

# CENTRAL ARIZONA GOVERNMENTS SUN CORRIDOR MPO

The purpose of this plan is to identify the transportation needs of individuals with disabilities, older adults and people with low incomes; provide strategies for meeting these needs; and prioritizing transportation services for funding and implementations.

## HUMAN SERVICES TRANSPORTATION COORDINATION PLAN



**FY 2020  
UPDATE**



**(480) 474-9300  
www.cagaz.org  
www.scmpo.org**



## **Central Arizona Governments**

### Planning Agency

The Central Arizona Governments (CAG) Region serves the Gila and Pinal County areas, which includes seventeen (17) Municipalities, two (2) County Governments and four (4) Native American Communities. The CAG Region's population in 2017 was 458,682 people in and is over 10,000 square miles.

Travis Ashbaugh, Transportation Planning Manager

Contact Email: [TASHBAUGH@CAGAZ.ORG](mailto:TASHBAUGH@CAGAZ.ORG)

Robert J Mawson, Mobility Manager

Contact Email: [RMAWSON@CAGAZ.ORG](mailto:RMAWSON@CAGAZ.ORG)

## **Sun Corridor Metropolitan Planning Organization**

### Planning Agency

The Sun Corridor Metropolitan Planning Organization (MPO) provides transportation planning services to the communities of Casa Grande, Coolidge, Eloy and rural portions of Pinal County that covers 1,155 square miles with an estimated population of nearly 115,708.

Irene Higgs, Executive Director

Contact Email: [IHIGGS@SCMPO.ORG](mailto:IHIGGS@SCMPO.ORG)

Jason Hafner, Transportation Planner

Contact Email: [JHAFNER@SCMPO.ORG](mailto:JHAFNER@SCMPO.ORG)

---

*This report is funded in part through grants from the Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data, and for the use of adaptation of previously published material, presented herein. The contents do not necessarily reflect the official views or policies of the Arizona Department of Transportation or the Federal Transit Administration, U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation. Trade or manufacturer's names that may appear herein because they are considered essential to the objectives of the report. The U.S. government and the State of Arizona do not endorse products or manufacturers.*

---

# Table of Contents

<b>1. INTRODUCTION</b>	<b>5</b>
1.1 PURPOSE OF THE PLAN	5
1.2 REGION	5
1.3 LAWS & REGULATIONS GUIDING THE PLAN	7
1.4 PLANNING PERIOD	10
1.5 DEVELOPMENT PROCESS	11
1.6 ELEMENTS OF THE PLAN	11
<b>2. CURRENT CONDITIONS</b>	<b>13</b>
2.1 ORGANIZATIONAL INFRASTRUCTURE	13
2.2 DEOMOGRAPHICS	18
2.3 ENVIRONMENT	28
2.4 SERVICE INVENTORY & TRANSIT AGENCY PROFILES	30
<b>3. VEHICLE INVENTORY</b>	<b>55</b>
3.1 UNMET NEEDS	66
<b>4. CONDITIONS ASSESSMENT</b>	<b>67</b>
4.1 GENERAL ASSESSMENT OF CURRENT CONDITIONS	67
4.2 PERFORMANCE DATA	68
4.3 GAPS IN SERVICE	68
4.4 REDUNDANCIES IN SERVICE	68
4.5 ORGANIZATIONAL CAPACITY	68
4.6 PARTNERSHIPS & COORDINATION ACTIVITIES	69
4.7 RECENT STUDIES	70
<b>5. TRIP GENERATORS</b>	<b>71</b>
<b>6. IDENTIFICATION OF BARRIERS, OPPORTUNITIES, &amp; STRATEGIES</b>	<b>72</b>
<b>7. PRIORITIES</b>	<b>74</b>
7.1 COORDINATION GOALS, OBJECTIVES, STRATEGIES, AND PROJECTS	74
7.2 Operational Priorities	76
7.3 Capital Priorities	76
<b>8. PROJECT EVALUATION &amp; SELECTION</b>	<b>77</b>
<b>9. PLAN UPDATE INPUT PROCESS</b>	<b>80</b>

**APPENDIX .....82**  
APPENDIX 1 DOCUMENTATION OF PLAN ADOPTION ..... 83  
APPENDIX 2 SURVEY QUESTIONNAIRE..... 84  
APPENDIX 3 GREYHOUND – INTERCITY TRANSIT ..... 86

# 1. INTRODUCTION

## 1.1 PURPOSE OF THE PLAN

Federal Transit Law requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310) programs begin with a locally developed coordinated public transit human services transportation plan. The purpose of this type of plan is to identify the transportation needs of individuals with disabilities, older adults and people with low incomes, provide strategies from meeting these needs and prioritize transportation services for funding and implementation.

The Central Arizona Governments (CAG) and the Sun Corridor Metropolitan Planning Organization (MPO) recognize that the transit environment is dynamic and dependent on stakeholder involvement. As a result, CAG and the Sun Corridor MPO reviews and updates the CAG and Sun Corridor MPO Human Services Transportation Coordination Plan (the “Plan”) every year in order to capture annual adjustments. This Plan is for State Fiscal Year 2020 and includes updated regional demographic information as well as the current status of new and existing transportation providers serving the transportation dependent and disadvantaged populations in the region.

CAG and the Sun Corridor MPO utilize a process that includes representatives of public, private and nonprofit transportation and human service providers, elected officials and public participation to identify transit needs/service gaps and to establish priorities in order to make informative funding decisions for specialized transportation services.

## 1.2 REGION

The CAG and the Sun Corridor MPO Region includes two Counties, Gila and Pinal. However, Pinal County is split into three primary transportation planning authorities – CAG, Maricopa Association of Governments (MAG) and Sun Corridor MPO. **Figure 1 Planning Area Map** and **Figure 6 in Section 2.2** helps define the boundaries where all three borders converge.

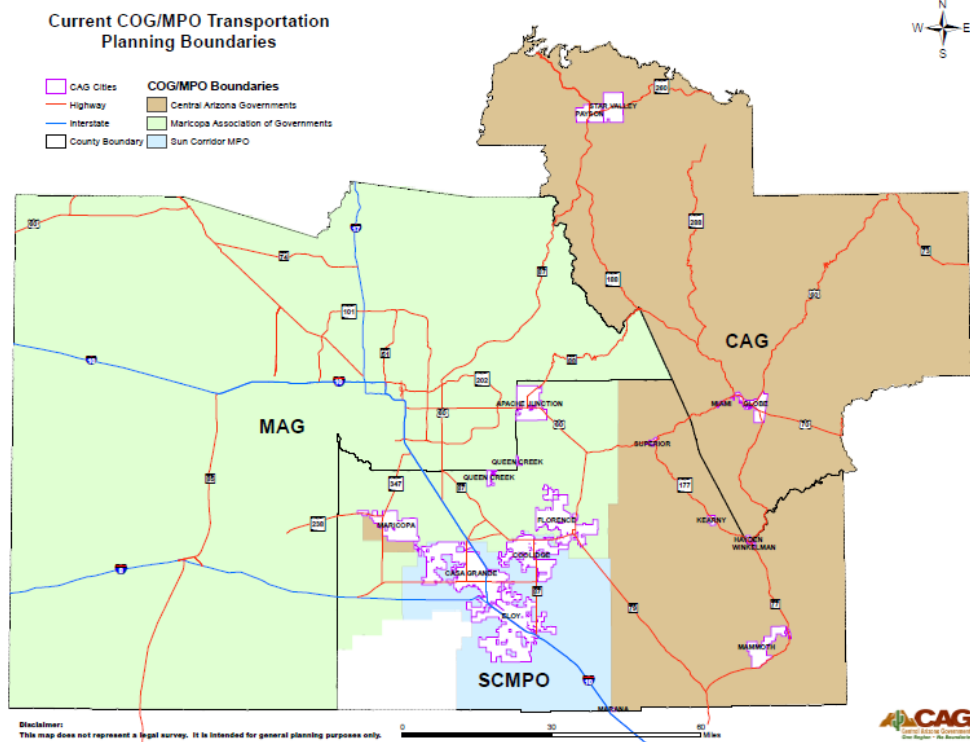
CAG, incorporated in 1975, is one of six regional planning districts, or Councils of Governments (COGs), and was established by Executive Order 70-2 and signed by the Governor of Arizona to provide effective regional planning services to Gila and Pinal Counties. The goal of Executive Order 70-2 was to promote a “community of interest” and to preserve the boundaries of the Region. The Executive Order established a population base throughout the Region, sufficient to support a number of planning activities, while complying with federal planning requirements and addressing the concerns of local government officials.

The CAG Region is comprised of Gila and Pinal Counties, and includes the seventeen (17) incorporated communities of Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Globe, Hayden, Kearny, Mammoth, Marana, Maricopa, Miami, Payson, Queen Creek, Star Valley, Superior and Winkelman. The Ak-Chin Indian Community, Gila River Indian Community, San Carlos Apache Tribe and White Mountain Apache Tribe are also members of the Region. The 2010 Census determined that the City of Casa Grande, and its environs, had reached a population over 50,000. As a result, federal law required formation of a Metropolitan Planning Organization to provide transportation planning within designated boundaries. The Sun Corridor MPO now provides transportation planning services to the communities of Casa Grande, Coolidge, Eloy and rural portions of Pinal County, covering 1,155 square miles, with a current estimated population of nearly 115,708.



Nestled between two Transportation Management Areas; MAG and Pima Association of Governments (PAG), along with three Native American Tribes; the Sun Corridor MPO is in a unique position of developing relationships that will enhance the corridor’s ability to provide goods, services, economic development strategies, improve local regionally significant roads, regional and local transit systems, and identify transportation needs and improvements along Interstate 8, Interstate 10, the future Interstate 11 and working with the Region’s railroads.

**Figure 1: Planning Area Map**



## 1.3 LAWS & REGULATIONS GUIDING THE PLAN

### Federal Initiatives and Legislation

#### 2003 GAO Report

A June 2003 report from the Government Accountability Office (GAO), entitled “*Transportation Disadvantaged Populations: Some Coordination Efforts Among Programs Providing Transportation Services, but Obstacles Persist*,” identified 62 Federal programs that provide funding for transportation services for transportation-disadvantaged populations, and found significant variation in the extent to which the programs coordinated their efforts.

#### Coordinating Council on Access and Mobility

In response to the GAO Report, President Bush signed an Executive Order on February 24, 2004, “to enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation-disadvantaged.” The Executive Order also established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM) to:

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

#### United We Ride

The CCAM developed *United We Ride*, a Federal interagency initiative aimed at improving the availability, quality and efficient delivery of transportation services for older adults, people with disabilities and individuals with lower incomes, by advancing the following goals:

- Simplify customer access to transportation;
- Reduce duplication of transportation services;
- Streamline federal rules and regulations that may impede the coordinated delivery of services; and
- Improve the efficiency of services using existing resources.

The Gila-Pinal Rides Transportation Coordination Committee (Gila-Pinal Rides Committee) comes from the United We Ride and Arizona Rides program with the same focus of improving transportation options to the residents of the CAG and Sun Corridor MPO Region.

### **Federal Funding Sources**

Fixing America's Surface Transportation (FAST Act), signed into law in December 2015, is the current federal surface transportation legislation that supersedes the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). Sections 5316 (Job Access and Reverse Commute (JARC) Program), and 5317 (New Freedom Transit Program) were repealed under MAP-21. The new legislation strengthens the requirement for coordination, funding limits and asset management and continues to require that all funded projects are included in a coordinated human services transportation plan. See the existing two key Federal funding sources described below.

### **Enhanced Mobility for Seniors and Persons with Disabilities (FTA Section 5310)**

The Federal Transit Administration (FTA) Section 5310 program enhances mobility for seniors and persons with disabilities by providing funds to programs that serve the unique needs of transit-dependent populations. These services are in addition to those found under traditional public transportation services and the Americans with Disabilities Act (ADA) complementary para-transit services. The 5310 Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was a “*capital only*” program with a match of 80/20. However, under the FAST Act operational costs are now eligible for up to 45 percent of the allocated funds. Projects previously funded through Section 5317 may be a source for operating assistance under Section 5310.

In Arizona, the Section 5310 Program also receives an infusion of Surface Transportation Block Grant Program (STBGP) funds each year that can be used for capital projects in rural areas.

The Federal government allocates funds to each state and large urban areas based on the population of elderly and residents who are disabled. The Arizona Department of Transportation (ADOT) is responsible for distributing funds to the rural and small urban areas of the state. With the corresponding funding changes found under the FAST Act, Arizona is continuously evaluating how to distribute these funds to its rural regions.

### **Rural Areas (FTA Section 5311)**

FTA Section 5311 is a formula grant program for transportation services throughout rural areas (population under 50,000). The 5311 Program provides a source of funding to assist in the design and implementation of support services intended to meet the needs of transit operators in non-urbanized areas. The FTA specifically cites the use of coordination in an effort to make the best use of Federal funds. The match continues to be set at 80/20 for capital projects and 50/50 for operating expenses. ADOT is the designated recipient for Program 5311 funds and distributes them with a



sliding scale (see link <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/formula-grants-rural-areas-program-guidance-and-application>).

### **ADOT Coordinated Mobility Program**

In rural portions of Arizona, ADOT manages the Section 5310 grant program. In response to the Federal United We Ride initiative and FAST Act requirements, ADOT began its coordinated mobility program to administer the grant programs and provide assistance and oversight for locally coordinated efforts.

Beginning in 2007, all Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) in Arizona were required to adopt and annually update a coordination plan that inventories existing transportation services for elderly individuals, individuals with disabilities and low-income individuals; identifies unmet transportation needs and provides strategies for improving coordination to meet those needs. Each COG receives funding to carry out these responsibilities.

The coordination plan must be developed and approved through a process that includes seniors, people with disabilities and transportation providers, among others. The plan must also be coordinated, to the maximum extent possible, with the transportation programs of other Federal departments and agencies. All MPOs and COGs in Arizona must have a coordination plan in place in order for programs in their respective areas to be eligible for funding through the Section 5310 Program.

### **Eligible Recipients:**

Formula funds from FTA are apportioned to ADOT, as the direct recipient, then awarded to:

- States for rural and small urban areas (small Urbanized Areas or UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large Urbanized Areas or UZAs);
- State or local governmental entities that operate a public transportation service;

Direct recipients have flexibility in how they select sub-recipient projects for funding, but their decision process must be clearly noted in a state/program management plan;

The selection process may be Formula-based, Competitive or Discretionary and sub-recipients include States or local governmental authorities, private non-profit organizations, or operators of public transportation. **(See Chapter 8 Priorities: Project Evaluation and Selection).**

## Eligible Activities:

At least 55 percent of program funds must be used for capital or “traditional” 5310 projects. Examples include:

- Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems, and mobility management programs.
- Acquisition of transportation services under a contract, lease or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.

The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom Transit Program, described as “Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors.”

Examples include: Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs, and mobility management.

### 1.4 PLANNING PERIOD

This Plan for the CAG and Sun Corridor MPO will be for Fiscal Year 2020. Updates to the Plan are expected to be provided annually. Given the number of jurisdictions that are affected by the development of transit within the region, multiple committees have been established to allow a complete and thorough review process. The activities in this Plan’s development took place in accordance with the following schedule:

Gila-Pinal Rides Review	09/18/19
SCMPO TAC - 30-day Notice Approval	10/24/19
SCMPO Executive Board - 30-Day Notice Approval	11/12/19
Start of 30-Day Public Notice	11/13/19
End of 30-Day Public Notice	12/13/19
CAG TTAC for approval	01/09/20
SCMPO TAC for approval	02/27/20
CAG Management for approval	03/04/20
SCMPO Executive Board for approval	03/10/20

CAG Regional Council for approval  
Submit Final DRAFT to ADOT.

03/25/20  
03/26/20

*See additional details of the adoption Timeline in Appendix 1.*

## **1.5 DEVELOPMENT PROCESS**

This Plan is developed in coordination with CAG, the Sun Corridor MPO, the Gila-Pinal Rides Committee, area transit providers, human services agencies, area transportation committees, system users and other interested stakeholders. Surveys were conducted by using email lists and directly calling interested stakeholders. A copy of the survey questionnaire can be found in Appendix 2 of this document.

The study review process included input and comments from the Gila-Pinal Rides Committee, the CAG Transportation Technical Advisory Committee (TTAC) and Management Committees, the Sun Corridor MPO Technical Advisory Committee (TAC) and Executive Board, as well as regional human service agencies whose clients reside and travel in Gila and/or Pinal Counties.

## **1.6 ELEMENTS OF THE PLAN**

ADOT requires that each coordination plan, at a minimum, consist of:

- *An assessment of available services that identify current transportation providers (public, private and nonprofit);*
- *An assessment of transportation needs for individuals with disabilities and older adults;*
- *Strategies, activities and/or projects to address the identified gaps between current service and needs as well as opportunities to achieve efficiencies in service delivery; and*
- *Priorities for implementation are based on resources, time and feasibility.*

FTA requires that projects applying for 5310 program funds must be identified in a coordination plan. As such, the following chapters of the Plan are organized to present these required elements and other information that supports the overall planning process.

**Chapter 1:** Introduces the Section 5310 program and purpose, the region, law and regulations guiding the Plan, the planning period, the process and the elements of the Plan.

**Chapter 2:** Discusses current conditions in the region including organizational infrastructure, demographics, geographical information and the backgrounds for the Central Arizona Governments, Sun Corridor MPO and regional transit providers.

**Chapter 3:** Provides vehicle inventories and identifies unmet transit needs of the Region.

**Chapter 4:** Includes conditions assessment, provider feedback, performance data, gaps in service and service redundancies, organizational capacities, partnerships, coordination activities and infrastructure.

- Chapter 5:** Identifies trip generators for regional transit.
- Chapter 6:** Identifies barriers, opportunities and strategies in community transportation.
- Chapter 7:** Identifies performance priorities.
- Chapter 8:** Project evaluation and selection for federal funding
- Chapter 9:** Outlines the public input process for the Plan.

## 2. CURRENT CONDITIONS

### 2.1 ORGANIZATIONAL INFRASTRUCTURE

#### *Central Arizona Governments*

CAG is a quasi-governmental entity serving as a forum for public officials, citizens and other interest groups within Gila and Pinal Counties to adopt policies and plans that address various transportation issues. The role of CAG is to coordinate the activities of Federal, State, and Local agencies, provide assistance and encourage public participation in the long-term development of the area.

Although CAG serves Gila and Pinal Counties, the transportation coordination planning processes for rural and urbanized areas are shared by three different agencies. **Table 1: Population by Transportation Boundary within Gila & Pinal Counties** breaks down the estimated populations by the transportation boundaries each agency serves. The estimates originate from the American Community Survey 5-year estimates from 2013-2017.

**Table 1: Population by Transportation Boundary within Gila & Pinal Counties**

Community	Population
<b>CAG</b>	
Ak-Chin Indian Community	1,281
Gila County – (Remainder of unincorporated County)	17,539
City of Globe	7,341
Town of Hayden	483
Town of Kearny	2,249
Town of Mammoth	1,582
Town of Marana (Pinal County Portion)	0
Town of Miami	2,238
Town of Payson	15,338
Pinal County – (Remainder of unincorporated County within CAG Transportation Boundary)	23,799
San Carlos Apache Tribe – (Gila County portion)	5,970
Town of Star Valley	1,816
Town of Superior	2,954
White Mountain Apache Tribe – (Gila County portion)	2,158
Town of Winkelman	262
<b>TOTAL:</b>	85,010
<b>SUN CORRIDOR MPO</b>	
City of Eloy	17,537
City of Coolidge	12,221
City of Casa Grande	52,501
Pinal County – (Remainder of unincorporated County within Sun Corridor MPO)	33,449
<b>TOTAL:</b>	115,708

<b>MAG</b>	
City of Apache Junction – (Pinal County portion)	38,189
Gila River Indian Community – (Pinal County portion)	8,275
Town of Florence	26,066
City of Maricopa	46,248
Town of Queen Creek – (Pinal County portion)	387
Pinal County – (Remainder of unincorporated County within MAG Transportation Boundary)	138,799
<b>TOTAL:</b>	257,964
<b>GRAND TOTAL:</b>	<b>458,682</b>
<i>Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table B01003: Total Population</i>	

CAG is working as a partner in coordination with the Sun Corridor MPO and other cities and towns in Gila and Pinal Counties. As several agencies operate transportation services within the CAG and Sun Corridor MPO Region, a unified plan supporting the development of coordinated services may be appropriate. For the purposes of the ADOT grant application cycles from this point forward, unless otherwise noted in the future, this Plan will also include the Sun Corridor MPO providers and projects.

**Sun Corridor Metropolitan Planning Organization**

The Sun Corridor MPO is responsible for Transportation Planning within the MPO, including coordination planning. The Sun Corridor MPO was formed in 2013 in Pinal County. The CAG transportation boundary primarily borders the Sun Corridor MPO on the east side. The Sun Corridor MPO is also bordered to the south by the PAG Region while MAG primarily borders the north and west sides. MAG’s transportation planning boundary encompasses some cities and unincorporated areas within Pinal County. Facilitating trips across COG and MPO boundaries will be an important focus of coordination efforts. **Figure 2** displays the COGs and MPOs of the State while **Figure 3** displays the transportation boundaries for Gila and Pinal Counties.

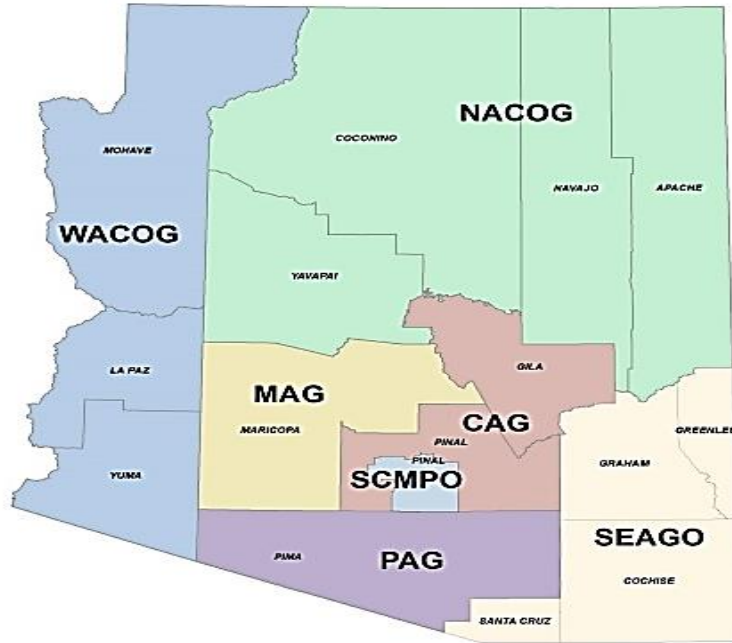


Figure 2: Planning Organizations and Councils of Government

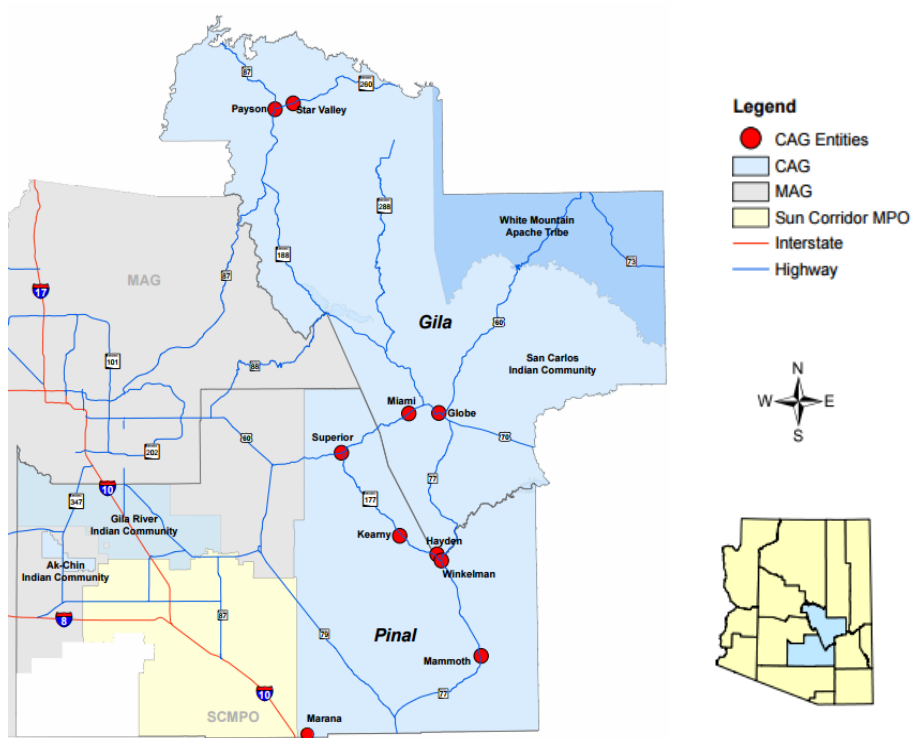


Figure 3: Transportation Planning Boundaries for Gila & Pinal

## **CAG Transportation Technical Advisory Committee (TTAC)**

The CAG Transportation Technical Advisory Committee (TTAC) is the advisory committee on all transportation issues within the CAG transportation boundary. All major transit issues from the Gila-Pinal Rides Committee are presented to the TTAC for information purposes. The TTAC does not make decisions on transit-coordinated issues; however, the TTAC ultimately does make recommendations to the CAG Regional Council.

## **Gila-Pinal Rides Committee**

The Gila-Pinal Rides Committee is the steering committee for transit coordination issues within the CAG and the Sun Corridor MPO Region. The committee is comprised of transit providers and stakeholders from both Gila and Pinal Counties, and rotates meeting time and locations. Presently, the Regional Mobility Manager brings together all of the 5310 and 5311 providers, as well as interested stakeholders, to help coordinate transit, and to forward innovative ideas for the CAG and Sun Corridor MPO Region as a whole. The Gila-Pinal Rides Committee holds bi-monthly meetings with attendees from various agencies interested in public transportation. These attendees are identified in the CAG and Sun Corridor MPO Regional Transit Providers table shown on **page 30**. The meetings act as a forum to determine where the greatest needs are, to identify gaps in service, look for opportunities to coordinate services, provide collaboration among providers and help overcome the challenges faced throughout the Region.

## **Regional Context**

### **The CAG Region and Sun Corridor MPO**

The CAG and Sun Corridor MPO Region cover over 10,170 square miles of central Arizona. The CAG and Sun Corridor MPO Region is comprised of seventeen (17) incorporated communities, two (2) counties, and four (4) Native American Communities.

The CAG and Sun Corridor Region is served by several major surface transportation corridors. Interstate 8 traverses the region from west to east and Interstate 10 traverses from north to south. U.S. Highway 60 extends east through the State of New Mexico. U.S. Highway 60 connects with State Route 188 just west of Globe and continues past Roosevelt Lake to State Route 87. State Route 87 provides travel between Payson and Metropolitan Phoenix.

Gila and Pinal Counties reflect very different transportation challenges. Gila is primarily rural in nature, while Pinal contains more urbanized populations. This urban-rural split has resulted in difficult funding decisions. Funding awarded to rural providers cannot be spent in urban areas. Conversely, funding awarded to urban providers cannot be spent in rural areas. The biggest challenge is identifying potential opportunities to coordinate services and resources to meet the needs of our varied client populations, while not violating these over-arching programmatic rules. Medical needs can also prohibit the mixing of clients on an otherwise mutually convenient trip. Using



regular coordination meetings, participating providers identified funding, training, reporting and asset management as major challenges for services in both rural and urban areas.

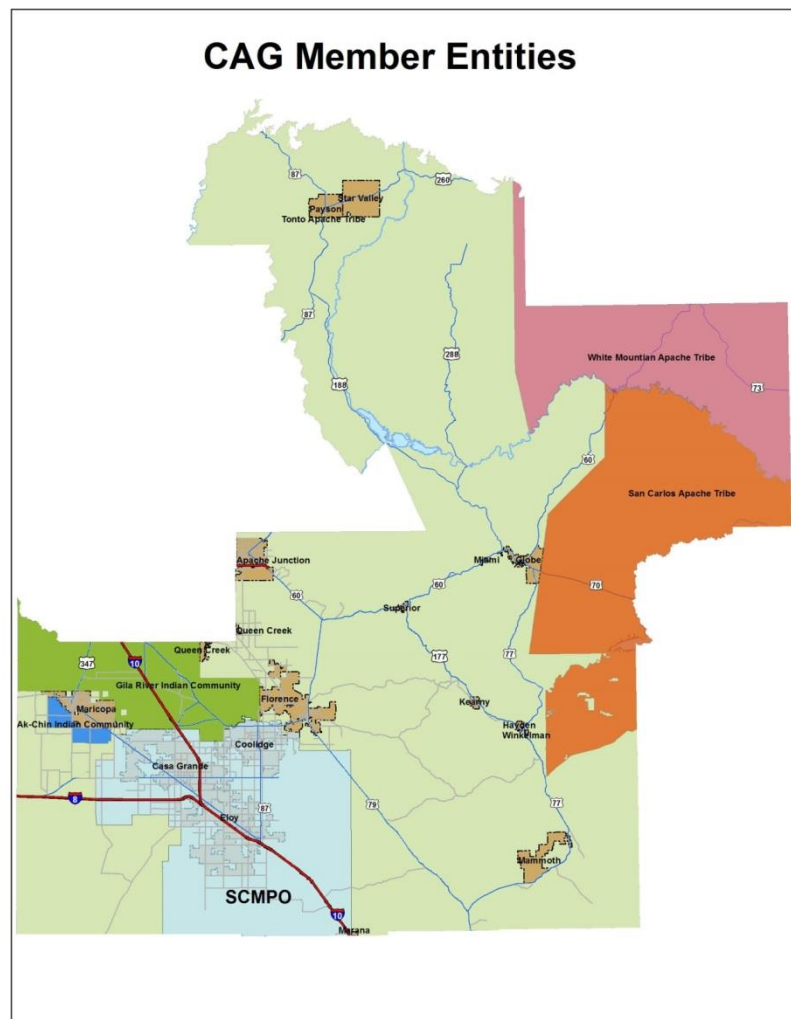
Greyhound, in partnership with ADOT and Arizona’s rural communities, launched an “Intercity Connector” service between El Paso, Texas and Phoenix, at the end of calendar year 2015. Greyhound Connect brings service to the communities of Apache Junction, Superior, Globe, Peridot, Bylas, Thatcher, Safford and Duncan, Arizona, and connects those smaller communities with the national intercity bus network. For more information regarding Greyhound services and the connection between Casa Grande and Coolidge, see section **2.4 Service Inventory & Transit Agency Profiles**. Amtrak also serves the region with a station in the City of Maricopa.

**Figure 4** depicts the boundaries of the CAG and Sun Corridor Region in relation to one another and its members.

**Gila County** includes the incorporated communities of Globe, Miami, Payson, Star Valley, Hayden and Winkelman. The unincorporated communities of Pine, Roosevelt, Strawberry, Tonto Basin and Young are also within the limits of the County boundary. Gila County covers land area of 4,796 square miles and serves a population of approximately 53,145 (American Community Survey 5-year estimate of 2013-2017).

**Pinal County** includes the incorporated communities of Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Kearny, Mammoth, Maricopa, Superior and portions of Queen Creek and Marana. The unincorporated communities of Arizona City, Gold Canyon, Oracle, Saddlebrooke, San

Tan Valley and Queen Valley are also within the limits of the County boundary. Several communities, such as Casa Grande, Coolidge and Eloy have dual membership with CAG and the Sun Corridor MPO. Apache Junction, Florence, Maricopa and Queen Creek also have dual membership with CAG and the



**Figure 4: CAG Member Entities**

Maricopa Association of Governments (MAG). Pinal County covers a land area of 5,374 square miles and serves a population of approximately 405,537 (American Community Survey 5-year estimate of 2013-2017).

## 2.2 DEOMOGRAPHICS

Demographic information is presented in this Plan to help provide a better understanding and more complete picture of the population in the CAG and Sun Corridor MPO Region, and in particular persons with disabilities, older adults and low-income individuals and households.

### Census Geography

The Census information provided is available through the American Community Survey (ACS) 5-year estimates of 2013-2017. For comparative purposes, demographic information for Arizona and the United States are also included where stated.

### Population

The total population for Gila and Pinal Counties are listed in **Table 2: Gila & Pinal County Populations by Place**. **Table 3: Population, Land Area, & Density**, illustrates the population growth by density by year. As the American Community Survey 1-year estimates are not provided for small communities, the Arizona Office of Economic Opportunities population estimates were used for single year estimates in Table 3 instead. All other estimates are based on the latest 5-year ACS data. The population growth in Pinal County alone has increased by over 225 percent since the year 2000.

**Table 2: Gila & Pinal County Populations by Place**

<b>Community</b>	<b>Population</b>
<b><u>GILA COUNTY TOTAL</u></b>	<b><u>53,145</u></b>
City of Globe	7,341
Town of Hayden	483
Town of Miami	2,238
Town of Payson	15,338
San Carlos Apache Tribe – (Gila County portion)	5,970
Town of Star Valley	1,816
White Mountain Apache Tribe – (Gila County portion)	2,158
Town of Winkelman	262
Gila County – (Remainder of unincorporated County)	17,539
<b><u>PINAL COUNTY TOTAL</u></b>	<b><u>405,537</u></b>
Ak-Chin Indian Community	1,281
City of Apache Junction – (Pinal County Portion)	38,189
City of Casa Grande	52,501
City of Coolidge	12,221

City of Eloy	17,537
Town of Florence	26,066
Gila River Indian Community – (Pinal County portion)	8,275
Town of Kearny	2,249
Town of Mammoth	1,582
Town of Marana – (Pinal County portion)	0
City of Maricopa	46,248
Town of Queen Creek – (Pinal County portion)	387
Town of Superior	2,954
Pinal County – (Remainder of unincorporated County)	196,047
<i>Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table B01003: Total Population</i>	

**Table 3: Population, Land Area, & Density**

	<i>Pinal County - (5,374 Square Miles)</i>		<i>Gila County - (4,796 Square Miles)</i>	
	<i>Population</i>	<i>Persons/Square Mile</i>	<i>Population</i>	<i>Persons/Square Mile</i>
AZ State 2017 (Estimates)	427,603	79.6	54,947	11.5
AZ State 2016 (Estimates)	413,312	76.9	54,333	11.3
AZ State 2015 (Estimates)	406,468	75.6	54,406	11.3
AZ State 2014 (Estimates)	396,237	73.7	54,219	11.3
AZ State 2013 (Estimates)	393,813	73.3	53,670	11.2
AZ State 2012 (Estimates)	389,192	72.4	53,626	11.2
AZ State 2011 (Estimates)	384,231	71.5	53,577	11.2
Census 2010	375,770	69.9	53,597	11.2
Census 2000	179,727	33.4	51,335	10.7
Census 1990	116,379	21.7	40,216	8.4

*Source: U.S. Census Bureau, Arizona Department of Administration – Office of Employment & Population Statistics (now Office of Economic Opportunity)*

### Vehicle Availability and Travel Time

In Pinal County, 4.4 percent of housing units that have no vehicles available, whereas Gila County has 6.5 percent of occupied housing units with no vehicles available. The percentage of occupied housing units with no vehicles available is lower in the Region than in the entire country. However, when compared to the State of Arizona, Pinal County’s average is lower, while Gila County is about the same. See **Table 4: Occupied Housing Units with No Vehicles Available, Travel Time to Work.**

**Table 4: Occupied Housing Units with No Vehicles Available, Travel Time to Work**

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Occupied housing units	133,513	21,585	2,482,311	118,825,921
No vehicles available	5,859	1,412	160,656	10,468,418
Percent	4.4%	6.5%	6.5%	8.8%
Median travel time to work (minutes)	31.0	18.7	25.1	26.4

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table DP04: Selected Housing Characteristics; Table DP03: Selected Economic Characteristics*

Although most clients/residents using services provided by 5310 funding are not typically members of the commuting public, travel to and from work affects travel conditions for all residents. Median

travel time to work in Pinal County is higher than the average for Arizona and the United States, while travel time in Gila County is slightly below. **Table 5: Comparisons of Time Leaving Work** also provides when commuters are leaving for work throughout the day.

<b>Table 5: Comparisons of Time Leaving for Work</b>					
	<i>Pinal County</i>	<i>% of Commuters</i>	<i>Gila County</i>	<i>% of Commuters</i>	
Total Commuters	134,379	-	16,623	-	
12:00AM - 5:59AM	34,661	25.8%	3,810	22.9%	
6:00AM - 8:59AM	66,828	49.7%	8,850	53.2%	
9:00AM - 11:59AM	9,325	7.0%	1,690	10.2%	
12:00PM - 3:59PM	11,057	8.2%	1,337	8.1%	
4:00PM - 11:59PM	12,508	9.3%	936	5.6%	

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table B08302: Time Leaving Home to Go to Work*

### Poverty Status

Gila County’s poverty rate is 21.9 percent, higher than both the Arizona and National rates. Pinal County’s poverty rate, at 15.5 percent, is slightly lower than the Arizona rate and slightly above the national rate. See **Table 6: Poverty Status in the Past 12 Months**.

<b>Table 6: Poverty Status in the Past 12 Months</b>				
	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Population base*	379,432	52,227	6,654,096	313,048,563
Population below poverty level	58,750	11,427	1,128,046	45,650,345
Percent	15.5%	21.9%	17.0%	14.6%
Population age 65+	74,875	14,094	1,044,652	46,424,881
Population below poverty level age 65+	6,160	1,264	98,589	4,317,192
Percent of people age 65+	8.2%	9.0%	9.4%	9.3%

*\*The population base for which poverty status is determined does not include unrelated individuals under 15 years of age, people living in college dormitories, or individuals living in institutional group quarters.*

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table S1701: Poverty Status in the Past 12 Months; Table B17001: Poverty Status in the Past 12 Months by Sex and Age.*

### Income and Unemployment

Household income for Gila County is significantly less than the Arizona and national averages. Pinal County has a median household income that is only slightly lower than the Arizona average, but over 9% lower than the national average.

Average unemployment rates for both Gila and Pinal Counties are higher than those of Arizona and the United States. See **Table 7: Income & Unemployment**.

**Table 7: Income & Unemployment**

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Median household income	\$52,628	\$41,179	\$53,510	\$57,652
Percent of civilian labor force unemployed	7.8%	11.7%	7.1%	6.6%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table S1903: Median Income in the Past 12 Months (in 2017 Inflation-adjusted Dollars); Table S2301: Employment Status

## Age

The Region is composed of a largely diverse age population. In Pinal County, the largest populations are in the 24 to 44 and less than 18 years-of-age ranges. For Gila County, the largest populations are in the 45 to 64 years of age and 65 years and older. These differences in ages of the populations reflect the transportation needs of each County. **See Table 8: Populations by Age Group.**

**Table 8: Population by Age Group**

	<i>Pinal County</i>	<i>Gila County</i>
Under 18 years of age	96,864	10,824
Age 18 to 24 years	32,309	3,689
Age 25 to 44	107,483	9,574
Age 45 to 64	93,305	14,703
Age 65 years and older	75,576	14,355
<b>TOTAL:</b>	<b>405,537</b>	<b>53,145</b>

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table B01001: Sex by Age

## Disability Status

Approximately 14.7 percent of the civilian, non-institutionalized population in Pinal County has a disability. This is higher than the percentage for Arizona and that of the United States. For Gila County, the percentage of the population with a disability rises to 21.8 percent and is significantly higher than that of Arizona and the national rates. **Tables 9 thru 11** breaks down the populations by disability status, type and age group respectively.

**Table 9: Disability Status**

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Population with a disability*	55,945	11,426	854,637	39,792,082
Percent	14.7%	21.8%	12.8%	12.6%

\*Population is based off of civilian non-institutionalized population.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics

**Table 10: Disability Status by Type**

	<i>Pinal County</i>		<i>Gila County</i>	
	<i>Population</i>	<i>Percent (%)</i>	<i>Population</i>	<i>Percent (%)</i>
Civilian non-institutional population	380,940	-	52,401	-
With a disability	55,945	14.7%	11,426	21.8%
With a hearing difficulty	17,842	4.7%	4,421	8.4%
With a vision difficulty	10,443	2.7%	2,394	4.6%

With a cognitive difficulty	19,850	5.2%	4,058	7.7%
With an ambulatory difficulty	28,923	7.6%	6,409	12.2%
With a self-care difficulty	10,021	2.6%	2,021	3.9%
With independent living difficulty	19,234	5.0%	3,699	7.1%

*NOTE: Percentages (%) are calculated from total civilian non-institutional population. Any given person may have more than one disability and therefore the "disability difficulties" shall not be summarized for final total calculation purposes.*

*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics*

**Table 11: Disability Status by Age Group**

	<i>Pinal County</i>		<i>Gila County</i>	
	<i>Population</i>	<i>Percent (%)</i>	<i>Population</i>	<i>Percent (%)</i>
Under 5 years of age	69	0.3%	27	0.9%
Age 5 to 17 years	4,149	5.8%	621	8.0%
Age 18 to 64 years	27,812	13.3%	4,957	18.0%
Age 65 years and over	23,915	31.9%	5,821	41.3%

*NOTE: Percentages (%) calculated from total civilian non-institutional population of the particular age group.*

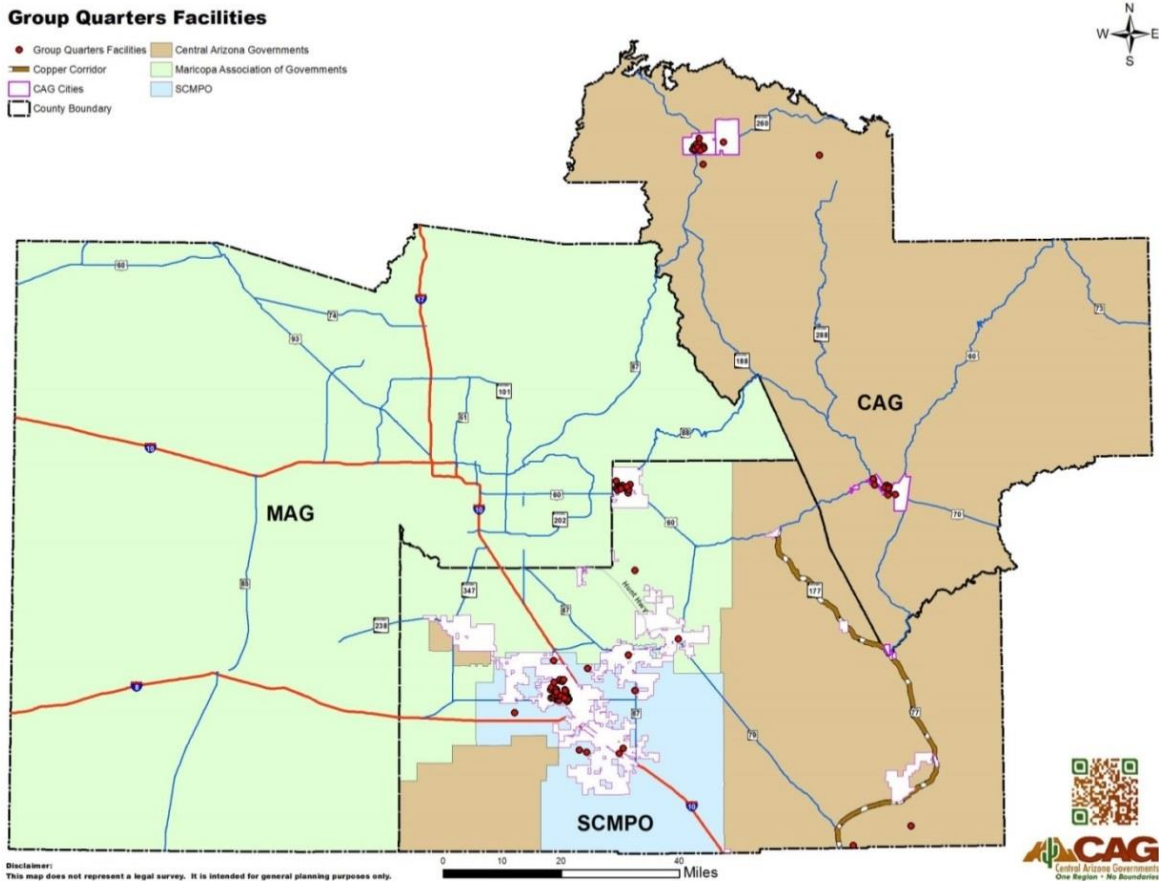
*Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics*

## Origins and Destinations

This section documents significant travel origins and destinations in the CAG and Sun Corridor MPO Region for special needs transportation services.

### Origins

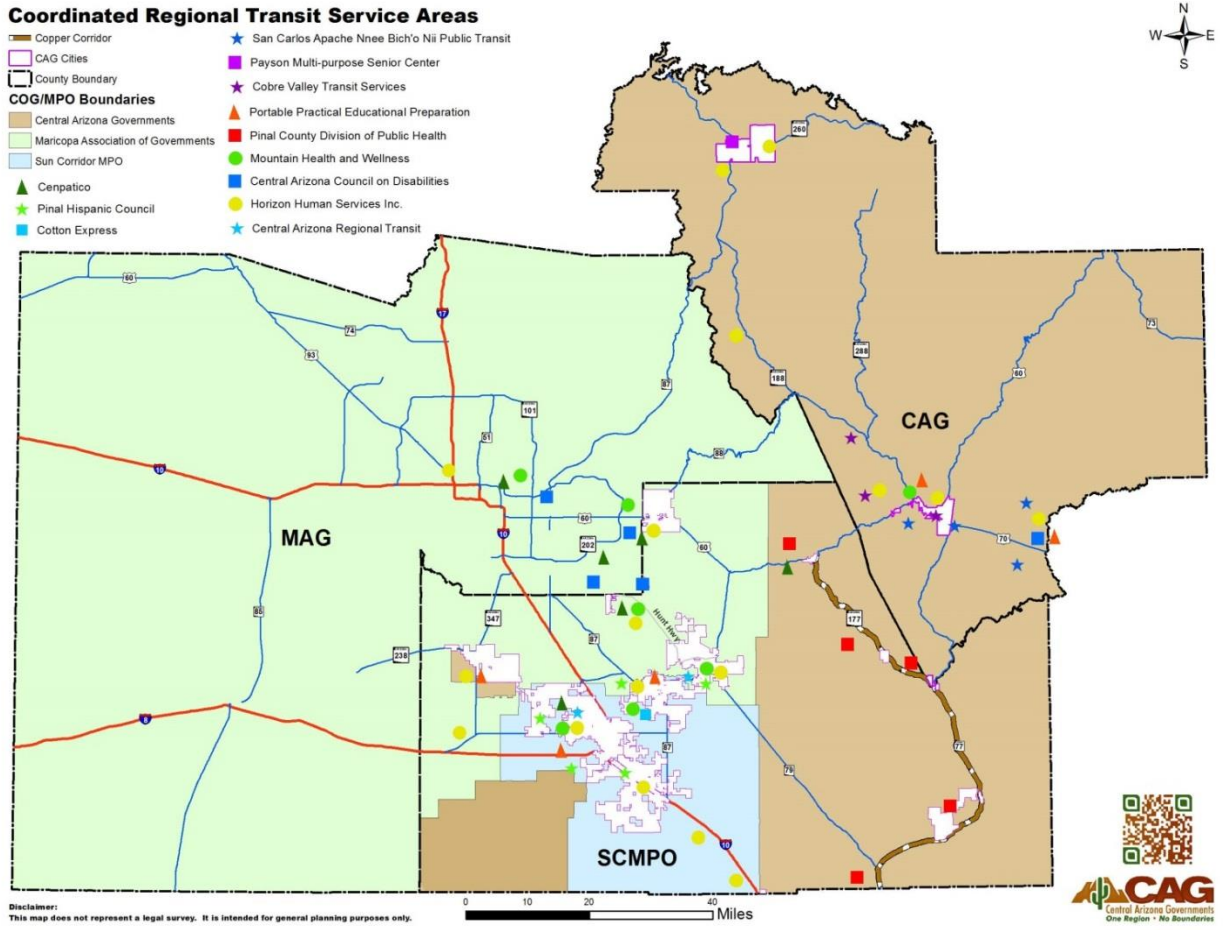
Travel often originates in residential areas, including low-income rental housing, assisted living facilities or nursing homes, low-income apartments and those classified by the U.S. Census as Group Quarters. CAG collects this data annually from the communities in the region and reports it to the Arizona Office of Economic Opportunities. There are approximately 109 Group Quarter facilities identified within the Region. **See Figure 5: Group Quarter Facilities** for general locations of identified Group Quarters. However, for confidentiality and safety reasons, Domestic Violence shelters are not shown.



**Figure 5: Group Quarter Facilities  
Current COG/MPO Transportation Planning Boundaries**

### Travel Destinations

Travel destinations for special needs populations include large employers, commercial areas, medical facilities, clinics, and human service agencies. Pinal County has a high employment sector within the State Prisons due to the location of fourteen adult prisons and two juvenile detention centers within the County boundary. Destinations of significance are listed by category in **Figure 6: Regional Transit Service Map**.



**Figure 6: Regional Transit Service Map**

**Colleges**

Colleges that serve the Region include Central Arizona College, Gila Community College, Rio Salado College, and Mesa Community College.

**Medical Facilities**

Important medical facilities to note within Gila and Pinal Counties are listed in **Table 12: Major Medical Facilities in the CAG & Sun Corridor MPO Region**. Many residents travel to Maricopa County for medical services.

<b>Table 12: Major Medical Facilities in the CAG &amp; Sun Corridor MPO Region</b>	
<b>Facility</b>	<b>Location</b>
Banner Payson Medical Center	Payson – (Gila County)
Cobre Valley Regional Medical Center	Globe – (Gila County)
San Carlos Dialysis	Peridot – (Gila County)
Apache Junction Dialysis Center	Apache Junction – (Pinal County)



Banner Ironwood Medical Center	San Tan Valley – (Pinal County)
Banner Goldfield	Apache Junction – (Pinal County)
Casa Grande Banner Medical Center	Casa Grande – (Pinal County)
Fresenius Kidney Care & Santan Dialysis	Florence – (Pinal County)
Florence Hospital at Anthem	Florence – (Pinal County)
Fresenius Kidney Care & Mammoth Dialysis	Mammoth – (Pinal County)
Western Skies Dialysis	Casa Grande – (Pinal County)
Casa Grande Dialysis	Casa Grande – (Pinal County)
Gila River Dialysis	Sacaton – (Pinal County)
Banner Heart Hospital	Mesa – (Maricopa County)
Mayo Clinic	Scottsdale – (Maricopa County)
Veteran’s Medical Center	Phoenix – (Maricopa County)

**Employers**

Major employers in the Pinal portion of the CAG and Sun Corridor MPO Region are in the public administration and retail trade industry. Similarly, in Gila County, copper mining is the top industry, while the largest employment sector is in within public administration. **Table 13: Top Employers,** lists the top 10 largest job producers within Gila and Pinal Counties by County.

<b>Table 13: Top Employers</b>			
<b>Top Pinal County Employers</b>	<b>Jobs</b>	<b>Top Gila County Employers</b>	<b>Jobs</b>
Pinal County	2,900	ASARCO	1,370
State of Arizona	2,500	Gila County	760
Walmart	2,290	BHP Copper	650
Corecivic Inc.	1,930	Banner Health	610
Casa Grande Union High School District 82	1,180	Walmart	570
Banner Health	1,120	Apache Gold Casino Resort	450
Harrahs Ak-Chin Hotel and Casino	800	Globe Unified School District	420
Maricopa Unified School District 20	670	Payson Unified School District	350
Florence Unified School District	650	United States Postal Service	310
Casa Grande Community Hospital	630	Matazal Hotel and Casino	290

*Source: 2017/2018 Arizona COG/MPO Employer Database, Employers with 5 or more employees.*

**Target Market**

As background for the Plan, CAG made an assessment of possible transit ridership, jobs-housing balance for the region, services currently available and current service barriers. In addition, geographic and boundary issues that affect coordination activities were also noted.

Certain population types tend to use transit more often than the choice rider, which is a rider who is not dependent on public transportation. Riders who are transit dependent are more likely to use alternative transportation systems than those who own a personal vehicle. This Plan looks to improve transportation services for population types that typically become transit dependent such as people with a disability and seniors above the age of 65.

Before strategies are considered for implementation, it is vital to assess the current demographics and travel modes of rural/urban area residents. Many times individuals fit into a combination or all the categories. During the development of the Plan, CAG collected information to understand where the focus of transit service should be. CAG compared data of these population types to the total population to determine the percentage of the total population type represented. In many instances, improving transportation services for one group provides corresponding benefits to all groups.

## **People with Disabilities**

For the general population, the ability to drive helps define personal mobility. For people with disabilities, the concept of personal mobility is much more complex.

The disabled population is one of the least likely groups to own a car or have the ability to drive. As such, they must rely on family, friends, public transportation systems or private transportation providers. Based on the Americans with Disabilities Act (ADA) definition, the FTA defines a disability by:

- A physical or mental impairment that substantially limits one or more major life activities of such individual
- A record of such impairment
- Being regarded as having such impairment

However, the U.S. Census defines disability as a long lasting physical, mental, or emotional condition and is self-reported. Therefore, some discrepancies exist between the two measurements. **Table 9: Disability Status** indicates, 14.7 percent or 55,945 people in Pinal County area have a disability and 21.8 percent or 11,426 people in Gila County have a disability.

In addition to transportation (mobility), employment can be a significant contributor to the social well-being within the disabled population. As a large percentage of the disabled population also represent zero vehicle households, transit dependency can have a compounding effect on employment making public transportation and other modes of transit very important for this population.

## **Low Income**

Limited or lack of access to employment centers can become a significant barrier to overcoming poverty, as many low income individuals have limited or no access to a personal vehicle. The FTA defines low income or limited incomes as falling below 150 percent of the federal poverty level. As **Table 6: Poverty Status in the Past 12 Months** indicates, 21.9 percent and 15.5 percent of the populations of Gila and Pinal County live below the poverty level respectively. The poverty level for individuals 65 and over is 9.0 percent and 8.2 percent respectively.

## **Job Location**

An efficient and effective public transportation system must reach the location of principal employers. The Pinal County Transit Feasibility Study completed in 2011, demonstrated that long distances between developed areas create long job commutes. With high travel costs, economically challenged individuals and families are particularly sensitive to commute costs and represent a strong potential transit market.

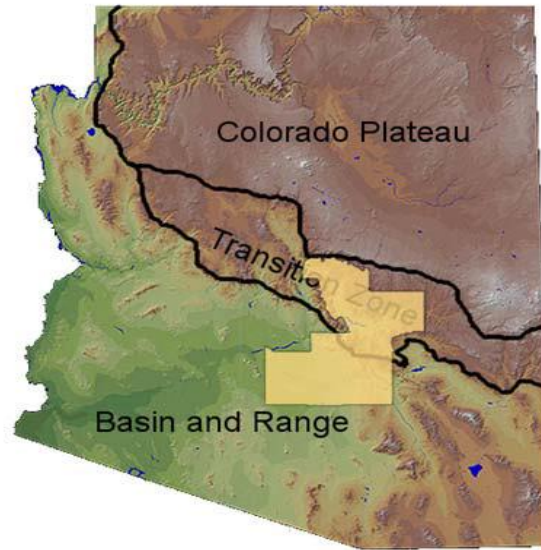
Land use zoning continues to influence future development locations for both commercial and residential uses. Consolidation of similar business purposes such as industrial and heavy industrial are the results of current zoning practices. Casa Grande, as an example, is rezoning industrial areas along their western fringes, with southern portions of Coolidge and western sections of Eloy following the same pattern. The majority of industrial growth in Pinal County is occurring along the interstate and rail corridors. Conversely, residential areas are continuously expanding in San Tan Valley, City of Maricopa and the northern fringes of the City of Casa Grande. This type of urban sprawl will present further difficulties to the public transit system. As a result, longer commute distances between residential areas and employment centers would create larger coverage areas. This in turn would create the need for expansion of the public transit system.

## **Location of Support Services**

It is beneficial to provide access to not only employment and residential centers, but also to support services serving the target clientele of this Plan (people who have a disability and seniors). In many rural areas, it is difficult for the transit dependent community to travel the long distances between social services and their residential communities. Rural transit helps bridge the spatial divide between people and services. In many instances, human service agencies serve as the provider of public transportation. The role of these entities varies, with some agencies engaging in the purchase of vehicles and enlisting drivers while others contract with larger transit providers.

### 2.3 ENVIRONMENT

The physical landscape of the CAG and Sun Corridor MPO Region is distinctively unique, ranging from the low-lying desert terrain of southern Pinal County, to the steep hills and mountains characteristic of Northern Gila County. As displayed in **Figure 7: Arizona Geologic Provinces**, the State of Arizona encompasses three geologic physiographic provinces: The Colorado Plateau to the North, the Basin and Range Province to the South, and the intervening Central Heights (Transition Zone) which runs through the central interior region of the state.



**Figure 7: Arizona Geologic Provinces**

#### **Pinal County**

The topography of Pinal County, located in the southern part of the Region, ranges from level and gently sloping foothills located on the valley slopes and floodplains, to more distinctively sloped hills and mountains, which are located throughout the county. Elevations in Pinal County range from approximately 1,000 feet above mean sea level in the lower lying desert areas, to a high point of approximately 6,158 feet in the mountains located in the far eastern portion of the county, which are adjacent to Graham County. **Figure 7: Arizona Geologic Province** reflects the physiographic features and characteristics, which are indicative of the particular zone.

The Basin and Range Province is characterized by extremely dry desert lowlands with annual precipitation ranging from 4 to 12 inches. The Basin and Range Province is comprised of a series of north to northwest trending, fault-block mountain ranges flanked by broad gravel fans, which slope from the foot of the mountains down into the basins. These regional mountain ranges incorporate a diversity of Proterozoic to Cenozoic rock formations, which display very complex structural and metamorphic histories.

#### **Gila County**

The topography of Gila County located in the northern part of the CAG Region ranges from moderately to intensely steep hills and mountains, interspersed with gently to strong sloping valley plains and stream floodplains. Elevations in Gila County range from approximately 1,950 feet above mean sea level near the lower lying desert terrain regions located along the Gila River in the southern area of the County, to a height of 7,915 feet of Promontory Butte, located in the extremely mountainous, northern area of the County along the Mogollon Rim. In direct correlation with topographical elevation, Gila County contains heavily forested areas and numerous grassland

meadows in the northern highlands, and mountainous desert regions in the southern part of the County that are covered with various desert cacti, flora and fauna.

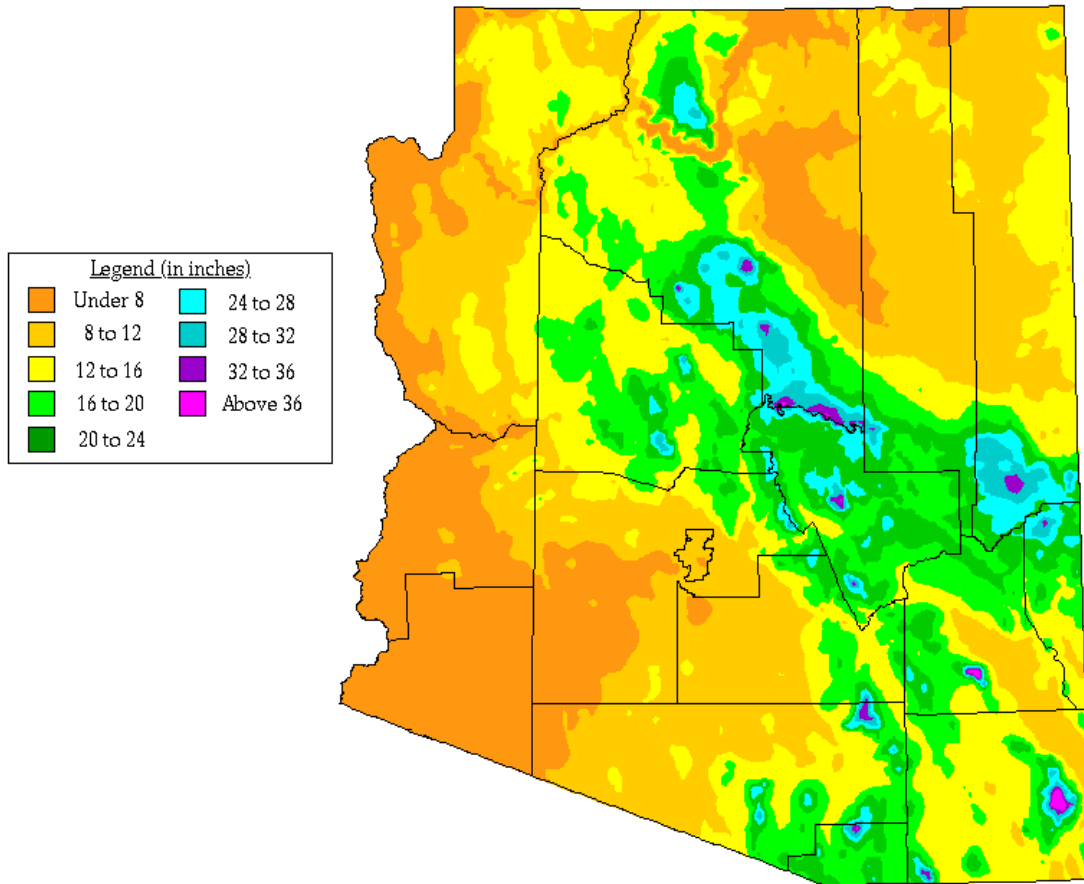
The southern part of Gila County contains desert terrain and is located within the Basin and Range Province. However, the majority of Gila County is located within the Central Highlands zone, geographically situated in between the Colorado Plateau to the north, and the Basin and range Province to the south.

The Central Highlands zone is characterized as being a topographically diverse region, featuring deep canyons, high peaks and contains a number of interspersed mesas, valleys and small mountains. Because this transition zone contains physiographic aspects, which are relevant to both the Colorado Plateau and the Basin and Range Province, it conveys little resemblance to either geologic zone. The geological structure of this zone is extremely diverse, and the numerous types of rock formations have exerted a strong influence upon both the landforms located throughout Gila County and the development of various soil types. The Central Highlands Province also stimulates precipitation by forcing prevailing northerly flows of warm, moist air to the higher and much cooler elevations of the Region.

### **Climate & Precipitation**

The climate of the CAG and Sun Corridor MPO Region is extremely diverse, and contains various climatic zones ranging from the high altitude, coniferous forests of northern Gila County, to the warm and dry Sonoran Desert located in the southern part of Pinal County. The average annual precipitation ranges from approximately 2 to 9.5 inches in the lower desert regions, to a range of approximately 14 to 25 inches in the mountains and areas of higher elevation. The variability in climate results from vast differences in elevation, regional distribution of topographical features and variations in rainfall. Such variability contributes to the noticeable differences in fauna and flora dispersed throughout both Gila and Pinal Counties.

The CAG and Sun Corridor MPO Region is characterized by two distinctive rainy seasons. The winter rain season generally lasts from December to March, and results from precipitation that originates over the Pacific Ocean and the Gulf of Alaska, and moves eastward across California into Arizona. The winter rainy season usually accounts for the majority of the overall percentage of Pinal and southern Gila County's annual average precipitation. In the northern highlands of the CAG Region, this precipitation generally results in several inches of snowfall. The other rainy season, commonly referred to as the monsoon season, occurs between the months of July and September. This particular rainfall is the result of relatively moist, warm air from a seasonal Bermuda high-pressure system geographically situated over the Gulf of Mexico. This established, incoming northwestern airflow from the Gulf of Mexico causes the hot and unstable air located throughout the lower lying desert regions to rise by processes of convection, and typically generates severe thunderstorms and heavy rainfalls within a short duration of time. **Figure 8: Average Annual Precipitation** displays the average precipitation throughout the State of Arizona.



**Figure 8: Average Annual Precipitation**

The climate in southern Gila County and Pinal County is characterized by mild winters and hot summers. The climate within northern Gila County is relatively mild throughout both the summer and winter seasons. Average temperatures range from a January minimum of 23.7 degrees in Payson to a July maximum of 107.0 degrees in Coolidge. Although the CAG and Sun Corridor MPO Region is topographically and climatically diverse, most of the precipitation within the Region occurs during the two rainy seasons of winter and summer, with dryer periods of weather occurring during the spring and fall.

## 2.4 SERVICE INVENTORY & TRANSIT AGENCY PROFILES

### Human Services Transportation Level of Service

Many human services agencies provide some form of transportation service to their clients. The level of service provided can vary significantly from agency to agency, depending on the clients' needs and the agencies' resources. Transportation services provided by human service agencies can be placed in one of the four categories listed below – in descending order of involvement and complexity.

1. Provide transportation by operating vehicles to transport their clients.

2. Through formal arrangements, contract with other transportation providers for clients' transportation needs.
3. Subsidize transportation by providing clients with bus fare, taxi vouchers, mileage reimbursement, or cash.
4. Arrange for transportation by assisting clients with trip planning and information on transportation options.

Coordination, and participation in the coordination planning process, is a potential benefit to all agencies regardless of the level of service provided.

### **CAG & Sun Corridor MPO Region Transit Providers**

General profiles for each of the active Coordinated Mobility Providers are in **Table 14: Active Coordinated Mobility (5310 & 5311) Providers**. Active providers are providers that are involved in the Gila-Pinal Rides Committee and engaged in community cooperation to improve travel opportunities for elders and people with disabilities. Profiles of each of the active providers are listed at the end of this section. **Figure 6: Regional Transit Service Map** (referenced earlier in the Plan) can also help to facilitate further coordination between the CAG and Sun Corridor MPO 5310 Program providers.

<b>Table 14: Active Coordinated Mobility (5310 &amp; 5311) Providers</b>	
<i>Providers</i>	<i>Main Office Location</i>
Cenpatico	Yuma/Phoenix
Central Arizona Regional Transit (CART)	Coolidge
Coolidge – Cotton Express	Coolidge
Hayden Senior Center	Hayden
Horizon Health & Wellness	Casa Grande
The Opportunity Tree	Casa Grande
Payson Multipurpose Senior Center	Payson
Pinal County – On The Go Express	Florence
Pinal-Gila Council for Senior Citizens	Casa Grande
Pinal Hispanic Council	Eloy
Pleasant Valley Transit Services	Young
San Carlos Apache Tribe – Nnee Bich’ o Nii Transit	Peridot
Gila River Indian Community – Gila River Transit	Sacaton
Town of Florence – Dorothy Nolan Senior Center	Florence
Town of Kearny	Kearny
Town of Miami – Cobre Valley Community Transit	Miami

<i>Commercial Transportation Providers</i>	<i>Site Location</i>
Casa Grande Executive Car Service	Casa Grande
Pinal Connections	Casa Grande
Safe Ride and Statewide Express Transportation	Various

CAG and the Sun Corridor MPO also reach out to local stakeholders to form partnerships to participate within the Gila-Pinal Rides Committee in an effort to provide the most comprehensive, effective transportation coordination for the CAG and Sun Corridor MPO Region. **Table 15: Non-Active Coordinated Mobility (5310 & 5311) Providers** list those that are currently non-active in coordination.

<b>Table 15: In-Active Coordinated Mobility (5310 &amp; 5311) Providers</b>	
<i>Providers</i>	<i>Main Office Location</i>
Ak-Chin Indian Community	Maricopa
Banner Casa Grande	Casa Grande
Catholic Community Services	Tucson
Central Arizona College	Casa Grande
City of Globe	Globe
Community Alliance Against Family Abuse	Apache Junction
DES/DDD – Coolidge	Coolidge
Dorothy Powell Senior Adult Center	Casa Grande
Eloy Adult Center	Eloy
Gila County GEST	Globe
Globe Active Adult Center	Globe
Lutheran Social Services of the Southwest	Tucson
Miami Senior Center	Miami
Portable Practical Education Preparation (PPEP)	Tucson
Superior Senior Center	Superior
White Mountain Tribal Community	Whiteriver, AZ



As part of the coordination among transit providers, **Table 16: 5310 Training & Workshops Hosted by CAG & Sun Corridor MPO** lists expected opportunities throughout the 2020 calendar year for 5310 providers to receive assistance within the Region.

<b>Table 16: 5310 Training &amp; Workshops Hosted by CAG &amp; Sun Corridor MPO</b>
<i>Training or Workshop Session</i>
Grant Writing Workshop
True Cost of Transit, Transit Budget
Data Collection Workshop
Grant Compliance Workshop
FAST ACT, Transportation Bill
Vehicle % Asset Management
Best Practices, Transit Management
Driver PASS Training
Grant Management

Dates and locations will be announced once available.

The following pages are the individual profiles of Section 5310 and 5311 providers in Gila and Pinal Counties. This information is self-reported and updated annually.



## *BeeLine Bus*

*Serving Payson/Star Valley – Gila County*

*Contact: Joanne Conlin | [joanneconline@gmail.com](mailto:joanneconline@gmail.com) | 928-474-4876*

<p>Beeline Bus is a brand new deviated flex route service that began service in November 2018. Operated by the Payson Senior Center, the Beeline Bus is a general public service with two routes; the Blue Route serving Payson north and south and the Red Route serving East Payson and Star Valley. Hours of operation are Monday through Friday, 6:30 am to 5:30 pm.</p> <p>The buses provide service to major destinations along both routes, such as Banner Hospital, Mazatzal Casino, post office, library, Walmart, Bashes, Safeway, Senior Center, public parks, schools and numerous job sites.</p> <p>Deviated service is available up to ¼ mile and requires a 24-hour notice. There is an extra charge for this service.</p> <p>Cost is \$1 per ride for the general public. Seniors and Youth can ride for \$0.50/ride.</p> <p>A fleet of three vehicles provide service. Each route operates with one vehicle, with the third as a backup.</p> <p><b>For more information:</b>  <a href="http://www.BeelineBus.info">www.BeelineBus.info</a></p>	<p style="text-align: center;"><b><u>Overview of Program</u></b></p> <p><b>Service Type:</b> Public Flex/Deviated Route Service</p> <p><b>Service Area:</b> Payson/Star Valley</p> <p><b>Applicant Status:</b> Local Government</p> <p><b>Major Funding Source:</b> 5311 Funding</p> <p><b>Annual Date Year:</b> 2018/19 – (Dec – Jul)</p> <p><b>Annual Trips:</b> 2,500</p> <p><b>Annual Miles:</b> 24,000</p> <p><b>Annual Hours:</b> 3,302</p> <p><b><u>Vehicle Inventory:</u></b> 3</p>
<p><b><u>Current Coordination/Needs:</u></b></p> <p>The Payson Senior Center (PSC) is operating the Beeline bus as a “pilot system” for the Payson/Star Valley areas. It is the goal of PSC to operate for at least two (2) years, whereas it is the hopes that the PSC can turn the bus system over to another entity such as CAG or Gila County.</p>	
<p><b><u>Unmet Needs:</u></b></p>	



## Central Arizona Regional Transit (CART)

*City of Coolidge - Pinal County*

**Contact:** Erik Heet | [heet@coolidgeaz.com](mailto:heet@coolidgeaz.com) | 520-723-6085

The Central Arizona Regional Transit (CART) is operated by the City of Coolidge and its partners including Florence, Central Arizona College, and Pinal County. CART is a fixed route connector service connecting Coolidge, Florence, Central Arizona College and the Greyhound Terminal in Casa Grande. CART also utilizes a commuter route in the early mornings from 5:05 am – 7:07 am and in the later afternoon from 4:40 pm – 7:00 pm. Two vehicles are used daily. Two serve daily as a backup. CART’s route hours of operation are from 6:35 am – 8:20 pm Monday through Friday.

CART fares are \$2.00 for a one-way pass or \$4.00 for a daily pass. College students with school ID are \$1.00 each way or \$2.00 for a daily pass. The highest trip purpose is education, followed by commuters, and health/medical. CART has a large volume of student riders. Most other rides are for employment, shopping and medical services.

In addition to fare revenue, CART is funded by the City of Coolidge, Town of Florence, Central Arizona College, Pinal County, and by the Federal Transit Administration (FTA) 5311 Program, managed by the Arizona Department of Transportation (ADOT).

**For more information:**  
[Central Arizona Regional Transit \(CART\)](#)

### Overview of Program

**Service Type:** Fixed Route Connector

**Service Area:** Florence to Casa Grande

**Applicant Status:** Local Government

**Major Funding Source:** 5311 Funding

**Annual Date Year:** 2019

**Annual Trips:** 12,106

**Annual Miles:** 114,130

**Annual Hours:** 4,712

**Vehicle Inventory:** 4

### Current Coordination/Needs:

Central Arizona Regional Transit (CART) coordinates daily with Greyhound at Love’s travel stop in Eloy, AZ. Passengers from Coolidge, Florence, and Casa Grande may utilize CART’s services for intercity travel via Greyhound, which stops at Love’s four times per weekday. Maricopa COMET riders can access CART services at Banner Medical Center in Casa Grande, where the COMET stops every Thursday.

### Unmet Needs:



## Cobre Valley Community Transit

Town of Miami – Gila County

Contact: Katie Dwoznik | [miamitransit@cableone.net](mailto:miamitransit@cableone.net) | 928-473-8222

Cobre Valley Community Transit (CVCT) is a collaborative effort to provide public transportation service between the Town of Miami, the City of Globe and unincorporated areas of Gila County. CVCT currently operates a Dial-a-Ride and a Fixed Route with deviation services. Operating Monday through Friday, excluding all major holidays, CVCT fulfills the transportation needs of the residents in the community.

Dial-a-Ride provides transportation service in areas the buses cannot navigate and is open to the public, however it is mainly utilized by Senior’s and individuals with disabilities who have a difficult time reaching the bus stops. Recently there has been an increase in Dialysis Patients.

The Fixed Route, with deviation service, has 24 stops throughout the Miami/Globe area located near or at business centers, banking, shopping, Dialysis and medical centers, as well as governmental and municipal buildings. Deviation is available ¾ of a mile off the regular route for an additional fee.

Cobre Valley Community Transit has two vans and four buses (one spare van) that provide transportation for the Dial-a-Ride and Fixed Route services. All are wheelchair accessible.

**For more information:**

<http://www.miamiaz.gov/cvcttransit.html>

**Overview of Program**

**Service Type:** Public Transportation

**Service Area:** Miami/Globe region

**Applicant Status:** Local Government

**Major Funding Source:** 5311 Funding

**Annual Date Year:** FY 2019

**Annual Trips:** 13,642

**Annual Miles:** 93,171

**Annual Hours:** 8,054

**Vehicle Inventory:** 6

**Current Coordination/Needs:**

Cobre Valley Community Transit coordinates with Statewide Express for non-emergency and DES transportations. These are clients with insurance coverage (no insurance-no transport). Statewide Express contracts some services with CVCT. CVCT is working on better coordination efforts with San Carlos to improve transportation services in Gila County.

**Unmet Needs:**

The Town of Miami plans on replacing older, high mileage, vehicles and strengthening program management.



## Coolidge – Cotton Express

City of Coolidge - Pinal County

Contact: Erik Heet | [heet@coolidgeaz.com](mailto:heet@coolidgeaz.com) | 520-723-6085

The Cotton Express is operated by the City of Coolidge with a fleet of five 19-passenger, wheelchair accessible buses. Four vehicles operate route services daily. One vehicle is a backup. One vehicle is used for On-Demand service daily. The Coolidge Cotton Express route hours of operation are from 7:00 am – 8:00 pm Monday through Friday.

Two types of services are provided in the City of Coolidge; a deviated fixed route and an On Demand service that utilizes a 24-hour advanced reservation system. The Cotton Express fare for a fixed route service is \$1.00 for adults and \$0.50 for children. A fare of \$1.50 is charged for the On Demand service and route deviations, regardless of age.

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

For more information:  
[Cotton Express](#)

### Overview of Program

**Service Type:** Public Transit Service

**Service Area:** Coolidge

**Applicant Status:** Local Government

**Major Funding Source:** 5311 Funding

**Annual Date Year:** 2019

**Annual Trips:** 19,566

**Annual Miles:** 82,534

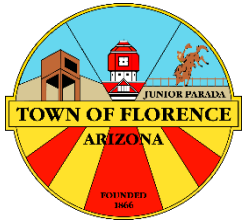
**Annual Hours:** 9,672

**Vehicle Inventory:** 8

### Current Coordination/Needs:

The Cotton Express has been an active participant in the Pinal Transportation Coordination Demonstration projects, as part of Arizona Rides. Cotton Express 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, specific coordination opportunities with Horizon Health and Wellness will be discussed.

### Unmet Needs:



## Dorothy Nolan Senior Center

Town of Florence - Pinal County

Contact: Carolyn Ballard | [carolyn.ballard@florenceaz.gov](mailto:carolyn.ballard@florenceaz.gov) | 520-868-7648

The mission of the Town of Florence Dorothy Nolan Senior Center is to provide fulfilling social, recreational, cultural, and educational programs and activities for the senior community of Florence.

The transportation program serves the Town of Florence and the incorporated limits of Florence. There are three distinct residential areas served by the program – the historic Town Core area, Anthem at Merrill Ranch, and the Four Parks area.

The transportation program was initiated for seniors who are at least fifty-five (55) years old and persons who are disabled. Transportation is provided to the Senior Center, medical appointments, shopping, and various social/recreation events. The Town has operated the Dorothy Nolan Senior Center for nearly twenty (20) years. Numerous activities are provided daily including a nutritious meal program. The Senior Center currently operates four (4) vehicles, two with wheelchair lifts. The other two vans are used when clients are not in need of a lift. The transportation program vans typically operate Monday through Friday, from 8:00 AM – 4:00 PM.

For more information:

<http://www.florenceaz.gov/senior-center/>

### Overview of Program

**Service Type:** Seniors & people with disabilities

**Service Area:** Town of Florence

**Applicant Status:** Local Government

**Major Funding Source:** 5310 Funding

**Annual Date Year:** 2019

**Annual Trips:** 4,274

**Annual Miles:** 15,910

**Annual Hours:** 1,612

**Vehicle Inventory:** 4

### Current Coordination/Needs:

The Dorothy Nolan Senior Center has recently coordinated with the Town of Florence Parks and Recreation Department's "Hanging Afterschool" program to share a vehicle for transportation of school children from their school to the Community Center, Monday through Friday.

### Unmet Needs:

Funding for ongoing and expanded operations for staff, volunteers, training and other ancillary services.



## *Gila River Transit*

### *Gila River Indian Community – Pinal County*

**Contact:** Deborah Brunner | [Deborah.brunner.dot@gric.nsn.us](mailto:Deborah.brunner.dot@gric.nsn.us) | 520-562-6306

Gila River Transit (GRT) is a free deviated, fixed route service that began in January 2016 and is operated by the Gila River Indian Community. GRT is a general public service that operates four routes:

1. Sacaton Shuttle operates in Sacaton (District 3)
  - 8:00 AM to 4:30 PM, (break from 12:00 PM to 1:00 PM) – Monday through Friday
2. West End Shuttle operates in portions of Komatke (District 6) and Laveen (District 7)
  - 8:00 AM to 4:30 PM, (break from 12:00 PM to 1:00 PM) – Monday through Friday
  - Has seven (7) shared bus zones with Valley Metro’s Route 51
3. East Side Shuttle\* operates in portions of Blackwater (District 1) and Hashan Kehk (District 2)
  - 8:00 AM to 4:30 PM, (break from 12:00 PM to 1:00 PM) – Tuesday & Thursday only
4. Central Shuttle\* operates in portions of Santan (District 4) and Bapchule (District 5)
  - 8:00 AM to 4:30 PM, (break from 12:00 PM to 1:00 PM) – Monday, Wednesday, & Friday only

Gila river Transit provides service to major destinations, such as, the HuHuKam Hospital in Sacaton, Districts 1-7 Service Centers, Komatke Health Clinic, Tashquinth Dialysis Center, Sacaton Dialysis Center, Boys & Girls Clubs (Sacaton & Komatke), Governance Center (Sacaton), Post Offices (Districts 3 & 5), Courts, Police Station, Main Library, Head Start (Sacaton & Komatke), Elder Centers, Elder Housing complexes, public parks, recreation centers, markets, schools, and numerous job sites.

GRT will deviate up to ¾ of a mile from any route to pick-up or drop off passengers. Passengers must call in advance, minimum 1-hour to 1-day, and will be served as space is available. GRT also makes ‘Hail Stops’ at safe locations along the routes for passengers that do not live near a bus stop. There is no charge for this service.

Service is operated with a fleet of five (5) 22-passenger Chevy ARBOC’s. Vehicles may accommodate up to 30 total passengers, and buses are equipped with automatic ramps and have two tie-down positions.

**For more information:**

[Website Not Available](#)

#### Overview of Program

**Service Type:** General Public free deviated, fixed route.

**Service Area:** Gila River Indian Community

**Applicant Status:** Tribal Government

**Major Funding Source:** 5311 Funding

**Annual Date Year:** 2018/2019

**Annual Trips:** 26,380

**Annual Miles:** 59,578

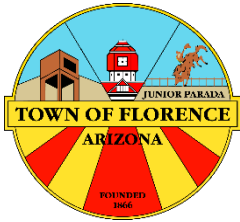
**Annual Hours:** 3,728

**Vehicle Inventory:** 5

#### Current Coordination/Needs:

The Gila River Transit will also be listed as a 5311 provider within the MAG Human Services Transportation Coordination Plan as the system falls within the MAG transportation planning boundaries. However, due to the complexity of the transportation planning boundaries within the region of Arizona, Gila River Transit will be listed in this plan as well until further evaluation can occur.

#### Unmet Needs:



## Give-A-Lift

Town of Florence – Pinal County

Contact: Carolyn Ballard | [Carolyn.ballard@florenceaz.gov](mailto:Carolyn.ballard@florenceaz.gov) | 520-868-7648

The mission of the Town of Florence Give-A-Lift program is to promote independence and enhance the quality of life to senior and disabled residents by providing a no cost means of transportation to medical appointments.

The Give-A-Lift program is a volunteer driver program that was initiated for seniors who are at least fifty-five (55) years old and persons who are disabled. The volunteer drivers have agreed to utilize their personal vehicles to provide door through door transportation to and from medical appointments. These trips, at times, include additional stops for the clients shopping needs.

The Town of Florence operates the Dorothy Nolan Senior Center. The senior center currently operates four (4) vehicles, two of which are ADA accessible vehicles with wheelchair lifts. The volunteer drivers can utilize these vehicles as needed to transport residents to medical appointments.

The program launched January 2019. Since this time, seventeen (17) volunteers have contributed to the performance outcomes to provide forty-one (41) registered program participants transportation to their medical appointments.

**For more information:**

<http://www.florenceaz.gov/senior-center/>

### Overview of Program

**Service Type:** Seniors & people with disabilities

**Service Area:** Town of Florence

**Applicant Status:** Local Government

**Major Funding Source:** 5310 Funding

**Annual Date Year:** 2019

**Annual Trips:** 261

**Annual Miles:** 5,879

**Annual Hours:** 336

**Vehicle Inventory:** 4

### Current Coordination/Needs:

Staffing/Coordination efforts to continuously seek and obtain additional volunteers, volunteer retention, expand services to include transportation to other services (shopping, recreational/social events, etc.)

### Unmet Needs:

Funding for ongoing and expanded operations for staff, volunteers, training and other ancillary services.





## Hayden Senior Center

Town of Hayden – Southern Gila County/Eastern Pinal County

Contact: Anita Hinojos | [ahinojos@townofhayden.net](mailto:ahinojos@townofhayden.net) | 520-356-7801

The Town of Hayden/Hayden Senior Center transportation ensures mobility through the provision of transportation to the elderly and persons with disabilities in rural Southern Gila and Eastern Pinal County. This is a shared service ride that offers door-to-door service and serves our passengers with a professional and courteous ride and encompassing the regions of Oracle, Oracle Junction, San Manuel, Mammoth, Aravaipa, Dudleyville, Kearny, Hayden, Winkelman, Saddlebrooke, and Riverside/Kelvin.

Services provided include transportation to medical appointments, dental appointments vision appointments, physical therapy, grocery shopping and prescription pick up. Clients are also transported to medical appointments in the local Copper Basin area; also providing Nutrition and Wellness program for delivery of food boxes to the elderly.

A fleet of three (3) vehicles is used to provide client transportation services. One of these vehicles is wheelchair accessible.

On-The-Go-Express operates 8:00 am to 4:30 pm, Monday through Friday with the exception of town observed holidays. A donation for services is requested. Transportation is arranged by calling 520-356-7801 extension 401.

**For more information:**  
[Website Not Available](#)

### Overview of Program

**Service Type:** Seniors and people with disabilities

**Service Area:** Southern Gila/Eastern Pinal Counties

**Applicant Status:** Local Government

**Major Funding Source:** Hayden & Pinal Gila for Senior Citizens

**Annual Date Year:** FY 2019

**Annual Trips:** Not Available

**Annual Miles:** Not Available

**Annual Hours:** Not Available

**Vehicle Inventory:** 3

### Current Coordination/Needs:

Coordinating activities such as training, vehicle maintenance and public information. Expanded coordination efforts include reaching out to the Public Health Department (i.e. Transporting Well Woman Program elderly clients to medical appointments and delivery of food boxes for the elderly on a monthly basis).

### Unmet Needs:



## Horizon Health & Wellness

*Gila & Pinal County*

**Contact:** Marsha Ashcroft | [marsha.ashcroft@hhwaz.org](mailto:marsha.ashcroft@hhwaz.org) | 520-836-1688

Horizon Health and Wellness is a private, non-profit integrated healthcare agency that provides quality psychiatric and medical services and mental health programming to individuals and families in Pinal and Gila Counties. Participants are enrolled in many diverse services, which include primary care, psychiatric evaluations, medication monitoring, residential treatment services, substance abuse treatment, individual and group therapy, crisis stabilization and observation, inpatient services and court ordered treatment coordination. The agency also provides day treatment programs for individuals with development disabilities.

Horizon Health and Wellness provides transportation services to eligible registered participants. No fare is charged. Individuals are transported to and from psychiatric and medical appointments, day treatment programs, therapy sessions, case management services and other miscellaneous purposes that meet medical necessity criteria. Transportation services are provided Monday through Friday 8:00 AM to 6:00 PM. In addition, transportation services are provided 24 hours a day, seven days a week, to individuals residing in agency group homes.

Horizon has a fleet of vehicles based at various facilities in Pinal and Gila Counties. The service area includes a 45-mile radius from Casa Grande, Apache Junction, Florence, Queen Creek, the San Pedro Valley, Globe, Miami, and Payson. Primary destinations include: Horizon facilities, medical appointments, social services, and social activities.

**Pinal County: Trips - 21,307 | Miles - 307,049 | Hours - 18,131**  
**Gila County: Trips - 21,193 | Miles - 163,069 | Hours - 10,470**

**For more information:**  
[www.hhwaz.org](http://www.hhwaz.org)

### Overview of Program

**Service Type:** Client Transportation Services

**Service Area:** Gila & Pinal County

**Applicant Status:** Non-Profit Agency

**Major Funding Source:** 5310 Funding / AHCCCS

**Annual Date Year:** FY 2019

**Annual Trips:** 42,500

**Annual Miles:** 470,118

**Annual Hours:** 28,601

**Vehicle Inventory:** 37

### Current Coordination/Needs:

Horizon Health and Wellness actively participates in the Gila-Pinal Rides Coordination Committee and also participates in coordinated training in the region.

### Unmet Needs:

The Agency plans to apply for preventative maintenance funding in the next grant cycle.



## ***Kearny Senior Center***

***Pinal County***

**Contact:** Anna Flores | [aflores@townofkearny.com](mailto:aflores@townofkearny.com) | 520-363-5547

The Kearny Senior Center provides transportation for the seniors and disabled in the Kearny area. Transportation is for any person ages 50 and over and for disabled people.

The Center has one van supporting this service. Riders include seniors and persons with disabilities.

**For more information:**  
[Website Not Available](#)

### **Overview of Program**

**Service Type:** Seniors and people with disabilities

**Service Area:** Town of Kearny

**Applicant Status:** Local Government

**Major Funding Source:** 5310 Funding

**Annual Date Year:** 2016

**Annual Trips:** 50

**Annual Miles:** 10,699

**Annual Hours:** 480

**Vehicle Inventory:** 1

### **Current Coordination/Needs:**

### **Unmet Needs:**

Preventative Maintenance for one (1) vehicle at \$2,000 (\$1,000 each year for FY 2019 and FY 2020) with a local match of \$500 (\$250 each year).



## The Opportunity Tree

Casa Grande – Pinal County

Contact: Neal Hallihan | [nhallihan@theopportunitytree.org](mailto:nhallihan@theopportunitytree.org) | 602-956-0400 EXT 206

### Mission:

To provide quality, individualized support to people with intellectual or developmental disabilities in dynamic and innovative environments.

### Vision:

The Opportunity tree is committed to promoting the development of a society that fully embraces individuals with intellectual and development disabilities through inclusion, advocacy and opportunities.

### Services:

The Opportunity tree is a nonprofit organization that offers a continuum of care/lifetime supports to individuals with intellectual and developmental disabilities and their families. Our primary programs are Day Programs, Vocational and Employment Services, and In-Home and Residential Services. Through vocation programs, social programs, and activities, a youth transition program, and a group supported employment program for adults, we serve over 300 clients with intellectual and developmental disabilities each year.

### For more information:

[www.theopportunitytree.org](http://www.theopportunitytree.org)

### Overview of Program

**Service Type:** Client Transportation Services

**Service Area:** Casa Grande & Maricopa

**Applicant Status:** Nonprofit

**Major Funding Source:** State of Arizona

**Annual Date Year:** FY 2019

**Annual Trips:** 15,859

**Annual Miles:** 250,000

**Annual Hours:** 10,312

**Vehicle Inventory:** 15

### Current Coordination/Needs:

Includes active participation in coordination meetings with Gila-Pinal Rides Transportation Coordination Committee and attending training sessions as well as providing transportation to community wide events and group supported employment. Exploration of ride sharing process is also taking place.

### Unmet Needs:

Agency plans to apply for a minivan with a wheelchair lift to support expanding Youth Programs and Employment Services.



## Payson Senior Center

Gila County

Contact: Joanne Conlin | [joanneconlin@gmail.com](mailto:joanneconlin@gmail.com) | 928-474-4876

The Payson Senior Center provides transportation for the seniors and disabled in the Payson area and provides homebound meals. Transportation is for any person ages 60 and over and for disabled people under 60. They provide transportation Monday through Thursday.

The Center has two buses supporting this service and it averages 12 hours a day between the two drivers. Their routes cover the Payson area and one day a week they have a bus dedicated to the Star Valley area. Riders include seniors and persons with disabilities.

Their homebound service provides meals to those who are approved by Pinal-Gila Area for Aging. They currently have four meal routes that cover the Payson, Star Valley, and south to Tonto Basin and they provide meals Monday through Friday. Their drivers normally leave by 9:30 am and are done by noon.

The Center recently partnered with the Towns of Payson and Star Valley, as well as Gila County to begin a 5311 Public Transit Service (See profile for Beeline Bus).

**For more information:**

<https://www.paysonseniorcenter.org/transportation.html>

**Overview of Program**

**Service Type:** Seniors and people with disabilities

**Service Area:** Payson/Star Valley

**Applicant Status:** Local Government

**Major Funding Source:** 5310 funding

**Annual Date Year:** 2019

**Annual Trips:** 6,500

**Annual Miles:** 32,000

**Annual Hours:** 2,280

**Vehicle Inventory:** 5

**Current Coordination/Needs:**

Awarded a Ford Transit Connect from the 2018 Grant cycle for 5310 program for the Senior Express program. Expected delivery date of vehicle is Spring 2019. The Meals on Wheels program that services the Town of Payson and Star Valley, as well as south to Tonto Basin is almost at its maximum. There are four routes that deliver about 120 meals a day.

**Unmet Needs:**

The Payson Senior Center is requesting funding in 2019 and 2020 grant cycles for Preventative Maintenance.



## *Pinal County - On The Go Express*

### *Public Health Department - Pinal County*

**Contact:** Mary Clements | [mary.clements@pinalcountyaz.gov](mailto:mary.clements@pinalcountyaz.gov) | 520-866-7312

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

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

A fleet of seven (7) vehicles is used to provide client transportation services. Four of these vehicles are wheelchair accessible.

On the Go Express Transportation operates 8:00 am to 3:00 pm, Monday through Friday with the exception of county observed holidays. The suggested donation for services is \$2.00 per day with no charge to any aide assisting with a passenger. Transportation is by appointment only and with a minimum of a 72-hour notice. Appointments are subject to denial if schedule is full. To schedule a ride please call 1-800-208-6897 extension 4508.

**For more information:**  
[Website Not Available](#)

#### Overview of Program

**Service Type:** Seniors and people with disabilities

**Service Area:** Eastern Pinal County

**Applicant Status:** Local Government

**Major Funding Source:** Pinal County Public Health Services Dist.

**Annual Date Year:** FY 2019

**Annual Trips:** 6,505

**Annual Miles:** 99,793

**Annual Hours:** 3,040

**Vehicle Inventory:** 7

#### Current Coordination/Needs:

Specific coordination interests include active participation in coordination meetings with the Gila-Pinal Rides Transportation Coordination Committee at CAG and coordinating activities such as training, vehicle maintenance and public information. Expanded coordination efforts include reaching out to the Public Health Department (i.e. Transporting Well Woman Program elderly clients to medical appointments and delivery of food boxes for the elderly on a monthly basis.)

#### Unmet Needs:



## ***Pinal-Gila Council for Senior Citizens***

***Gila & Pinal County***

**Contact:** Victor Gomez | [victorg@pgcsc.org](mailto:victorg@pgcsc.org) | 520-836-2758

Pinal-Gila Council for Senior Citizens (PGCSC) provides a variety of services to seniors in the geographic area of Pinal and Gila Counties. As the Area Agency on Aging for Region V, PGCSC provides funds to local Senior Centers, who in turn provide direct service transportation, including services to meet basic needs such as nutrition, medical appointments, personal business and shopping. Senior Centers operating transportation programs under contract with PGCSC are Apache Junction, Casa Grande, Coolidge, Eloy, Globe, Florence, Hayden, Miami, Superior, and Payson.

PGCSC continues to work with community senior centers in providing local transportation services meeting nutritional, social, and medical needs.

**For more information:**

**[Pinal-Gila Council for Senior Citizens - Transportation](#)**

### ***Overview of Program***

***Service Type:*** Supports Transit Services for Elderly

***Service Area:*** Pinal & Gila Counties

***Applicant Status:*** Nonprofit

***Major Funding Source:*** Not Available

***Annual Date Year:*** 2018

***Annual Trips:*** Not Available

***Annual Miles:*** Not Available

***Annual Hours:*** Not Available

***Vehicle Inventory:*** 3 (out of service)

### ***Current Coordination/Needs:***

One of the ongoing needs for coordination continues to be access to training for defensive driving and PASS. Another need is for connector services that would connect the existing transportation services available through the senior centers, with the Central Arizona Regional Transit (CART).

### ***Unmet Needs:***



**Pinal Hispanic Council**  
Behavioral Health Services

## *Pinal Hispanic Council*

### *Pinal County*

**Contact:** Tanya Cruz | [tcruz@pinalhispaniccouncil.org](mailto:tcruz@pinalhispaniccouncil.org) | 520-560-2391

Pinal Hispanic Council (PHC) is a non-profit 501 (c)(3) behavior health agency licensed by the State of Arizona to provide an array of outpatient services in Pinal, Santa Cruz and Cochise Counties. Pinal Hispanic Council has been in operation for over twenty years. Pinal Hispanic Council’s Mission: Empowering diverse communities to become healthy.

PHC serves mentally ill individuals and families, children, adults and senior citizens receiving various types of outpatient services in Eloy, Coolidge, Casa Grande, Arizona City, San Tan Valley, Florence and Picacho areas.

PHC provides transportation services to its members to maximize the treatment services we offer by allowing members to keep vital appointments for their wellbeing. By assisting them with daily, weekly, bi-weekly or monthly transportation, the agency assures their mental well-being is secure. PHC’s hours of operation are Monday-Friday from 8:00 am – 5:00 pm. PHC also provides transportation on Saturdays as needed.

**For more information:**

<https://www.pinalhispaniccouncil.org/>

#### Overview of Program

**Service Type:** Client transportation services

**Service Area:** Pinal County

**Applicant Status:** 501(C)(3) Non-Profit

**Major Funding Source:** 5310 & Cenpatico

**Annual Date Year:** 2018

**Annual Trips:** 15,987

**Annual Miles:** 261,658

**Annual Hours:** 1,820

**Vehicle Inventory:** 22 (+4 spare)

#### Current Coordination/Needs:

Pinal Hispanic Council utilizes AHCCCS transportation services to provide services for members to medical appointments outside of Pinal County if available. In addition, PHC assists the members in the Coolidge Area to utilize Cotton Express by regularly distributing the Cotton Express brochures and making arrangements or providing guidance if needed.

#### Unmet Needs:

Pinal Hispanic Council is seeking two vehicles to replace VIN 4806 and VIN 4170. PHC is also seeking \$9,600 (\$4,800 each year) in preventative maintenance for eleven vehicles at the 80/20 match with PHC providing \$2,400 (\$1,200 each year) in Local Match.



# Pleasant Valley Transit Services

## Gila County

Contact: James Bruzzi | [pleasantvalleytransit@aol.com](mailto:pleasantvalleytransit@aol.com) | 480-215-2497

Pleasant Valley Transit is dedicated to providing safe and value driven transportation to the residents of Young, Arizona and the surrounding area. We are a non-profit, newly formed organization seeking to provide quality transit services from our remote rural community. Our services will transport disabled and older adults for medical appointments, grocery shopping and other needs of daily life. Our current median age according to the 2016 ACS is 60.2, a significant increase from the 2010 Census median age of 56.5. This illustrates the rapidly increasing need within our community for a transit service. One donated vehicle is slated to provide service.

Barriers: Geographic isolation, unpaved roads, difficult weather, communications connectivity, availability of spare vehicle and volunteer qualified staff.

For more information:  
[Website Not Available](#)

### Overview of Program

**Service Type:** Mobility on Demand

**Service Area:** Young to Payson,  
Globe & Show Low

**Applicant Status:** New

**Major Funding Source:** Currently Researching

**Annual Date Year:** Not Available

**Annual Trips:** Not Available

**Annual Miles:** Not Available

**Annual Hours:** Not Available

**Vehicle Inventory:** 1

### Current Coordination/Needs:

Pleasant Valley Transit is a participant of the Gila-Pinal Rides Transportation Coordination Committee, attends trainings and is working to coordinate services with the newly forming Payson/Star Valley Beeline Bus.

### Unmet Needs:

Pleasant Valley Transit Services will require additional funding sources to meet our projected operating budget. We are also needing qualified staff in order to implement our services. A 9-passenger cutaway with a lift for expansion may also be requested, as well as funding for Preventative Maintenance.



## ***Portable Practical Education Preparation (PPEP) / Encompass***

***Gila & Pinal County***

**Contact:** Jacob Herrington | [jherrington@ppep.org](mailto:jherrington@ppep.org) | 520-806-4670

PPEP Integrated Care operates group homes and day programs for developmentally disabled adults. Group homes operate 24 hours per day, 365 days per year. Their day programs operate 7 days a week.

PPEP's Globe area has five group homes and one-day program. Their Casa Grande area has three group homes, one-day program, and operates a transportation route.

PPEP provides transportation and employment services to adults, including seniors, with developmental disabilities who are PPEP Integrated Care clients or state contracted clients.

**For more information:**

<https://www.ppep.org/>

### **Overview of Program**

**Service Type:** Client Transportation Services

**Service Area:** Pinal & Gila Counties

**Applicant Status:** Local Government

**Major Funding Source:** 5310 Funding

**Annual Date Year:** Not Available

**Annual Trips:** 29,307

**Annual Miles:** 147,456

**Annual Hours:** 6,224

**Vehicle Inventory:** 19

### **Current Coordination/Needs:**

In the CAG Region, PPEP continues to coordinate with Horizon Health and Wellness and Arizona Mentor in the areas of staff development, transportation, community wide events and sustainable solutions for this rural area. In the Casa Grande area, PPEP continues to support individuals with disabilities with transportation to organizations like AFH and Creative Labor. The expanded coordination efforts include training and transportation opportunities for the region. Exploration of sharing insurance liability and administrative processes are also taking place in these communities.

### **Unmet Needs:**

Additional Transportation support systems are required in order for PPEP to consider further expansion of service delivery in these regions for vulnerable populations.



## *San Carlos Apache Tribe – Nnee Bich’o Nii Transit*

*Gila, Pinal, Graham, Greenlee, and Maricopa Counties*

**Contact:** Bernadette Kniffin | [bkkniffin@tanf.scatsn.gov](mailto:bkkniffin@tanf.scatsn.gov) | 928-475-5011 EXT 228

San Carlos Apache Nnee Bich’o Nii Services operates ten scheduled routes, with an increased variety of fixed route, commuter routes, contract services, intercity, and intercity feeder routes. We provide fixed route services with deviation for all community members. Our Fleet is at 26 vehicles at this time. Projected by December 2019, we’ll have five (5) new buses. Currently, as per our TAM Plan many of fleet will be replaced due to excessive mileage within the next two to four years.

Currently, Nnee Bich’o Nii provides reliable and timely services for individuals who are working, attending school, doctor visits, shopping, attending activities for entertainment or any other activities that support individuals or families. Transit services are used to modernize and expand transit bus services specifically for the purpose of connecting disadvantaged and low-income individuals, veterans, seniors, youths, and others who are transit-disadvantaged to the local workforce training, employment opportunities, health care, and other vital services and family related activities.

**For more information:**  
[Nnee Bich’o Nii Transit](#)

### Overview of Program

**Service Type:** Intercity & Intercity Feeder Public Transit

**Service Area:** Gila, Pinal, Graham, Greenlee, & Maricopa Counties

**Applicant Status:** Tribal Public Transit

**Major Funding Source:** 5311(c) & (f) Funding

**Annual Date Year:** 2018

**Annual Trips:** 68,573

**Annual Miles:** 646,393.7

**Annual Hours:** 22,537.50

**Vehicle Inventory:** 26 (+1 Needing Replacement)

### Current Coordination/Needs:

Nnee Bich’o Nii was involved in the Greater Gila County Feasibility Study with ridership surveys to ensure that services are current and meeting the needs of the riders for Gila & Pinal Counties. During multiple surveys, riders identified that there was a need and desire for the Nnee Bich’o Nii to provide expanded services to the White Mountain Apache Tribe. Another is the establishment of a Safford Circular Route to begin in the Fall of 2020. Currently, we have continued our efforts to work on our coordinated runs with Cobre Valley Transit (CVT) from Globe to Miami and later to Apache Sky and Tucson, Arizona, to connect with Sun Tran Transit.

### Unmet Needs:



# Superior Senior Center

Pinal County

Contact: Todd Pryor | [manager@superioraz.gov](mailto:manager@superioraz.gov) | 520-689-5752

The Superior Senior Center is open four days a week from 8:00 am to 3:00 pm, closed Fridays and Holidays. The center is located at 360 W. Main Street.

The Senior Center offers Homebound & Congregate Meals four days a week. We do home-delivered meals on Mondays, one hot meal and four frozen. We offer transportation to and from the center and local shopping trips.

The Center has two vans that are wheel chair accessible. The vans can carry eight passengers, less if one or two passengers are in wheel chairs. We offer a shopping trip to Apache Junction once a month. These trips are on Fridays, since the two employees work Monday through Thursday.

At this time, we cannot offer Out-of-Town transportation for appointments due to limited resources.

**For more information:**  
[Website Not Available](#)

<u>Overview of Program</u>	
<b>Service Type:</b>	Client Transportation Services
<b>Service Area:</b>	Town of Superior
<b>Applicant Status:</b>	Local Government
<b>Major Funding Source:</b>	Pinal-Gila Council for Senior Citizens
<b>Annual Date Year:</b>	2016
<b>Annual Trips:</b>	Not Available
<b>Annual Miles:</b>	Not Available
<b>Annual Hours:</b>	Not Available
<b>Vehicle Inventory:</b>	3

**Current Coordination/Needs:**

Superior coordinates with others that offer transportation services passing through Superior or coming to Superior and offer services, perhaps a shopping trip or medical appointments. One van lift only operates manually. We need to keep both vans in good repair in case of breakdowns.

**Unmet Needs:**



## **White Mountain Fort Apache Connection**

**White Mountain Apache Tribe – Gila County**

**Contact:** Tara Chief | [tarachief@wmat.us](mailto:tarachief@wmat.us) | 928-338-5155

The White Mountain Apache Division of Transportation Fort Apache Connection began on June 2017. We operate a Fixed Route service from Monday through Friday on the Fort Apache Indian Reservation.

The Fort Apache Connection currently operates two routes. Services extend from the west end of the reservation to the east end, servicing the major communities of Carrizo, Cedar Creek, Canyon Day, Whiteriver, North Fork, Hon-Dah and McNary. Future services will extend to the communities of East Fork, Seven Mile, and Fort Apache.

**For more information:**  
[Website Not Available](#)

### Overview of Program

**Service Type:** Public Transportation

**Service Area:** Fort Apache Indian Reservation

**Applicant Status:** Tribal Government

**Major Funding Source:** 5311 Funding

**Annual Date Year:** Not Available

**Annual Trips:** 2,681

**Annual Miles:** 16,929

**Annual Hours:** 516

**Vehicle Inventory:** 2

### Current Coordination/Needs:

The Fort Apache Connection is currently conducting ridership surveys to identify ways of improving the transit service on the Fort Apache Indian Reservation. The surveys identify the current transit needs for the Fort Apache Connection. The White Mountain Apache Tribe Fort Apache Connection and the San Carlos Apache Tribe Nnee Bich’o Nii plan to connect at the Salt River Canyon to expand services for passengers who would like to visit family members or travel for work related purposes.

### Unmet Needs:

## ***Commercial Transportation Providers***

### **Taxi, Shuttle and Specialty Transportation Providers**

There are several commercial providers that provide airport shuttle, local taxi and other specialty transportation services in Gila and Pinal Counties. More specific information can be obtained by contacting the individual providers listed below. This list is not all inclusive, other providers may exist in addition to those identified below.

A Better Cab Service	Apache Junction, AZ	480-982-7433	A1 Airport Shuttle	Casa Grande, AZ	520-705-0465
Away Better Cab Service	Apache Junction, AZ	480-646-1688	Family Car Services	Payson, AZ	928-474-1910
Globe Taxi Company	Globe, AZ	928-402-8294	Pinal Connections	Casa Grande, AZ	800-427-1271
Union Cab Company	Mesa, AZ	480-303-9999	Yellow Cab	Queen Creek, AZ	480-888-8888

### **Non-Emergency Medical Transportation**

Multiple providers (or brokers) exist to provide or facilitate Non-Emergency Medical Transportation (NEMT) for AHCCCS (Medicaid) patients. These providers are certified through the Arizona Health Care Cost Containment System (AHCCCS) and are selected for use, as needed, by health care providers serving Gila and Pinal AHCCCS Patients. More information can be obtained through the following website ([www.azahcccs.gov](http://www.azahcccs.gov)) and phone number (602-417-7670).

### **Greyhound Intercity Bus Service**

Greyhound Bus Lines maintains several stops and stations within Gila and Pinal Counties. Many are coordinated with local transit services to allow better access to local resources. More information can be obtained by calling the numbers listed below or visiting their website at [greyhound.com](http://greyhound.com) Stops include:

Apache Junction, AZ	800-231-2222	Bylas, AZ	800-231-2222
Casa Grande, AZ	800-231-2222	Coolidge, AZ	800-231-2222
Eloy, AZ	800-231-2222	Florence, AZ	800-231-2222
Miami, AZ	928-425-8307	San Carlos, AZ	980-475-5820
Superior, AZ	520-689-1965		

### **AMTRAK**

AMTRAK is a passenger train/rail service that stops in the City of Maricopa, AZ. For schedules, rates and traveling details view their website at [www.amtrak.com](http://www.amtrak.com) or call 800-872-7245.

### 3. VEHICLE INVENTORY

The following is a vehicle inventory for the CAG and Sun Corridor MPO as reported by providers in September 2017. An asterisk (\*) is placed for each vehicle that was *reported* to have been acquired from DOT, ADOT, or MAG.

#### BeeLine Bus

Submitted by: Debbie Stephens – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle	1	2008	1FD3E35S08DB35182	Ford	Supreme	Bus	11	2	Y	Spare	107,205 / Fair
Vehicle	2	2014	1FDEE3FL3EDA72848	Ford	Supreme	Bus	11	2	Y	Active	80,659 / Good
Vehicle*	3	2015	1FDEE3FS8FDA35223	Ford	StarCraft	Bus	11	2	Y	Active	66,962 / Good

#### Central Arizona Regional Transit (CART)

Submitted by: Erik Heet – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle*	1	2008	1GBJ5V1918F409721	Chevy	C5500	Bus	32	2	Y	Spare	289,012/ Good
Vehicle*	2	2014	5WEASAAN4EH787071	Int.	Max Force	Bus	32	2	Y	Active	368,564/ Good
Vehicle*	3	2014	5WEASAAN2EH787070	Int.	Max Force	Bus	32	2	Y	Active	357,411/ Good
Vehicle*	4	2018	4UZADRFD5JCKF0901	Freight	StarTrans	Bus	24	2	Y	Active	22,084/ Excellent

## Cobre Valley Community Transit

Submitted by: Katie Dwoznik – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift- Y- N	Active or Spare	Miles & Condition	
Vehicle	1	2006	1FDXE45S16DB15656	Ford	E450	Bus	15	1	Y	Active	137,229 / Fair
Vehicle	2	2009	1FTDS34L39DA59714	Ford	(High-Top)	Van	8	1	Y	Spare	58,000 / Fair
Vehicle	3	2010	AGB9G5AG9A1136199	Chevy	Arboc Spirit	Bus	14	2	Y	Active	206,948 / Poor
Vehicle	4	2010	1GB9G5AG3A1103909	Chevy	Arboc Spirit	Bus	14	2	Y	Active	211,027 / Fair
Vehicle	5	2010	2D4RN4DE7AR282556	Dodge	Grand Caravan	Van (DAR)	6	1	Ramp	Active	162,509 / Good
Vehicle	6	2010	2D4RN4DE5AR282510	Dodge	Grand Caravan	Van (DAR)	6	1	Ramp	Active	143,933 / Good
Vehicle	7	2013	1GB6G5BG3D1146085	Chevy	Express 4500	Bus	14	2	Ramp	Active	150,035 / Fair
Vehicle	8	2013	1GB6G5BG1D146067	Chevy	Express 4500	Bus	15	2	Ramp	Retired	107,475 / <b>DEAD</b>

## Cotton Express

Submitted by: Erik Heet – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift- Y- N	Active or Spare	Miles & Condition	
Vehicle*	1	2007	1FDXE45P96DB41983	Ford	E450	Bus	19	2	Y	Spare	151,017/ Poor
Vehicle*	2	2009	1GBK6316X91133448	Chevy	G450	Bus	19	2	Y	Active	237,066/ Good
Vehicle*	3	2009	1GBKG316591133129	Chevy	G450	Bus	19	2	Y	Active	206,418/ Good
Vehicle*	4	2009	1GBKG316491133543	Chevy	G450	Bus	19	2	Y	Active	225,795/ Good
Vehicle*	5	2014	1GB6G5BGXE1107379	Chevy	G450	Bus	19	2	Y	Active	122,859/ Good
Vehicle*	6	2014	1GB6G5BGXE1107057	Chevy	G450	Bus	19	2	Y	Active	122,240/ Excellent
Vehicle*	7	2018	1GB9G5AG0A1108890	Chevy	G450	Bus	14	2	Y	Active	19,230/ Excellent
Vehicle*	8	2019	2C7WDGBG4KR683639	Braun	Entervan	Van	6	2	Y	Active	101/ Excellent



## Dorothy Nolan Senior Center Town of Florence

Submitted by: Carolyn Ballard – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle	1	2003	1FBSS31S63HB32422	Ford	Maxi Van	Maxi Van	15	SC - 2	N	Active	71,011 / Fair
Vehicle	2	2007	1D4GP24EX7B251914	Dodge	Grand Caravan	Minivan	6	SC - 4	N	Active	93,487 / Fair
Vehicle	3	2011	1FDEE3FS2BDB21413	Ford	El Dorado	Cutaway	9	SC - 16	Y	Active	53,350 / Fair
Vehicle	4	2018	1FDEE3F60JDC27912	Ford Starc	E-350 Allstar	Cutaway	14	SC - 3	Y	Active	3,344 / Excellent

## Gila River Transit

Submitted by: Deborah Brunner – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle	1	2007	1FDWE35S07DA99151	Ford	Aerolite	Bus	15	1	Y	Spare	80,063 / Good
Vehicle	2	2015	1GB6G5BG7F1121340	Chevy ARBOC	Spirit of Mobility	Bus	28	2	Ramp	Active	58,553 / Good
Vehicle	3	2015	1GB6G5BG0F1121065	Chevy ARBOC	Spirit of Mobility	Bus	28	2	Ramp	Active	52,065 / Good
Vehicle	4	2015	1GB6G5BG6F1122446	Chevy ARBOC	Spirit of Mobility	Bus	28	2	Ramp	Active	47,836 / Good
Vehicle	5	2018	1HA6GUBB8JN007211	Chevy ARBOC	Spirit of Mobility	Bus	28	2	Ramp	Active	16,751 / Very Good
Vehicle	6	2018	1HA6GUBB7JN007135	Chevy ARBOC	Spirit of Mobility	Bus	28	2	Ramp	Active	17,835 / Very Good

## Hayden Senior Center – Town of Hayden

Submitted by: Anita Hinojos – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle*	1	2007	1GAHG35U571249709	Chevy	1TVN	Van	12	0	N	Active	73,178 / Fair
Vehicle*	2	2011	5TZDK3DC0BS044605	Toyota	12 VIN	Minivan	7	0	N	Active	109,249 / Fair
Vehicle*	3	2013	1FDDS3EL2DDB03415	Ford	E350	Van	10	2	Y	Active	14,993 / Excellent

## Horizon Health & Wellness

Submitted by: Marsha Ashcroft – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle	1	2009	1FTDS34LX9DA59712	Ford	Supreme	Off Lien	8	2	Y	Active	84,878 / Fair
Vehicle	2	2009	1FTDS34L19DA59713	Ford	Supreme	Off Lien	8	2	Y	Active	99,554 / Fair
Vehicle*	3	2010	1FTDS3EL2ADB00790	Ford	Supreme	5310	8	2	Y	Active	87,808 / Fair
Vehicle	4	2010	1FTDS3EL1ADA90267	Ford	Supreme	Off Lien	8	2	Y	Active	107,680 / Fair
Vehicle	5	2011	1FDEE3FS9BDB21411	Ford	E350	Off Lien	8	2	Y	Spare	121,433 / Fair
Vehicle*	6	2011	1FTDS3ELXBDB28550	Ford	E350	5310	8	2	Y	Active	63,171 / Good
Vehicle*	7	2012	1GAZG1FA6C1183792	Chevy	Express	5310	12	NA	NA	Active	118,621 /Fair
Vehicle*	8	2012	1GAZG1FA4C1183340	Chevy	Express	5310	12	NA	NA	Active	109,540 / Fair
Vehicle*	9	2012	2C4RDGCG1CR353693	Dodge	Caravan	5310	7	NA	NA	Active	101,840 / Fair
Vehicle	10	2012	2C4RDGCG4CR353719	Dodge	Caravan	Off Lien	7	NA	NA	Active	150,221 / Fair
Vehicle*	11	2013	1GAZG1FG4D1155317	Chevy	Express	5310	12	NA	NA	Active	118,649 / Fair
Vehicle*	12	2013	1GAZG1FG1D1153945	Chevy	Express	5310	12	NA	NA	Active	119,735 / Fair
Vehicle	13	2013	1FBNE3BL1DDB34227	Ford	Econoline	Agency	7	NA	NA	Active	77,333 / Good
Vehicle*	14	2013	1GAZG1FGXD1153832	Chevy	Express	5310	12	NA	NA	Active	107,305 / Fair
Vehicle*	15	2013	1GAZG1FG1D1154819	Chevy	Express	5310	12	NA	NA	Active	93,125 / Good
Vehicle	16	2014	1FBNE3BL5EDA10799	Ford	E350	Agency	15	NA	NA	Active	68,193 / Good
Vehicle	17	2014	2FMGK5B83EBD42469	Ford	Flex	Agency	7	NA	NA	Active	102,514 / Fair
Vehicle*	18	2015	1GAZG1FG8F1102056	Chevy	Express	5310	12	NA	NA	Active	99,197 / Good
Vehicle*	19	2015	1GAZG1FG7F1103134	Chevy	Express	5310	12	NA	NA	Active	87,729 / Good
Vehicle*	20	2015	1GAZG1FG8F1103773	Chevy	Express	5310	12	NA	NA	Active	75,478 / Good
Vehicle*	21	2015	1GAZG1FG1F1157996	Chevy	Express	5310	12	NA	NA	Active	74,414 / Good
Vehicle*	22	2015	1GAZG1FG6F1157248	Chevy	Express	5310	12	NA	NA	Active	58,102 / Good
Vehicle*	23	2015	1FBZX2CM3FKA53189	Ford	Transit	5310	12	NA	NA	Active	53,388 / Good

Vehicle*	24	2015	1FDEE3FSXFDA35224	Ford	Starcraft	5310	8	2	Y	Active	61,898 / Good
Vehicle*	25	2015	2C4RDGCG5FR719501	Dodge	Caravan	5310	7	NA	NA	Active	81,816 / Good
Vehicle	26	2015	2FMGK5B80FBA23175	Ford	Flex	Agency	7	NA	NA	Active	74,700 / Good
Vehicle*	27	2016	1FBZX2CMXGKB22848	Ford	Transit	5310	12	1	Y	Active	30,764 / Good
Vehicle*	28	2016	1GAZGPF6G1331680	Chevy	Express	5310	12	NA	NA	Active	68,321 / Good
Vehicle*	29	2016	1GAZGPF6G1330570	Chevy	Express	5310	12	NA	NA	Active	79,501 / Good
Vehicle	30	2016	AGAZGPF6G1333003	Chevy	Express	5310	12	NA	NA	Active	61,129 / Good
Vehicle*	31	2016	1GAZGPF6G1333256	Chevy	Express	5310	12	NA	NA	Active	45,017 / Good
Vehicle*	32	2016	1GAZGPF6G1333196	Chevy	Express	5310	12	NA	NA	Active	54,215 / Good
Vehicle*	33	2016	2C4RDGCG6GR378059	Dodge	Caravan	5310	7	NA	NA	Active	58,599 / Good
Vehicle*	34	2017	1GAZGPF6G1227649	Chevy	Express	5310	12	NA	NA	Active	45,253 / Good
Vehicle*	35	2017	1FMZK1YM1HKA90642	Ford	E150	5310	7	NA	NA	Active	18,380 / Good
Vehicle*	36	2017	1FBZX2CM9HKA91030	Ford	Transit	5310	8	2	Y	Active	33,192 / Good
Vehicle*	37	2018	1GAZGPF6G1343794	Chevy	Express	5310	12	NA	NA	Active	19,201 / New

## *Kearny Senior Center*

Submitted by: Anna Flores – Last Updated 2017

[\(Back to Profile\)](#)

	<i>Vehicle Year</i>	<i>VIN #</i>	<i>Make</i>	<i>Model</i>	<i>Type of Vehicle</i>	<i>Pass Capacity</i>	<i>W/C seat #</i>	<i>Lift- Y- N</i>	<i>Active or Spare</i>	<i>Miles &amp; Condition</i>	
Vehicle	1	2007	1GAHG35U871249736	Chevy	Express	Van	12		N	Active	115,579

## The Opportunity Tree

Submitted by: Neal Hallihan – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift- Y- N	Active or Spare	Miles & Condition	
<b>Casa Grande Fleet</b>											
Vehicle	1	2015	2C4RDGBG7FR508883	Dodge	Caravan	Van	7	0	N	Active	53,847 / Fair
Vehicle	2	2015	2C4RDGBG1FR625052	Dodge	Caravan	Van	7	0	N	Active	50,571 / Fair
Vehicle	3	2015	1GAZF1FG1F1123587	Chevrolet	3500	Van	12	4	Y	Active	116,718 / Poor
Vehicle	4	2016	2C4RDGBGXGR278709	Dodge	Caravan	Van	7	0	N	Active	54,047 / Fair
Vehicle	5	2017	5TDKZ3DC5HS898950	Toyota	Sienna	Van	7	0	N	Active	52,117 / Fair
Vehicle	6	2017	2C4RDGBG9HR548790	Dodge	Caravan	Van	7	0	N	Active	24,258 / Excellent
Vehicle	7	2017	1FBZX2CM5HKB08809	Ford	Transit	Van	9	4	Y	Active	35,512 / Excellent
Vehicle	8	2017	5TDKZ3DCXHS880654	Toyota	Sienna	Van	7	0	N	Active	22,517 / Excellent
Vehicle	9	2018	5TDKZ3DC9JS907705	Toyota	Sienna	Van	7	0	N	Active	24,921 / Excellent
Vehicle	10	2018	1FBZX2CM2JKA17907	Ford	Transit 350	Van	12	4	Y	Active	26,650 / Excellent
Vehicle	11	2018	5TDZZ3DC7JS950020	Toyota	Sienna	Van	7	1	Y	Active	19,950 / Excellent
Vehicle	12	2019	3N1AB7AP6KY227370	Nissan	Sentra	Car	4	0	N	Active	6,825 / New
<b>Maricopa Fleet</b>											
Vehicle	13	2015	2C4RDGBG7FR642311	Dodge	Grand Caravan	Van	7	0	N	Active	45,656 / Fair
Vehicle	14	2017	2C4RDGBG0HR564294	Dodge	Grand Caravan	Van	7	0	N	Active	51,828 / Fair
Vehicle	15	2018	1FDZX2CM6HKA31729	Ford	Transit 350	Van	12	4	Y	Active	17,157 / Excellent

## Payson Senior Center

Submitted by: Suzanne Kammerman – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle*	1	2008	1GNDV23W98D206735	Chevrolet	DLS	Van	7	0	N	Active	46,026 / Good
Vehicle*	2	2010	5TDKK4CC2AS301206	Toyota	SCL	Van	7	0	N	Active	40,023 / Good
Vehicle*	3	2011	5TDKK4CC2AS301206	Chevrolet	Express	Van	12	0	N	Active	34,178 / Good
Vehicle*	4	2012	2C4RDGCG4CR353705	Dodge	Grand Caravan	Van	7	0	N	Active	43,720 / Good
Vehicle*	5	2012	2C4RDGBG3CR281333	Dodge	AmeriVan	Van	5	1	N	Active	35,273 / Good

## Pinal County On The Go Express

Submitted by: Mary Clements – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle*	1	2012	2C4RDGCG2CR353699	Dodge	Caravan	Van	8	0	N	Active	115,000 / Poor
Vehicle*	2	2012	1FDEE3FS3CDA62910	Ford	Supreme	Cutaway	8	2	Y	Active	116,416 / Poor
Vehicle	3	2014	1FDWE3FL6EDB17821	Ford	Starcraft	Cutaway	8	2	Y	Active	50,372 / Good
Vehicle	4	2016	KNDMC5C13G6138911	Kia	Sedona	Van	8	2	N	Active	79,696 / Good
Vehicle	5	2016	KNDMC5C17G6127748	Kia	Sedona	Van	8	2	N	Active	88,360 / Good
Vehicle	6	2017	FDVU4XG7HKA62625	Ford	E350	Transit	8	2	Y	Active	26,681 / Excellent
Vehicle	7	2018	1FDVU4XG4JKB30384	Ford	E350	Transit	8	2	Y	Active	8,925 / Excellent

## Pinal Hispanic Council

Submitted by: Tanya Cruz – Last Updated 2019

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle	1	1994	2B5WB35YXRK137827	Dodge	Ram	Van	10	N/A	N	Spare	74,602 / Fair
Vehicle	2	1998	1FBSS31SXWHB14879	Ford	E-350	Van	8	2	Y	Spare	67,359 / Poor
Vehicle	3	2002	1GAHG39RX21141679	Chevy	15 Passenger	Van	15	N/A	N	Spare	In Shop / Poor
Vehicle	4	2002	1B4HR38N42F153486	Dodge	Durango	SUV	5	N/A	N	Spare	274,951 / Poor
Vehicle	5	2005	1GAHG39U151244806	Chevy	x3 Van	Van	15	N/A	N	Active	199,654 / Good
Vehicle	6	2006	1GNDC23L76D224170	Chevy	Uplander	Van	7	N/A	N	Active	205,335 / Poor
Vehicle	7	2010	5TDKK4CC3AS302316	Toyota	Sienna	Van	7	N/A	N	Active	156,894 / Good
Vehicle	8	2010	5TDKK4CC4AS302017	Toyota	Sienna	Van	7	N/A	N	Active	158,246 / Fair
Vehicle	9	2010	2D4RN3D11AR389450	Dodge/Blk	Grand Caravan	Van	7	N/A	N	Active	131,417 / Good
Vehicle <sup>1</sup>	10	2010	2D4RN3D13AR335678	Dodge	Grand Caravan	Van	7	N/A	N	Active	129,582 / Good
Vehicle <sup>1</sup>	11	2010	2A4RR2D18AR405892	Chrysler	Town & Country	Van	7	N/A	N	Active	117,985 / Good
Vehicle <sup>1</sup>	12	2010	2D4RN4DEXAR406318	Dodge	Grand Caravan	Van	7	N/A	N	Active	87,189 / Good
Vehicle	13	2012	2C4RDGCG0CR353734	Dodge	Grand Caravan	Van	7	N/A	N	Active	127,376 / Good
Vehicle	14	2012	2C4RDGCG2CR353735	Dodge	Grand Caravan	Van	7	N/A	N	Active	89,951 / Good
Vehicle	15	2013	2C4RDGBG2DR735993	Dodge	Grand Caravan	Van	7	N/A	N	Active	113,876 / Excellent
Vehicle	16	2014	1FBSS3BL8EDA58843	Ford/ White	E-350 15 Passenger	Van	15	N/A	N	Active	71,086 / Good
Vehicle <sup>1</sup>	17	2014	1FBSS3BL9EDA36527	Ford/ Red	E-350 15 Passenger	Van	15	N/A	N	Active	52,297 / Excellent
Vehicle	18	2015	2C4RDGCG9FR635570	Dodge	Grand Caravan	Van	7	N/A	N	Active	103,298 / Excellent
Vehicle <sup>1</sup>	19	2015	2C4RDGCG0FR635571	Dodge	Grand Caravan	Van	7	N/A	N	Active	83,373 / Excellent
Vehicle	20	2015	2C7WDGBG9FR702952	Dodge	Caravan	Van	7	2	Y	Active	61,552 / Excellent
Vehicle <sup>1</sup>	21	2015	2C4RDGCG0FR722936	Dodge	Grand Caravan	Van	7	N/A	N	Active	56,082 / Excellent
Vehicle	22	2016	2C4RDGBG7GR250379	Dodge	Grand Caravan	Van	7	N/A	N	Active	62,075 / Excellent
Vehicle	23	2016	2C4RDGCG2GR378060	Dodge	Grand Caravan	Van	7	N/A	N	Active	56,943 / Excellent

Vehicle	24	2016	1GAZGPF6G1331220	Chevy	12 Passenger	Van	12	N/A	N	Active	45,288 / Excellent
Vehicle	25	2017	1FMZK1YM0HKB18446	Ford	Transit t-150	Van	8	N/A	N	Active	27,550 / Excellent
Vehicle	26	2017	1FMZK1YM2HKB18447	Ford	Transit T-150	Van	8	N/A	N	Active	33,570 / Excellent

<sup>1</sup> Vehicles are in the Southeastern Association of Governments Organization (SEAGO) Region – (Nogales and Douglas).

## Portable Practical Education Preparation (PPEP) / Encompass

Submitted by: Larry Lozier – Last Updated 2017

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition	
Vehicle	1	2006	1FBSS31L16D A4 5046	Ford	Econoline	Van	15	N/A	N	Active	141,946 / Moderate
Vehicle*	2	2007	1FDWE35S56DA15923	Ford	E350 El Dorado, 210 Aerolite	Bus	10	2	Y	Active	45,717 / Moderate
Vehicle*	3	2007	1FDWE35S76DA15924	Ford	E350 El Dorado, 210 Aerolite	Bus	10	2	Y	Spare	87,400 / Poor
Vehicle*	4	2007	1FDWE35S27DA99149	Ford	E350 El Dorado, 210 Aerolite	Bus	10	2	Y	Spare	76,898 / Poor
Vehicle	5	2005	1D4GP24R45B282964	Dodge	Caravan	Van	6	N/A	N	Active	86,518 Moderate
Vehicle*	6	2008	1FD3E35S98D B3 5181	Ford	Cutaway	Bus	9	2	Y	Active	63,040 / Good
Vehicle*	7	2009	1FDEE35S79DA75430	Ford	Cutaway	Bus	9	2	Y	Active	50,529 / Good
Vehicle*	8	2010	1FDEE3FSXADA86926	Ford	Cutaway	Bus	9	2	Y	Active	68,218 / Good
Vehicle	9	2006	KNDMB233766061767	Kia	Sedona - Minivan	Van	6	N/A	N	Active	103,830 / Poor
Vehicle	10	2009	KNDMB233X96294143	Kia	Sedona - Minivan	Van	6	N/A	N	Active	75,885 / Good
Vehicle*	11	2012	1FDEE3FS5CDA62911	Ford	Supreme Candidate	Bus	12	2	Y	Active	50,839 / Good
Vehicle*	12	2013	1FDDS3EL4DDB22287	Ford	Supreme Sentinal	Bus	12	2	Y	Active	44,562 / Good
Vehicle	13	2010	1YVHZ8CH8A5M02940	Mazda	Mazda 6	Car	5	N/A	N	Active	88,109 / Good
Vehicle	14	2013	3C4PDCBG1DT570886	Dodge	Journey SXT	Van	7	N/A	N	Active	50,182 / Good
Vehicle*	15	2015	2C4RDGCG7FR719502	Dodge	Caravan SXT	Van	7	N/A	N	Active	24,732 / Good
Vehicle*	16	2016	1GAZGPF6G6G1330402	Chevy	3500 Express	Van	12	N/A	N	Active	7,088 / Excellent
Vehicle*	17	2017	1FDEE3FS9HDC22361	Ford	Starcraft	Bus	10	2	Y	Active	11,139 / Excellent

## San Carlos Apache Tribe - Nnee Bich'o Nii Transit

Submitted by: Bernadette Kniffin – Last Updated 2019

[\(Back to Profile\)](#)

	Year	VIN	Make	Model	Type of Vehicle	Pass Capacity	W/C Seat#	Lift Y-N	Active or Spare	Miles & Condition
Vehicle 1	2008	1FBNE31L28DB40206	Ford	E-350 Econo Van		11	0			270,279 / Good
Vehicle 2	2008	1FBNE31L48DB40207	Ford	E-350 Econo Van		11	0			316,877 / Good
Vehicle 3	2008	1FBNE31L68DB40208	Ford	E-350 Econo Van		11	NA			381,041 / Good
Vehicle 4	2008	1FBSS31L58DA80496	Ford	Econo Van LG		14	NA			352,661 / Good
Vehicle 5	2008	1FBNE31L44HA20572	Ford	Econo Van SM		11	0			305,285 / Good
Vehicle 6	2008	1FBSS31L95HB12760	Ford	Econo Van LG		11	0			300,836 / Good
Vehicle 7	2009	1FBNE31L29DA89419	Ford	BS Van		11	0			265,175 / Good
Vehicle 8	2009	1FBNE31L99DA89420	Ford	BS/WSD Van		11	0			308,924 / Good
Vehicle 9	2009	1FBSS31L69DA89421	Ford	BS Van		9	0			45,653 / Good
Vehicle 10	2011	1GA2G1DG011778934	Chevy	Express Van		11	0			143,238 / Good
Vehicle 11	2011	1GAZG1FG1B1189938	Chevy	Express Van		11	0			139,993 / Good
Vehicle 12	2011	1GAZG1FGXB1190537	Chevy	Express Van		11	0			231,334 / Good
Vehicle 13	2011	1GAZG1FG3B1190766	Chevy	Express Van		11	0			238,160 / Good
Vehicle 14	2011	1GAZG1FA7C1184546	Chevy	Express Van		11	0			475,140 / Good
Vehicle 15	2003	1FAFP33P13W309838	Ford	Focus		5	0			189,943 / Good
Vehicle 16	2008	1B36C46K98N296897	Dodge	Avenger SD		5	0			141,351 / Good
Vehicle 17	2012	1GCIKVC7CF207409	Chevy	2500 HD		6	0			176,623 / Good
Vehicle 18	2012	1GCIKVG3GF209125	Chevy	2500 HD		6	0			115,772 / Good
Vehicle 19	2012	1GB6G5BL7C1202590	Chevy	Express 4500		17	2			177,572 / Needs Replaced
Vehicle 20	2012	1GB6G5BL6C1201902	Chevy	Express 4500		17	2			300,180 / Good
Vehicle 21	2013	1FDD53EL9DDB22866	Ford	E-350		8	2			31,896 / Good
Vehicle 22	2013	1FDD53EL0DDB22867	Ford	E-350		8	2			32,666 / Good
Vehicle 23	2015	1FDDE4FS1FDA12277	Ford	Starcraft		24	4			217,689 / Good
Vehicle 24	2015	1FVACWDT1GHHD2056	Champion	Defender		32	4			213,862 / Good



Vehicle	25	2017	1FBZX2CM7HKA03169	Transit Works	350 Van		10	2			79,345 / Excellent
Vehicle	26	2017	1FBZX2CM3HKA03170	Transit Works	350 Van		10	2			27,298 / Excellent
Vehicle	27	2018	1FTEX1CB2JKFF16578	Ford	F150 Truck		6	0			4,703 / Excellent

### Superior Senior Center

Submitted by: Arlene Diaz-Gonzalez – Last Updated 2017

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift- Y-N	Active or Spare	Miles & Condition	
Vehicle	1	2010	1FTDSEL4ADB00791	Ford	E350	Van	8	4	Y	Active	39,036 / GOOD
Vehicle	2	2006	1FTSS34L26DA44642	Ford	E350	Van	8	5	Y	Active	25,544 / GOOD

### White Mountain Fort Apache Connection

Submitted by: Cassie Kenton-Garcia, Transit Manager – Last Updated 2017

[\(Back to Profile\)](#)

	Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift- Y-N	Active or Spare	Miles & Condition	
Vehicle	1	2017	1FD4E4FS2HDC51422	Ford	Econoline	Cutaway	16	2	Y	Active	15,072 / GOOD
Vehicle	2	2017	1FD4E4FS0HDC51421	Ford	Econoline	Cutaway	16	2	Y	Active	3,245 / GOOD

### 3.1 UNMET NEEDS

To explore the unmet needs of the CAG and Sun Corridor MPO Regions, local transit providers were asked through a survey conducted by the Region, of how many clients required the daily use of a wheelchair or specially equipped van to fully utilize services in their communities. On average, providers sighted more than 2,800 residents who are in need of such devices in order to fully engage in their services. Moreover, an estimated 7,000 residents are considered transit dependent by transit providers in the CAG and Sun Corridor MPO Regions.

Providers claim unmet needs include service gaps, lack of resources, and lack of funding. Of the eleven (11) agencies responding to our survey, nine (9) agencies expressed a need for capital funding in the next three (3) years). The anticipated demand for vehicles in the Region is estimated at 29 (program 5310) vans in the next three (3) years. Plans to expand or enhance services often were limited due to financial constraints. When funding is cut, agencies are forced to reduce services or service quality in order to continue operating. However, more than 90 percent of survey respondents said that they are able to meet the needs of their clients currently using wheelchairs.

Approximately 64 percent of those responding to the survey stated that additional public transit options and/or transportation resources outside of their agency would be helpful to their clients and the communities they served. In the future more than half (55 percent) said that their agency plans to reach out to others for assistance in coordinating transportation.

Agencies that have expressed an interest and need for either replacing or expanding their current fleet of service vehicles are listed below, in no particular order, and are eligible to submit an application for capital during the 5310 FY19 & FY20 grant cycles. As of this update, the FY 19 requests have been pre-awarded with the amounts shown below, while the FY20 will be determined during the FY20 timeframe.

<i>Agency</i>	<i>Description (For Vehicles – Replacement or Expansion)</i>	<i>Fiscal Year</i>	<i>Federal Share \$</i>	<i>Local Match \$</i>	<i>Estimated Amount \$</i>
Achieve Human Services	Preventative Maintenance – (4 Vehicles)	2020	\$4,000	\$1,000	\$5,000
Central Arizona Governments	COG/MPO Mobility Management Staff	2019	\$90,000	\$22,500	\$112,500
	COG/MPO Mobility Management Consultant	2019	\$6,250	\$1,563	\$7,813
	COG/MPO Mobility Management Staff	2020	\$90,000	\$22,500	\$112,500
The Opportunity Tree	Mini-Van w/lift – Expansion	2019	\$36,395	\$11,035	\$47,430
	Preventative Maintenance – (3 Vehicles)	2020	\$3,000	\$750	\$3,750
Payson Senior Center	Preventative Maintenance – (5 Vehicles)	2019	\$4,000	\$1,000	\$5,000
	Preventative Maintenance – (5 Vehicles)	2020	\$5,000	\$1,250	\$6,250

Pinal Hispanic Council	7-Passenger Van – (Replacement)	2019	\$20,845	\$5,879	\$26,724
	Preventative Maintenance – (11 Vehicles)	2019	\$6,000	\$1,500	\$7,500
	Preventative Maintenance – (11 Vehicles)	2020	\$4,800	\$1,200	\$12,000
Pleasant Valley Transit Services	Preventative Maintenance	2020	\$1,000	\$250	\$1,250
	Operations	2020	\$17,550	\$17,550	\$35,100
Town of Florence - Dorothy Nolan Senior Center	Preventative Maintenance – (5 Vehicles)	2019	\$4,300	\$1,080	\$5,400
	Preventative Maintenance – (5 Vehicles)	2020	\$3,200	\$800	\$4,000
	Operations – Volunteer Program	2019	\$10,000	\$10,000	\$20,000
	Operations – Volunteer Program	2020	\$18,200	\$18,200	\$36,400
	Replacement Van – Maxi-Van No Lift	2019	\$28,350	\$7,088	\$35,438
	Replacement Van	2020	\$55,000	\$13,750	\$68,750
<b>2019 TOTAL</b>			<b>\$206,140</b>	<b>\$61,645</b>	<b>\$267,805</b>
<b>2020 TOTAL</b>			<b>\$201,750</b>	<b>\$77,250</b>	<b>\$285,000</b>
<b>GRAND TOTAL</b>			<b>\$407,890</b>	<b>\$138,895</b>	<b>\$552,805</b>

## 4. CONDITIONS ASSESSMENT

### 4.1 GENERAL ASSESSMENT OF CURRENT CONDITIONS

Rural communities in Arizona continue to rely heavily on privately owned transportation. Both personal and political will appears to favor the independence of the automobile with some minor exceptions of first-time drivers, low-income residents and a community for whom driving and safety is challenged due to age and/or ability.

Rural transit and mobility on-demand are, in many ways, functioning in this Region where human service agencies see the highest demand. The sharing of vehicles and rides are often limited based on the circumstances of the client. Those surveyed indicated that all system users met one or more required eligibility parameters. Those parameters include such conditions as developmentally disabled (DD), serious mentally illness (SMI), court-ordered treatment, behavior health diagnosis, age of rider, etc.

Drivers of local providers are encouraged to attend formal training. However, in communication with the Gila-Pinal Rides Committee, members agree that driver training remains very much in demand. High driver turnover drives part of the need. The consensus to date is to address this concern within the upcoming year by providing better access to driver PASS training. In 2020 a greater focus will be placed on regional training with emphasis on “Train-the-trainer” opportunities for vehicle operators.

## 4.2 PERFORMANCE DATA

The human service transit agencies reported making more than 64,000 one-way trips during the last year to transport elders (60 years and older) and/or people who have a disability. That same group traveled approximately 531,967 in-service miles. The average rider's fare for the trip was \$0.14 primarily because few of the respondents reporting collected a fare or a donation of any kind. The average trip was 8.31 miles.

One method of revenue generation and service coordination is to transport clients for other agencies. No agency responding to the survey stated that they currently contract with other agencies or organizations to transport clients. Additional encouragement into the viability of ride and vehicle sharing between agencies and commute programs for employers will be explored in future years.

Some agencies stated that they are experiencing problems with current methods of transporting clients/passengers to the requested site or service. The primary reasons are limited access to local flexed routes and the need for additional capital resources. Some respondents have waiting lists for individuals who have no way of getting to services.

## 4.3 GAPS IN SERVICE

Recent studies in both Gila County and the Sun Corridor MPO helped to identify current gaps in service. The gaps in service include the following areas (in no particular order):

- South of Payson
- North of Payson
- Globe and Miami
- Eastern Pinal County
- Circulator systems in Casa Grande, Eloy, Arizona City, and Florence
- Commuter service to the Phoenix metro area

## 4.4 REDUNDANCIES IN SERVICE

No respondents to the survey suggested that redundancies in services existed within the Region.

## 4.5 ORGANIZATIONAL CAPACITY

Because of a relatively sparse population, 175 vehicles currently serve the 458,682 residents living in an area of more than 10,000 square miles in and around the CAG and Sun Corridor MPO Region. Transit providers in this Region have a wide range of clients and trip purposes, however transporting riders for short trips, in small communities and towns can make some vehicles appear less efficient.

According to the profiles in **Section 2.4**, the primary purpose for providing transportation is to assist residents with counseling, mental health appointments, congregate nutrition (mid-day group meals), home-delivered meals, job placement, residential care, trips to senior centers, supporting employment and volunteer opportunities.

In the CAG and Sun Corridor MPO Region, vehicles having the capacity to transport residents with wheelchairs are in the minority. While 76 vehicles are capable of transporting someone in a

wheelchair, the remaining 99 vehicles in the regional fleet cannot. The breakout for vehicles reporting wheelchair tie downs is as follows:

Vehicles with No Tie Downs for Wheelchairs	99
Vehicles with 1 Tie Down for a Wheelchair	10
Vehicles with 2 Tie Downs for Wheelchairs	58
Vehicles with 4 Tie Downs for Wheelchairs	7
Vehicles with 5 Tie Downs for Wheelchairs	1

#### 4.6 PARTNERSHIPS & COORDINATION ACTIVITIES

As previously mentioned, the Gila-Pinal Rides Committee is the steering committee for transit coordination issues within the CAG and Sun Corridor MPO Region. This steering committee is comprised of transit providers and stakeholders from Gila and Pinal Counties and meets bi-monthly.

The September 2019 Gila-Pinal Rides Committee meeting primarily focused on the goals of the mobility on-demand services and the future of coordination in the CAG and Sun Corridor MPO Region. Primary goals were identified as well as recommendations to enhance regional training efforts and reach out to transportation stakeholders currently using, directly or indirectly, 5310 and 5311 transportation resources. Additional details regarding program goals are in **Section 7 - Priorities** of this Plan.

Public private partnerships are now being developed around special needs transportation with organizations such as Age Friendly Arizona, Waymo, Uber, and Lyft leading the way. Private companies are having discussions around service to clients who have a wide variety of mobility challenges. Technology companies are becoming extremely innovative in the development of computer and smart phone applications that streamline everything from the client intake process to the reporting of trips, miles, and service hours. We hope to partner with the FTA, who is open to, and assists with, the funding of projects that bring efficiency to the mobility on-demand process.

As part of the coordination among transit providers, **Table 17: Scheduled Gila-Pinal Rides Committee Meetings for 2020** lists the Gila Rides Committee meetings for the 2020 calendar year. Meetings are scheduled to allow time for discussions everyday transit needs, barriers, and opportunities. Time and locations are subject to change.

<b>Table 17: Scheduled Gila-Pinal Rides Committee Meetings for 2020</b>		
<b>Date</b>	<b>Time</b>	<b>Location</b>
Wednesday - January 15, 2020	10:00 AM	Coolidge Transit Office - Coolidge
Wednesday - March 18, 2020	10:00 AM	Pinal Gila Council for Senior Citizens - Casa Grande
Wednesday - May 20, 2020	10:00 AM	Florence Library & Community Center - Florence
Wednesday - July 15, 2020	10:00 AM	Payson Senior Center - Payson
Wednesday - September 16, 2020	10:00 AM	Horizon Health & Wellness - Casa Grande
Wednesday - November 18, 2020	10:00 AM	CAG Offices - Apache Junction

#### 4.7 RECENT STUDIES

##### **The Greater Gila County Transit Feasibility & Implementation Plan**

In January 2018, CAG completed the *Greater Gila County Transit Feasibility Study* that identified the need for expanding transit services within Gila County to allow residents to fulfill their daily commuting needs that include medical, educational, shopping, recreational, and emergency travel commitments. As a second phase, the Implementation Plan proposed the execution of recommended transit improvements outlined in the Feasibility Study. For more information, please visit:

##### ***Phase I – Feasibility Study:***

[http://www.cagaz.org/Departments/tpt/plans/CAG\\_GilaCountyTransitFeasibilityStudy\\_FINAL.pdf](http://www.cagaz.org/Departments/tpt/plans/CAG_GilaCountyTransitFeasibilityStudy_FINAL.pdf)

##### ***Phase II – Implementation Plan:***

[http://www.cagaz.org/Departments/tpt/plans/CAG\\_GilaCountyTransitImplementationPlan\\_FINAL.pdf](http://www.cagaz.org/Departments/tpt/plans/CAG_GilaCountyTransitImplementationPlan_FINAL.pdf)

##### **The Casa Grande Transit Development Plan**

Casa Grande is an urbanized area in Central Arizona located mid-way between the State's largest metropolitan areas of Phoenix and Tucson. Casa Grande has a long history of being the crossroads of population movements and commerce, and has taken advantage of western connection via Interstate 8 (I-8) to Southern California. The Transit Development Plan (TDP) is an undertaking to prepare the City for expansive growth accompanying economic advantages associated with the Sun Corridor, an emerging megapolitan area arising from dynamic confluence of social and economic forces extending through the central portion of Arizona from Nogales on the Arizona-Mexico International Border to Prescott in Yavapai County. For more information, please visit:

<https://casagrandeaz.gov/casa-grande-transit-study-development-plan-2/>.

##### **The Eloy Transit Feasibility Study**

Eloy's central location in the Sun Corridor Region places it in a prime position in the emerging transportation hub near the nexus of I-8, Interstate 10 (I-10), future North-South Corridor, Union Pacific rail line, and aviation facilities. Economists predict these facilities will stimulate significant growth in Eloy as a major employment center and continued growth in the residential population. Creating a transit system in the City of Eloy will help build on the numerous diverse opportunities that attract people to the area, enhance mobility within the City, improve quality of life for residents, and further develop multimodal regional connectivity. For more information, please visit:

<https://scmpo.org/wp-content/uploads/2019/02/2019-01-11-FINAL-Report.pdf>.

## 5. TRIP GENERATORS

Transit is a public service. Similar to schools, utilities, libraries, roads, and parks, transit provides a life necessity – transportation. For those who cannot, or choose not to drive a car, transportation provided by public operators, non-profits, volunteers, or private companies gets them to work, school, doctors, grocery stores, and other necessary destinations. Everyone in America, no matter his or her age, ability, income, or race, deserves the opportunity to live somewhere affordable, convenient, beautiful, and safe. America’s towns and cities deserve investment, stewardship, and a supportive, thriving population. Creating the places that make this possible is a smart growth approach to community development.

Smart growth means reinvesting in America’s downtowns and Main Streets, the economic engines of big cities and small towns alike. Smart growth means creating homes for families of all income levels alongside one another. Smart growth means diversifying our transportation system so Americans have a choice in how they get around. Smart growth means building streets that are safe for people walking, bicycling or using a wheelchair, as well as driving. Smart growth means reimagining the places we have already built, and protecting our open green spaces for generations to come. For more information on Smart Growth America, please visit <https://smartgrowthamerica.org>.

See agency profiles in this Plan to identify the top service locations, passenger origins & destinations and trip purposes for those currently generated for each Section 5310 and 5311 service provider.

## 6. IDENTIFICATION OF BARRIERS, OPPORTUNITIES, & STRATEGIES

The following is a list of barriers, opportunities, and strategies discussed in previous Gila-Pinal Rides Committee meetings to date:

- **Barriers:**
  - Geography (Distance, unpaved roads and difficult weather)
  - Funding (lack of political will; technical needs & connectivity)
  - Education and marketing opportunities for Human Service agencies
  - Lack of mechanics and spare vehicles when breakdowns occur
  - Insufficient driver training opportunities
  - The current inability to coordinate rides with for-profit or for-hire transportation companies
  - Disasters, hi-jacking threats or emergency preparedness
  - Safety of operations – (roads and driver training)
  - Employers/Employment centers unwilling to assist riders and coordination
  
- **Opportunities:**
  - Pinal County Transit Governance Study
  - Gila County Transit Governance Study
  - Regional Transportation Authority – 20-year revenue source
  - Youth are more interested public transportation
  - Public Private Partnerships (P3s)
  - Advertising as a revenue generation
  - Driverless/autonomous vehicles
  - Working closely with stakeholders and local governments
  - Engage local elected officials as champions for building support
  - Education and marketing as it pertains to transportation & transit
  - Encourage more regionally connected transit systems
  - Expand transit services in Payson, Casa Grande, Florence, and Eloy communities
  - Growth in Pinal County
  - Promote methods or opportunities in funding bust stops and facilities for transit
  - Revisit the 2011 Pinal County Transit Feasibility Study
  - Improve technology, connectivity, and communication among providers and riders
  - Lessons learned from Age Friendly Arizona demonstration projects
  - Improve driver training (to include emergency management)

**Strategies:** Please see **Section 7: Priorities**

### ***Barriers to Public Transportation***

In the recent past, one of the greatest barriers to the development and operation of a fixed route system is the distance between the residential, employment and service centers. Through coordination of existing resources and programs, one of the Pinal County Transit Feasibility Study of 2011 goals was to create a transit system that is efficient and provides an attractive alternative means of transportation. It was recommended that this be done through the existing fixed route system,



with support from smaller rural transit options such as senior center transportation and local dial-a-ride services.

### ***Information Gap***

One of the most common barriers identified for riding public transportation is the lack of highly publicized or marketed information. Often residents do not know the various transit programs within the region that may provide multiple options for their transit needs. This would include system routes, service areas, operating hours and system access. Although respondents suggest no overlap of services, a lack of information and coordination could result in a duplication of services.

### ***Accessibility to Routes***

ADA requires complementary Paratransit service for residents within a reasonable travel distance of a fixed bus route. However, origin and destination data for those rides is limited. Clear barriers to these fixed routes include the hot weather, low population densities, and lack of walkable streets in rural communities. In addition, current walking distances to bus stops (origins and/or destinations) may not be achievable by all segments of the population – including the elderly and people with disabilities.

## 7. PRIORITIES

The Gila-Pinal Rides Committee identified the following Program Goals (in order of importance):

### 7.1 COORDINATION GOALS, OBJECTIVES, STRATEGIES, AND PROJECTS

<b>GOAL 1: Strengthen, through coordination, the existing transit services and support expansion of transit where appropriate.</b>		
<b>Tentative Objectives</b>	<b>Tentative Strategies</b>	<b>Tentative Projects</b>
Support studies to determine where transit service can be enhanced by coordination, and support expansion of these services.	<ul style="list-style-type: none"> <li>▪ Pinal County Transit Governance Study</li> <li>▪ Gila County Transit Governance Study</li> </ul>	<ul style="list-style-type: none"> <li>▪ Regular meeting with 5310/5311 providers and engage other special needs stakeholders for support.</li> <li>▪ Provide support and input to local transit studies.</li> </ul>
Encourage Providers to develop joint or shared services that will be competitive for Federal operating assistance. Look for methods to maximize coordination such as new technologies for scheduling, performing trips and managing data collection for all providers.	<ul style="list-style-type: none"> <li>▪ Pinal Hispanic Council and Horizon Health and Wellness have agreed to a meeting with one another to coordinate transportation services for their clientele.</li> <li>▪ Cobre Valley is working to coordinate with San Carlos services.</li> <li>▪ Conduct a product demonstration of technologies that enhance coordination.</li> <li>▪ Examine areas where providers might purchase rather than operate services.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Portion of Mobility Manager's time to participate in the state-wide technology committee for 5310/5311 providers.</li> <li>▪ Participate in MAG's regional Mobility Management Coordination efforts, travel training and ambassador programs.</li> <li>▪ Participate in the Mobility Manager's Technology Evaluation Committee.</li> <li>▪ Secure Funding to support the demonstration of technology tools.</li> <li>▪ Encourage contracting trips to clients of other agencies for revenue generation.</li> </ul>

**GOAL 2: Strengthen and expand training programs for public, human service, and volunteer providers in Gila and Pinal Counties – with a special focus on expanding joint driver trainings.**

<b>Tentative Objectives</b>	<b>Tentative Strategies</b>	<b>Tentative Projects</b>
Continue sharing educational opportunities with regional providers, and advertising available courses sponsored by SEAGO, AZTA, CTAA and others.	<ul style="list-style-type: none"> <li>▪ Continue website development and build awareness of regional services.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Portion Mobility Manger’s time to build awareness and promote training opportunities.</li> </ul>
Identify key classes and stakeholders for available workshops, set up locations, frequency, and facilitators and/or trainers. Special focus on driver training and development.	<ul style="list-style-type: none"> <li>▪ Assist SEAGO in local promotion, feedback on regional needs and the facilitation of training sessions.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Portion Mobility Manager’s time to help host and support trainings.</li> <li>▪ Develop a list of certified trainers for hands-on driver professional development and place on CAG website.</li> </ul>

**GOAL 3: Provide readily accessible information on transit and specialized transportation resources in Gila and Pinal Counties.**

<b>Tentative Objectives</b>	<b>Tentative Strategies</b>	<b>Tentative Projects</b>
Improve and maintain a website that includes information on available providers for local and regional services for both the general public and clients of specific programs.	<ul style="list-style-type: none"> <li>▪ Support website updates regarding transit information.</li> <li>▪ Add MAG link of transit providers which includes CAG/SCMPO’s providers.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Website development – log-in providers section and general public section.</li> <li>▪ Portion Mobility Manager’s time to develop web information and content.</li> </ul>

**GOAL 4: Maintain vehicles in a state of good repair and utilize efficiently.**

<b>Tentative Objectives</b>	<b>Tentative Strategies</b>	<b>Tentative Projects</b>
Maintain an appropriate fleet size to meet the needs of regional transportation providers.	<ul style="list-style-type: none"> <li>▪ Prioritize the replacement of vehicles that have high mileage and serve a diverse population.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Mobility Manager to address all replacement requests and help in the redistribution of spares or lightly used fleet.</li> </ul>
Support shared use agreements for backup vehicles, use of accessible vehicles, or joint use.	<ul style="list-style-type: none"> <li>▪ Help providers remain compliant and transition to the new asset management ADOT program.</li> <li>▪ Investigate opportunities for fleet management via third party.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Portion Mobility Manager’s activities to continually help evaluate fleet size and provider readiness.</li> </ul>

## **7.2 Operational Priorities**

1. Continue funding of existing programs that lack public or private transportation alternatives.
2. Develop and encourage programs that address regional service gaps.
3. Encourage projects that go beyond ADA requirements.
4. Focus funding on programs that improve services by coordinating trips with other organizations.
5. Encourage agencies to serve the elderly, individuals with disabilities and the general public where allowed by organizational policies.

## **7.3 Capital Priorities**

1. Replace existing program vehicles that have exceeded the ADOT identified useful life and meets at least two operational priorities.
2. Replace program vehicles that have exceeded the ADOT identified useful life and meets at least one operational priority.
3. Support fleet expansion that provides increased access or coordination with a 5310 agency and meets two operational priorities.
4. Support fleet expansion that identifies an unmet geographic or ridership need and meets two operational priorities.

## 8. PROJECT EVALUATION & SELECTION

Applications will be prioritized in the region based on the evaluation and selection criteria provided in this section. Specific criteria guide the development of the Coordinated Mobility Program and are related to the federal and state goals defined for the Section 5310 program. In order to ensure fair and equitable distribution of FTA funds, the criteria listed are used as the basis for review and selection of applications for program funding.

Please note that the information submitted in the application as well as information documented in this coordination plan, as well as the applicant's previous performance using prior year's grant funds for a project (as appropriate), will all be considered when reviewing and prioritizing a funding request. This approach includes placing additional emphasis on accountability and program management on the part of the applicant in the evaluation process.

The final decision on project selection and funding will be made by ADOT. ADOT retains sole discretion in determining which projects will be funded and the amount of funds awarded to any given project.

### **Project Threshold Criteria**

Applications are first reviewed to ensure that all basic eligibility requirements are met. If an application does not meet basic threshold requirements, it may not be forwarded onto the ADOT Evaluation Review Committee for further evaluation and scoring. The threshold criteria are as follows:

- Application materials were submitted on time.
- Applicant completed all questions and attached required documentation.
- Applicant answered all questions regarding Civil Rights and attached their plan.
- Applicant attended the ADOT Section 5310 program workshop or webinar (Requirement may be waived).
- Applicant certified and verified agency eligibility requirements.
- Project(s) applied for are eligible projects per FTA guidelines.
- Project(s) applied for consistent with, and listed in this Coordination Plan.

### **Project Evaluation Criteria**

The Section 5310 application is ranked according to three main project evaluation criteria categories, with multiple subcategories, to determine an overall score for a project application. This evaluation method combined with the regional prioritization decides the final award ranking. The three main project categories are:

- Project Management;
- Coordination; and
- Project Specific Criteria.

Under Project Specific Criteria, there are three subcategories for each project: Mobility Management, Capital Equipment, and Operating. Each main category holds a percentage weight and combined make up a total application project score (totaling 100%). Subcategories are also considered and make up a category score total.

In addition, some of the selection criteria include standards that must be met for continued funding. If these criteria categories are partially met (e.g. in one part of region but not others) and an applicant is showing reasonable progress, justification can be provided for why funding should be continued. This information will be considered on a case-by-case basis.

The following is a general list of the evaluation categories and subcategories:

***Project Management Criteria***

- Current program sub-recipients are on track to fulfill their ADOT Contractual Exhibit A scope requirements and submitting timely project progress reports.
- Current program sub-recipients are submitting timely, complete, and accurate project reimbursement requests and expending funds during the contract period.
- New applicants have the staff, resources, and accounting systems necessary to manage federal funds.
- Applicants properly document the availability, source, and commitment of local match.

***Coordination Criteria***

- Participation in regional coordination activities (e.g. Gila-Pinal Rides Transportation Coordination Committee).
- Integration of coordination into transportation program activities through policies, budget, and staffing authorizations.
- Applicant's level of involvement in coordinating services or resources with other agencies.

***Project Specific Criteria***

- Foundation for Mobility Management; demonstrated support for mobility management among stakeholders.
- Timely and Accessible Information and Referral.
- Capital Investment Decisions.
- Regional and Sub-Regional Prioritization process in place.

***Capital Equipment***

ADOT is transitioning to evaluation of vehicles based on regional management of resources with the ability to maintain the necessary fleet in a state of good repair. As mobility management efforts progress, the region's ability to operate services with a minimum fleet size will result in more funds being available for other activities. Funds for expansion vehicles are limited to regions showing expansions are necessary based on an evaluation of regional vehicle resources and that vehicle-sharing agreements are in place to maximize the use of existing vehicles.

***Replacement Vehicles or Equipment:***

- Age
- Mileage

- Need Based on Maintaining Regional Fleet in a State of Good Repair
- Local Vehicle Availability and Regional Resource Utilization

***New/Expansion Service Vehicles or Equipment:***

- New/Expansion Service Needs
- Existing Fleet Capacity
- Project Ability to Enhance Regional Coordination Efforts
- Project Useful Life Sustainability

***Operations***

- Existing Service:
  - Documentation of Need and Project Benefits
  - Project Effectiveness and Performance Indicators
  - Financial Hardship, Project Budget, Project Sustainability
- New/Expansion Service:
  - Documentation of Need and Project Benefits
  - Service Implementation Plan
  - Project Effectiveness and Performance Indicators
  - Financial Hardship, Project Budget, Project Sustainability

## 9. PLAN UPDATE INPUT PROCESS

Public participation is welcomed and encouraged by CAG and the Sun Corridor MPO. There are numerous and varied techniques/activities employed to provide the opportunity for public stakeholder involvement. CAG and the Sun Corridor MPO obtain input in a variety of ways including, but not limited to public hearings, newspapers, small and large group presentations, committee meetings, website and e-mail correspondence.

Public Notice was published in the following newspapers in Gila and Pinal County for a 30-day review period that started on November 13, 2019. CAG and the Sun Corridor MPO also posted the Public Notice on their respective websites beginning November 13, 2018.

- AJ News
- Arizona City Independent
- Casa Grande Dispatch – (Thru Tri-Valley Dispatch)
- Coolidge Examiner – (Thru Tri-Valley Dispatch)
- Eloy Enterprise – (Thru Tri-Valley Dispatch)
- Florence Reminder
- San Manuel Miner
- Copper Basin News – (Kearny Dudleyville, etc.)
- Superior Sun
- Silverbelt – (also Apache Moccasin, Copper Country News)
- Maricopa Monitor
- Payson Roundup

**Committees:** The formal process to review and approve this plan's annual update included input from the following committees and local stakeholders beginning in September of 2019 and concluding in March of 2020.

- **Gila-Pinal Rides Committee** – September 18, 2019
- **Sun Corridor MPO Transportation Advisory Committee** – Recommend Approval to Advertise for 30-Day Comment Period – October 24, 2019
- **Sun Corridor MPO Executive Board** – Approval to Advertise for 30-Day Comment Period – November 12, 2019
- **CAG Technical Transportation Advisory Committee** – Recommend Approval of Plan Update – January 9, 2020
- **Sun Corridor MPO Technical Advisory Committee** – Recommend Approval of Plan Update – February 27, 2020
- **CAG Management Committee** – Recommend Approval of Plan Update – March 4, 2020
- **Sun Corridor MPO Executive Board** – Approval of Plan Update – March 10, 2020



- **CAG Regional Council** – Approval of Plan Update – March 25, 2020

**Gila-Pinal Rides Committee Meeting:** The process used to engage the stakeholders in providing input for the overall Plan included convening the September 2019 meeting where transit providers, local jurisdictions and human service stakeholders discussed the goals and objectives; the barriers and needs for program success; and current challenges facing human service agencies in Gila and Pinal Counties. Special care was taken to select a location that could accommodate physical abilities/disabilities, language barriers, and other civil rights protections and the opportunity to make an audio call into the meeting to help accommodate participation for those physically unable to travel to the meeting location. Program Goals identified and agreed to in that discussion included the following:

**Goal 1** – Strengthen, through coordination, the existing transit services and support expansion of services where appropriate.

**Goal 2** – Strengthen and expand training programs for public, human service, and volunteer providers in Gila and Pinal Counties – with a special focus on expanding joint driver trainings.

**Goal 3** – Provide readily accessible information on transit and specialized transportation resources in Gila and Pinal Counties.

**Goal 4** – Maintain vehicles in a state of good repair and use them efficiently.

The meeting encouraged diversity of programs from across the CAG and Sun Corridor MPO Region and discussion ranged from current challenges to the future of driverless vehicles.

# APPENDIX

## APPENDIX 1 DOCUMENTATION OF PLAN ADOPTION

The following schedule is an update to the Human Services Transportation Coordination Plan. Draft Review times are approximate due to unforeseeable circumstances.

Task	Start	End
<b>GILA-PINAL RIDES COMMITTEE MEETING</b>		
Asking for final comments from Final Draft Review		9/18/19
<b>SCMPO TECHNICAL ADVISORY COMMITTEE</b>		
Requesting approval recommendation to EB of 30-day publication notice		10/24/19
<b>SCMPO EXECUTIVE BOARD</b>		
Requesting approval for 30-day publication notice		11/12/19
<b>START OF 30-DAY PUBLIC COMMENT PERIOD</b>		
<b>Newspaper publication Notice Date for 30-day Public Comment period</b>		
*AJ News		11/11/19
*Arizona City Independent		11/13/19
*Casa Grande Dispatch - (Thru Tri-Valley Dispatch)		11/13/19
*Coolidge Examiner - (Thru Tri-Valley Dispatch)		11/13/19
*Eloy Enterprise - (Thru TriValley Dispatch)		11/13/19
*Florence Reminder		11/07/19
*San Manuel Miner		11/13/19
*Copper Basin News - (Kearny, Dudleyville, etc.)		11/13/19
*Superior Sun		11/13/19
*Silverbelt - (also Apache Moccasin, Copper Country News)		11/13/19
*Maricopa Monitor		11/08/19
*Payson Roundup		11/12/19
<b>END OF 30-DAY PUBLIC COMMENT PERIOD</b>		
<b>CAG TTAC</b>		
Recommend Approval to Regional Council of Final Plan		01/09/20
<b>SCMPO TAC</b>		
Recommend Approval to Executive Board of Final Plan		02/27/20
<b>CAG MANAGEMENT COMMITTEE</b>		
Recommend Approval to Regional Council of Final Plan		03/04/20
<b>SCMPO EXECUTIVE BOARD</b>		
Requesting approval of Final Plan		03/10/20
<b>CAG REGIONAL COUNCIL</b>		
Requesting approval of Final Plan		03/25/20
<b>Submit Approved Plan with documentation stating such to ADOT</b>		
		03/26/20

## APPENDIX 2 SURVEY QUESTIONNAIRE

In the development of this Plan, a survey questionnaire was distributed directly to the transit providers, human service agencies, public agencies and various stakeholders within the CAG/Sun Corridor MPO Regions to understand attitudes, perceptions, and needs of the general population. The questions asked:

### General Information:

**Name:**

**Agency, Community, or Company Name:**

**Street Address:**

**City, State, Zip Code:**

**Telephone #:**

1. Estimate how many of the residents you serve are unable to transport themselves and are dependent upon some sort of transportation assistance. \_\_\_\_\_  
What percent of your service population is that number? \_\_\_\_\_%
2. Approximately how many of the residents you serve require the use of a mobility device and need a specially equipped vehicle (lift-equipped van with wheelchair tie-downs)? \_\_\_\_\_  
Are you currently able to meet the needs of your wheelchair-using clients? \_\_\_\_ Yes \_\_\_\_ No
3. How many of your vehicles need replacing? (Please put a number in each of the lines below)  
\_\_\_\_ Right away  
\_\_\_\_ Within the next year  
\_\_\_\_ Within the next two years
4. Are you have any problems with your current method of getting clients/passengers to your site or service? \_\_\_\_ Yes \_\_\_\_ No  
If YES, please explain:
5. Do you feel that additional transportation services are needed in order for your client to have full access to the services of your agency? \_\_\_\_ Yes \_\_\_\_ No  
If YES, please explain:
6. Does your agency's business plan allow trip coordination with vehicle and/or trip sharing?  
\_\_\_\_ Yes \_\_\_\_ No

7. Does your agency plan to reach out to other transit providers with vehicle and/or trip sharing options this year?


\_\_\_\_\_ Yes \_\_\_\_\_ No

8. What would you like to see in your community that would improve access and mobility for your residents and/or clients?

**Please add any other comments you may have in the space below:**

**APPENDIX 3 GREYHOUND – INTERCITY TRANSIT**

Below is a sample daily bus Schedule for Greyhound bus lines from El Paso, TX to Phoenix, AZ.

 <b>Greyhound Arizona Rural Bus Schedule El Paso to Phoenix</b>		
<b>101</b>	<b>Schedule Number</b>	<b>102</b>
<b>Daily</b>	<b>FREQUENCY</b>	<b>Daily</b>
11:30	El Paso, TX	17:00
12:20	Las Cruces, NM	16:10
14:25	Lordsburg, NM	14:05
14:45	Lordsburg, NM	13:45
15:25	Duncan, AZ	13:05
16:10	Safford, AZ	12:20
16:45	Bylas, AZ – <i>(San Carlos Nation)</i>	11:45
17:05	Peridot, AZ – <i>(San Carlos Nation)</i>	11:25
17:35	Globe, AZ – <i>(Cobre Valley Transit)</i>	10:55
18:00	Miami, AZ	10:30
18:30	Superior, AZ	10:00
19:20	Mesa, AZ	9:10
19:40	Tempe, AZ	8:50
20:00	Phoenix, AZ	8:30