehicles anticipated.

### **FTA Section 5316 – Job Access**

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

### **FTA Section 5317 – New Freedom**

- No projects anticipated

### **FTA Section 5311 – Rural General Public**

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

### **FTA Section 5307 – Urban General Public**

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

<b>PROGRAM OF PROJECTS 2007</b>						
<b>Region</b> _____	<b>CAAG</b> _____	<b>Sub-region</b> _____	<b>Pinal County</b> _____			
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>	
<b>City of Coolidge - Cotton Express</b>						
<i>Opers/Admin.</i>						
Continue	\$ 450,000					
Expand	\$ 50,000					
<i>Capital</i>						
Replace vehs.	\$ 70,000					
Transit facility	\$ 100,000					
Maint. Facility	\$ 200,000					
<b>Total</b>	<b>\$ 870,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 870,000</b>
<b>Pinal-Gila Council for Seniors</b>						
Vehicle replacement	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ 60,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility management	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>
<b>Horizon Human Services</b>						
Vehicle replacement	\$ -	\$ 46,000	\$ -	\$ -	\$ -	\$ 46,000
Vehicle expansion	\$ -	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
Operating	\$ -	\$ -	\$ 24,610	\$ -	\$ -	\$ 24,610
<b>Total</b>	<b>\$ -</b>	<b>\$ 46,000</b>	<b>\$ 47,610</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 93,610</b>
<b>Superstition Mountain Mental Health</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ 66,000	\$ -	\$ -	\$ -	\$ 66,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 66,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 66,000</b>
<b>Pinal County Health</b>						
Admin. Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ 22,000	\$ -	\$ -	\$ -	\$ 22,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 22,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 22,000</b>
<b>Page Total</b>	<b>\$ 870,000</b>	<b>\$ 234,000</b>	<b>\$ 47,610</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,151,610</b>

**PROGRAM OF PROJECTS 2007 (page 2)**

Region	CAAG		Sub-region		Pinal County		
<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>		
<b>Central AZ Council for DD</b>							
Vehicle replacement	\$ -	\$ 50,800	\$ -	\$ -	\$ 50,800		
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 50,800	\$ -	\$ -	\$ 50,800		
<b>Palm Villa</b>							
Vehicle replacement	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000		
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000		
<b>AIRES</b>							
Vehicle replacement	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000		
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000		
<b>City of Maricopa</b>							
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -		
Vehicle expansion	\$ 771,100	\$ -	\$ -	\$ -	\$ 771,100		
Operating	\$ 201,881	\$ -	\$ 13,000	\$ -	\$ 214,881		
Total	\$ 972,981	\$ -	\$ 13,000	\$ -	\$ 985,981		
<b>PPEP/Compass</b>							
Vehicle replacement	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000		
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -		
Total	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000		
Page Total	\$ 972,981	\$ 147,800	\$ 13,000	\$ -	\$ 1,133,781		
<b>Grand Total</b>	\$ 1,842,981	\$ 444,800	\$ 66,000	\$ -	\$ 2,353,781		

<b>PROGRAM OF PROJECTS 2008</b>						
<b>Region</b> _____	<b>CAAG</b> _____	<b>Sub-region</b> _____		<b>Pinal County</b> _____		
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>	
<b>City of Coolidge</b>						
<i>Opers/Admin.</i>						
Continue	\$ 450,000					
Expand	\$ 50,000					
<i>Capital</i>						
Replace vehs.	\$ 70,000					
Transit facility	\$ 100,000					
Maint. Facility	\$ 200,000					
<b>Total</b>	<b>\$ 870,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 870,000</b>
<b>Pinal-Gila Council for Seniors</b>						
Vehicle replacement	\$ -	\$ 126,000	\$ -	\$ -	\$ -	\$ 126,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility managemen	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 166,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 166,000</b>
<b>Horizon Human Services</b>						
Vehicle replacement	\$ -	\$ 46,000	\$ -	\$ -	\$ -	\$ 46,000
Vehicle expansion	\$ -	\$ 23,000	\$ -	\$ -	\$ -	\$ 23,000
Operating	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 69,000</b>	<b>\$ 30,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 99,000</b>
<b>Superstition Mountian Mental Health</b>						
Vehicle replacement	\$ -	\$ 73,000	\$ -	\$ -	\$ -	\$ 73,000
Vehicle expansion	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 103,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 103,000</b>
<b>Pinal County Health</b>						
Admin.Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 48,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 48,000</b>
<b>Page Total</b>	<b>\$ 870,000</b>	<b>\$ 386,000</b>	<b>\$ 30,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,286,000</b>

**PROGRAM OF PROJECTS 2008 (page 2)**

Region _____ CAAG _____	Sub-region _____ Pinal County _____				
Agency	5311- Rural Public Transit	5310 - E&D Capital	5316 - Job Access	5317 - New Freedom	Total
<b>Central AZ Council for DD</b>					
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Palm Villa</b>					
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>ARIES</b>					
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>City of Maricopa</b>					
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	\$ 202,000	\$ -	\$ 30,000	\$ -	\$ 232,000
Total	\$ 202,000	\$ -	\$ 30,000	\$ -	\$ 232,000
<b>PPEP/Compass</b>					
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Page Total	\$ 202,000	\$ 192,000	\$ 30,000	\$ -	\$ 424,000
<b>Grand Total</b>	\$ 1,072,000	\$ 578,000	\$ 60,000	\$ -	\$ 1,710,000

<b>PROGRAM OF PROJECTS 2009</b>						
<b>Region</b> _____	<b>CAAG</b> _____	<b>Sub-region</b> _____		<b>Pinal County</b> _____		
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>	
<b>City of Coolidge</b>						
<i>Opers/Admin.</i>						
Continue	\$ 450,000					
Expand	\$ 50,000					
<i>Capital</i>						
Replace vehs.	\$ 70,000					
Transit facility	\$ 100,000					
Maint. Facility	\$ 200,000					
<b>Total</b>	<b>\$ 870,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 870,000</b>
<b>Pinal-Gila Council for Seniors</b>						
Vehicle replacement	\$ -	\$ 126,000	\$ -	\$ -	\$ -	\$ 126,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility managemen	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 166,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 166,000</b>
<b>Horizon Human Services</b>						
Vehicle replacement	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ 42,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 42,000</b>	<b>\$ 30,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 72,000</b>
<b>Superstition Mountian Mental Health</b>						
Vehicle replacement	\$ -	\$ 73,000	\$ -	\$ -	\$ -	\$ 73,000
Vehicle expansion	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 103,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 103,000</b>
<b>Pinal County Health</b>						
Admin.Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ 24,000	\$ -	\$ -	\$ -	\$ 24,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 24,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 24,000</b>
<b>Page Total</b>	<b>\$ 870,000</b>	<b>\$ 335,000</b>	<b>\$ 30,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,235,000</b>

**PROGRAM OF PROJECTS 2009 (page 2)**

<b>Region</b> _____ <b>CAAG</b> _____	<b>Sub-region</b> _____ <b>Pinal County</b> _____					
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>	
<b>Pinal-Gila Child Services</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Palm Villa</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>AIRES</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
<b>Total</b>	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
<b>City of Maricopa</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
Operating	\$ 202,000	\$ -	\$ 30,000	\$ -	\$ -	\$ 232,000
<b>Total</b>	\$ 202,000	\$ 48,000	\$ 30,000	\$ -	\$ -	\$ 280,000
<b>PPEP/Compass</b>						
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
<b>Page Total</b>	\$ 202,000	\$ 144,000	\$ 30,000	\$ -	\$ -	\$ 376,000
<b>Grand Total</b>	\$ 1,072,000	\$ 479,000	\$ 60,000	\$ -	\$ -	\$ 1,611,000

## IV. GILA COUNTY SUB-REGION

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

### Existing Transportation Providers

#### **Public Transit**

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

#### Town of Miami – Cobre Valley Community Transit

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

A vehicle inventory is shown below.

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

Annual service data for 2005 include the following.

Annual passenger trips:	11,000
Annual vehicle hours:	n/a
Annual vehicle miles:	n/a
Total operating and administrative budget:	\$154,300

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

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

**Specialized Transportation for the Elderly and Persons with Disabilities**

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

Pinal-Gila Council for Senior Citizens

The Pinal-Gila Council for Senior Citizens (PGCSC) provides a variety of services to seniors in the two-county area. The Council’s stated purpose is “to provide the senior adult community a safe and secure environment where they can obtain a hot meal, social and recreational activities and information.” The Council’s central administrative office is located at the Senior Center in Casa Grande. Other senior centers are located in Apache Junction, Coolidge, Eloy, Florence, Hayden and Superior.

The Council provides transportation as a support service. Seniors are brought to the various Centers for meals and other program activities. Transportation is also provided to seniors to meet other basic needs such as medical appointments, grocery shopping, and other personal business.

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

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	Eldorado Cutaway	2006	9	2	Good
Ford	Supreme Maxivan	2003	9	3	Good
Dodge	35W	2000	14		Fair
Dodge	Ram 1TVN	2001	8	2	Fair
Chevrolet	Minivan	2001	9		Good
Dodge	B350	1999	8	2	Fair
Dodge	Ram 1TVN	2001	8	2	Good
Dodge	35W	2001	9		Good
Dodge	B-350	1999	8	2	Good
Dodge	B1350	1999	8	1	Fair
Ford	E350	2002	9		Good

Annual service data for 2005 include the following.

Annual passenger trips:	40,268
Annual vehicle hours:	12,096
Annual vehicle miles:	129,270
Total operating and administrative budget:	\$288,592

PGCSC has been the lead agency for the Arizona Rides Transportation Coordination Demonstration Project in Pinal County. In 2005 a study was done to examine coordination options for Pinal County agencies. Three coordination projects were

identified: 1) the creation of a formally recognized Transportation Coordinating Council, 2) the development of a coordinated driver training program in the county, and 3) a pilot corridor service demonstration project. In 2006 the agencies participating in the project met monthly to implement these three coordination projects.

In 2007, alternatives are still being considered for the creation of a formally recognized Transportation Coordinating Council in the county. The coordinated driver training program continued its successful operation, with the use of a quarterly training calendar and sharing of host agencies to conduct training. Also in 2007, the pilot corridor demonstration project began in two corridors; the Florence-Coolidge-Casa Grande corridor and the Eloy-Casa Grande-Maricopa corridor.

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

### Horizon Human Services

Horizon Human Services provides a variety of services for individuals with psychiatric disabilities and/or developmental disabilities, some of whom are elderly. Services are provided in the Globe/Miami area, including surrounding non-incorporated communities of southern Gila County. The agency provides psychiatric and counseling services, supervised residential services for the Seriously Mentally Ill (SMI), a day treatment program for the SMI, substance abuse services and a safe house for victims of domestic violence. The agency also provides day treatment programs for individuals with developmental disabilities in Miami and Payson.

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

Horizon has a fleet of 24 vehicles based at various facilities located in Globe, Miami and Payson. However, most of the vehicles (15) are automobiles or minivans used by staff to conduct home visits, provide services in the community and provide case management services. 6 of the 24 vehicles are wheelchair accessible.

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

library and other social activities. There are no major destinations for which there are requests for service but for which no service is provided.

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

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

Annual service data for 2005 include the following.

Annual passenger trips:	25,418
Annual vehicle hours:	21,744
Annual vehicle miles:	141,496
Total operating and administrative budget:	\$477,000

Funding is provided through Title XIX and non-title XIX. Capital costs totaled roughly \$260,000 in 2004. Of this amount \$56,000 was provided through the Federal Transit Administration (FTA) 5310 program. The remaining \$204,000 was provided from other sources.

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

#### Project PPEP/Compass

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

Annual service data for 2005 include the following.

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

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

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

Payson Senior Center

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

A vehicle inventory is presented below.

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

Annual service data for 2005 include the following.

Annual passenger trips: 8,057  
 Annual vehicle hours: 1,925  
 Annual vehicle miles: 21,213  
 Total operating and administrative budget: \$300,000

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

With respect to coordination, no information was provided.

City of Globe

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

The City has one 2003 Ford El Dorado van with lift in good condition.

2006 service data includes the following:

Annual passenger trips:	4,841
Annual vehicle hours:	1,040
Annual vehicle miles:	10,810
Total operating and administrative budget:	\$19,330

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

Regarding coordination, no information was provided.

#### Gila County GEST - Division of Health and community Services

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

#### San Juan Apache Tribe

The San Juan Apache Tribe operates transportation services. No other information was provided.

#### Assessment of Needs

Based on stakeholder meetings, the following needs were identified.

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

## **Coordination Strategies to Address Needs**

Based on stakeholder input, the following strategies are identified.

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

## **Sub-region Program of Projects Summary**

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

### **FTA Section 5310 – Elderly/Disabled Capital**

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

### **FTA Section 5316 – Job Access**

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

### **FTA Section 5317 – New Freedom**

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

### **FTA Section 5311 – Rural General Public**

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

<b>PROGRAM OF PROJECTS 2007</b>						
<b>Region</b> _____	<b>CAAG</b> _____		<b>Sub-region</b> _____	<b>Gila County</b> _____		
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>	
<b>Cobre Valley Transit</b>						
<i>Opers/Admin.</i>						
Continue	\$ 248,200	\$ -	\$ -	\$ -	\$ 248,200	\$ 248,200
Expand	\$ -	\$ -	\$ -	\$ 22,000	\$ 22,000	\$ 22,000
<i>Capital</i>						
Replace vehicles	\$ 185,000	\$ -	\$ -	\$ -	\$ 185,000	\$ 185,000
New vehicles	\$ 33,000	\$ -	\$ -	\$ 36,000	\$ 69,000	\$ 69,000
<b>Total</b>	<b>\$ 466,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 58,000</b>	<b>\$ 524,200</b>	<b>\$ 524,200</b>
<b>Pinal-Gila Council for Seniors</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Horizon Human Services</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	\$ 23,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 23,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23,000</b>	<b>\$ 23,000</b>
<b>PPEP/Compass</b>						
Vehicle replacement	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	\$ 25,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 25,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>
<b>Payson Senior Center</b>						
Vehicle replacement	\$ -	\$ 72,000	\$ -	\$ -	\$ 72,000	\$ 72,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 72,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 72,000</b>	<b>\$ 72,000</b>
<b>Page Total</b>	<b>\$ 466,200</b>	<b>\$ 120,000</b>	<b>\$ -</b>	<b>\$ 58,000</b>	<b>\$ 644,200</b>	<b>\$ 644,200</b>

**PROGRAM OF PROJECTS 2007 (page 2)**

Region	CAAG		Sub-region		Gila County			
<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>				<u>Total</u>
<b>City of Globe</b>								
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Gila County Health GEST</b>								
Vehicle replacement	\$ -	\$ 67,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 67,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,000
<b>San Carlos Apache</b>								
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ 72,000
Total	\$ -	\$ -	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ 72,000
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ 67,000	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ 139,000
<b>Grand Total</b>	\$ 466,200	\$ 238,000	\$ 72,000	\$ -	\$ -	\$ -	\$ -	\$ 776,200

<b>PROGRAM OF PROJECTS 2008</b>						
<b>Region</b> _____	<b>CAAG</b> _____		<b>Sub-region</b> _____	<b>Gila County</b> _____		
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>	
<b>Cobre Valley Transit</b>						
<i>Opers/Admin.</i>						
Continue	\$ 248,200	\$ -	\$ -	\$ -	\$ -	\$ 248,200
Expand	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Capital</i>						
Replace vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 248,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 248,200</b>
<b>Pinal-Gila Council for Seniors</b>						
Vehicle replacement	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ 42,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility managemen	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 52,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 52,000</b>
<b>Horizon Human Services</b>						
Vehicle replacement	\$ -	\$ 23,000	\$ -	\$ -	\$ -	\$ 23,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 23,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 23,000</b>
<b>PPEP/Compass</b>						
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 48,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 48,000</b>
<b>Payson Senior Center</b>						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 248,200</b>	<b>\$ 123,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 371,200</b>

**PROGRAM OF PROJECTS 2008 (page 2)**

Region _____ CAAG _____	Sub-region _____ Gila County _____				
<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>City of Globe</b>					
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
<b>Gila County Health GEST</b>					
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
Total	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
<b>San Carlos Apache</b>					
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000
Total	\$ -	\$ 71,000	\$ -	\$ -	\$ 71,000
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ 142,000	\$ -	\$ -	\$ 142,000
<b>Grand Total</b>	\$ 248,200	\$ 265,000	\$ -	\$ -	\$ 513,200

<b>PROGRAM OF PROJECTS 2009</b>						
<b>Region</b> _____	<b>CAAG</b> _____		<b>Sub-region</b> _____	<b>Gila County</b> _____		
<b>Agency</b>	<b>5311- Rural Public Transit</b>	<b>5310 - E&amp;D Capital</b>	<b>5316 - Job Access</b>	<b>5317 - New Freedom</b>	<b>Total</b>	
<b>Cobre Valley Transit</b>						
<i>Opers/Admin.</i>						
Continue	\$ 248,200	\$ -	\$ -	\$ -	\$ -	\$ 248,200
Expand	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Capital</i>						
Replace vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 248,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 248,200</b>
<b>Pinal-Gila Council for Seniors</b>						
Vehicle replacement	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ 42,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mobility management	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 52,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 52,000</b>
<b>Horizon Human Services</b>						
Vehicle replacement	\$ -	\$ 84,000	\$ -	\$ -	\$ -	\$ 84,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 84,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 84,000</b>
<b>PEPP/Compass</b>						
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 48,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 48,000</b>
<b>Payson Senior Center</b>						
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 48,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 48,000</b>
<b>Total</b>	<b>\$ 248,200</b>	<b>\$ 232,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 480,200</b>

**PROGRAM OF PROJECTS 2009 (page 2)**

Region	CAAG		Sub-region		Gila County			
<u>Agency</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>				<u>Total</u>
<b>City of Globe</b>								
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Gila County Health GEST</b>								
Vehicle replacement	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,000
<b>San Carlos Apache</b>								
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ -	\$ 48,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48,000
<b>Grand Total</b>	\$ 248,200	\$ 280,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 528,200

## V. REGIONAL PROGRAM OF PROJECTS SUMMARIES

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

<b>PROGRAM OF PROJECTS - CAAG REGION (2007)</b>						
<u>Sub-region</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>	
<b>Pinal County</b>						
Cotton Express	\$ 870,000	\$ -	\$ -	\$ -	\$ 870,000	
P-G Council/Seniors	\$ -	\$ 60,000	\$ -	\$ -	\$ 60,000	
Horizon Human Sers	\$ -	\$ 46,000	\$ 47,610	\$ -	\$ 93,610	
Superstition Mtn.	\$ -	\$ 66,000	\$ -	\$ -	\$ 66,000	
Pinal County Health	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000	
Central AZ DD	\$ -	\$ 50,800	\$ -	\$ -	\$ 50,800	
Palm Villa	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000	
AIRES	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000	
City of Maricopa	\$ 972,981	\$ -	\$ 13,000	\$ -	\$ 985,981	
PPEP/Compass	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	
Subtotal	\$ 1,842,981	\$ 341,800	\$ 60,610	\$ -	\$ 2,245,391	
<b>Gila County</b>						
Cobre Valley Transit	\$ 466,200	\$ -	\$ -	\$ 58,000	\$ 524,200	
P-G Council/Seniors	\$ -	\$ -	\$ -	\$ -	\$ -	
Horizon Human Sers	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	
PPEP/Compass	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000	
Payson Senior Cente:	\$ -	\$ 72,000	\$ -	\$ -	\$ 72,000	
City of Globe	\$ -	\$ -	\$ -	\$ -	\$ -	
Gila County Health	\$ -	\$ 67,000	\$ -	\$ -	\$ 67,000	
San Carlos Apache	\$ -	\$ -	\$ 72,000	\$ -	\$ 72,000	
Subtotal	\$ 466,200	\$ 187,000	\$ 72,000	\$ 58,000	\$ 783,200	
<b>Total</b>	\$ 2,309,181	\$ 528,800	\$ 132,610	\$ 58,000	\$ 3,028,591	

<b>PROGRAM OF PROJECTS - CAAG REGION (2008)</b>						
<u>Sub-region</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>	
<b>Pinal County</b>						
Cotton Express	\$ 870,000	\$ -	\$ -	\$ -	\$ 870,000	
P-G Council/Seniors	\$ -	\$ 166,000	\$ -	\$ -	\$ 166,000	
Horizon Human Sers	\$ -	\$ 69,000	\$ 30,000	\$ -	\$ 99,000	
Superstition Mt.	\$ -	\$ 103,000	\$ -	\$ -	\$ 103,000	
Pinal County Health	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000	
Central AZ DD	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000	
Palm Villa	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000	
AIRES	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000	
City of Maricopa	\$ 202,000	\$ -	\$ 30,000	\$ -	\$ 232,000	
PPEP/Compass	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000	
Subtotal	\$ 1,072,000	\$ 578,000	\$ 60,000	\$ -	\$ 1,710,000	
<b>Gila County</b>						
Cobre Valley Transit	\$ 248,200	\$ -	\$ -	\$ -	\$ 248,200	
P-G Council/Seniors	\$ -	\$ 52,000	\$ -	\$ -	\$ 52,000	
Horizon Human Sers	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	
PPEP/Compass	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000	
Payson Senior Cente:	\$ -	\$ -	\$ -	\$ -	\$ -	
City of Globe	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000	
Gila County Health	\$ -	\$ 23,000	\$ -	\$ -	\$ 23,000	
San Carlos Apache	\$ -	\$ 71,000	\$ -	\$ -	\$ 71,000	
Subtotal	\$ 248,200	\$ 265,000	\$ -	\$ -	\$ 513,200	
<b>Total</b>	\$ 1,320,200	\$ 843,000	\$ 60,000	\$ -	\$ 2,223,200	

**PROGRAM OF PROJECTS - CAAG REGION (2009)**

<u>Sub-region</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&amp;D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
<b>Pinal County</b>					
Cotton Express	\$ 870,000	\$ -	\$ -	\$ -	\$ 870,000
P-G Council/Seniors	\$ -	\$ 166,000	\$ -	\$ -	\$ 166,000
Horizon Human Sers	\$ -	\$ 42,000	\$ 30,000	\$ -	\$ 72,000
Superstition Mt.	\$ -	\$ 103,000	\$ -	\$ -	\$ 103,000
Pinal County Health	\$ -	\$ 24,000	\$ -	\$ -	\$ 24,000
Central AZ DD	\$ -	\$ -	\$ -	\$ -	\$ -
Palm Villa	\$ -	\$ -	\$ -	\$ -	\$ -
AIRES	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
City of Maricopa	\$ 202,000	\$ 48,000	\$ 30,000	\$ -	\$ 280,000
PPEP/Compass	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Subtotal	\$ 1,072,000	\$ 479,000	\$ 60,000	\$ -	\$ 1,611,000
<b>Gila County</b>					
Cobre Valley Transit	\$ 248,200	\$ -	\$ -	\$ -	\$ 248,200
P-G Council/Seniors	\$ -	\$ 52,000	\$ -	\$ -	\$ 52,000
Horizon Human Sers	\$ -	\$ 84,000	\$ -	\$ -	\$ 84,000
PPEP/Compass	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
Payson Senior Cente:	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
City of Globe	\$ -	\$ -	\$ -	\$ -	\$ -
Gila County Health	\$ -	\$ 48,000	\$ -	\$ -	\$ 48,000
San Carlos Apache	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ 248,200	\$ 280,000	\$ -	\$ -	\$ 528,200
<b>Total</b>	\$ 1,320,200	\$ 759,000	\$ 60,000	\$ -	\$ 2,139,200

## **APPENDIX A**

### **Regional Stakeholder Meeting Summary**

#### **CAAG**

#### **REGIONAL TRANSPORTATION**

#### **COORDINATION PLAN MEETING**

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

#### **Meeting Summary**

##### **Attendance**

John Faries, Coolidge Transit Manager, 520 723-7195, [jfaries@CoolidgeAz.com](mailto:jfaries@CoolidgeAz.com)  
Marsha Ashcroft, Horizon Human Services, 520 836-1688,  
[mashcroft@horizonhumanservices.org](mailto:mashcroft@horizonhumanservices.org)  
Julie Hensley, Superstition Mountain Mental Health Center, 480 983-0562,  
[JulieH@smmhc.org](mailto:JulieH@smmhc.org)  
Sandra Eylicio, Cobre Valley Community Transit, 928 425-0481,  
[miamitransit@cableone.net](mailto:miamitransit@cableone.net)  
Giao Pham, City of Apache Junction, 480 982-1055, [gpham@ajcity.net](mailto:gpham@ajcity.net)  
Bill Leister, CAAG, 520 689-5004, [bleister@caagcentral.org](mailto:bleister@caagcentral.org)  
Steve Rost, ADOT, 602 712-8018, [srost@azdot.gov](mailto:srost@azdot.gov)  
Rick Evans, RAE Consultants, Inc., 303 860-9088, [rick@raeconsultants.com](mailto:rick@raeconsultants.com)

##### **Getting Started**

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

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

Participants then introduced themselves.

## **From Now to the Future**

### **What are you doing now?**

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

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

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

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

### **What coordination possibilities exist?**

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

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

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

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

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

- Coolidge Cotton Express: generally meeting the current needs.
- Cobre Valley Community Transit: the program needs rebuilding and a fresh start. Vehicles have over 200,000 miles. New vehicles are needed.
- Horizon Human Services: providing daily transportation for clients; they cover a large area and 30-40 trips a day. Meeting the needs is becoming more difficult. A public transit system would help.

- Superstition Mountain Mental Health. They are doing well; needs being met. They have no clients in Casa Grande and no interest in going to Apache Junction and Queen Creek.

Regionally:

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

**What's coming?**

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

**Planning Framework**

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

- Federal, state, regional and constituent roles
- Rural Transit Needs Assessment project (June 07 completion) different from this one.
- Collaborative planning process
- Transit grant programs
- Coordination plan content
- Project evaluation
- Project schedule

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

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

### **United We Ride Assessment**

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

### **What Is Coordination?**

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

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

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

## **Next Steps**

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

### **ADOT and Consultant Team**

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

### **COGS and Small MPOs**

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

### **Local Providers and Other Stakeholders**

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

The workshop ended at approximately 1:00 PM.



## **ATTACHMENT A-1**

### **A Self-Assessment Tool for Communities**

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

#### **Section 1: Making Things Happen by Working Together**

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

#### **Section 2: Taking Stock of Community Needs and Moving Forward**

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

**Section 3: Putting Customers First**

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

**Section 4: Adapting Funding for Greater Mobility**

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

**Section 5: Moving People Efficiently**

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

**APPENDIX B**  
**Regional Stakeholder Meeting Summary**

**CAAG**  
**REGIONAL TRANSPORTATION COORDINATION PLAN**  
**MEETING**

**CAAG Conference Room**  
**402 Main Street, Superior Arizona**  
**February 28<sup>th</sup> 2007**

**Meeting Summary**

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

**Getting Started**

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

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

**General Comments on the Plans**

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

**Plan Specifics**

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

**Next Steps**

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

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

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

Name	Organization	Phone	E-Mail
<i>Rich Pinkerton</i>	<i>Town of Star Valley</i> <i>El Dorado Comm.</i>	<i>928-472-3029</i>	<i>-</i>
<i>Mike Miller</i>	<i>Payson Senior Center</i>	<i>928-474-4876</i>	
<i>Maey Witkofski</i>	<i>City of Maricopa</i>	<i>520-568-9098</i>	<i>meek@cityofmaricopa.net</i>
<i>Mary Clement</i>	<i>Pinal County On The Go Express</i>	<i>520-866-7372</i>	<i>MARY.CLEMENT@PINAL.CO.AZ.US</i>
<i>DOREEN PETERSON</i>	<i>HIRES, Inc.</i>	<i>928-772-0539 x3100</i>	<i>dpeter@aires.org</i>
<i>Donna Simpson</i>	<i>Pinal Cty - Palm Villa Adult Day</i> <i>CARE</i>	<i>520-866-7920</i>	<i>Donna.Simpson@Co.Pinal.AZ.US</i>
<i>Tom Schivo</i>	<i>Pinal County Rural Health</i>	<i>520-866-7326</i>	<i>Tom.Schivo@Co.Pinal.AZ.US</i>
<i>Loretha Crimi</i>	<i>ADOT</i>	<i>602-712-7106</i>	<i>LCrimi@azdot.gov</i>
<i>Gregg Kiely</i>	<i>ADOT</i>	<i>602-712-6736</i>	<i>gkiely@azdot.gov</i>
<i>Steve Rust</i>	<i>ADOT</i>	<i>602-712-6018</i>	<i>srust@azdot.gov</i>
<i>DEAN HANLEY</i>	<i>PINAL/GIA CSC</i>	<i>520-836-2758</i>	<i>deanh@msn.com</i>
<i>Marska Ashcroft</i>	<i>Horizon Human Services</i>	<i>520-836-1688</i>	<i>marshcroft@horizonhumservices.org</i>

Name	Organization	Phone	E-Mail
Julie Henstey <i>Senior Support</i>	Superstition Mountain Mental Health Center Central AZ Council on Developmental Dis CACODD	480-985-0522 EXT 315 950-982-5015	Julie.H@smmhc.org dba@ccn110cok.net
Doug Bacon			
Kimberly Abeyta	CALON AD	480 982 5015	Kimberly.Abeyta@Adi.com
Bill Leister	CARE	800-782-1445	bleister@carecentral.org
Willa R Jones	San Carlos Behavioral Center	(928) 475-2318	jwilda@scatcom.net
Bernadette Luffman	San Carlos Apache Tribe	(928) 475-2313	bkniffing@scatcom.net
Olivia Guerrero	PGSC	520-836-2758	Olivia.G@pgsc.org
Chuan R Garcia	City of Casa Grande	520-421-8625 520-421-1332	ggarcia@ci.casa.grande.az.us
ROBERT J. MARSON	TOWN OF MIRAM (CVCT)	928-473-4403	miamanager@cabcone.net
Teresa Williams	City of Globe	(928) 425-7146	globefinance@cablcon.net
Marlene Chovanec	Project PEP/Encampment	(520) 440-7852 578884	stentconsults@quest.net
Catherine Levario	Gila Employment & Special Training Gila County	(928) 425-7631 (520) 425-7631 EXT. 8664	clevario@co.gila.az.us
David B. Cadwell	Gila Employment and Special Training Town of Florence	(928) 402-8664 (520) 528-7534	dcadwell@Co.gila.az.us Head of Finance at Town of Florence AZ

**APPENDIX C**  
**Horizon Human Services – Vehicle Inventory**

**PINAL COUNTY**

**ADULT SERVICES**

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

**SMI RESIDENTIAL**

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

**RESIDENTIAL HABILITATION**

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

**TRANSPORTATION**

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

**CHILDREN & FAMILY SVCS.**

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

**PINAL COUNTY (continued)**

**CRISIS**

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

**OUTPATIENT (Casa Grande)**

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

**SUBSTANCE ABUSE**

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

**MOTOR POOL – CG**

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

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

**GILA COUNTY**

**ADULT SERVICES**

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

**RESIDENTIAL**

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

**OUTPATIENT (Globe)**

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

**HEALTHY FAMILIES (Globe)**

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

**CRISIS**

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

**DOMESTIC VIOLENCE**

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

**HABILITATION (Miami)**

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

**ALTERNATIVE HOME (Miami)**

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

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

**Habilitation / Rehabilitation (Payson)**

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

**AZ FAMILIES FIRST (Payson)**

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

**APPENDIX D**

**Superstition Mountain Mental Health Center – Vehicle Inventory**

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