



CYMPO

Central Yavapai Metropolitan
Planning Organization



Coordinated Public Transit - Human Services Transportation Plan

Prepared by:



2014

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CHAPTER 1: INTRODUCTION

This is the Coordinated Public Transit - Human Service Transportation Plan for the Central Yavapai Metropolitan Planning Organization (CYMPO), documenting efforts to coordinate human services transportation in the region. The plan is required of human services transportation providers wishing to apply for Federal Transit Administration Funding through ADOT. The current Federal transportation legislation – titled Moving Ahead for Progress in the 21st Century (MAP-21) continues the coordination requirements. At the same time, MAP-21 consolidated several programs so now only projects under one program, the Section 5310 program for Elderly Individuals and Persons with Disabilities, are required to be included in the Coordination Plan. This Section 5310 program has been expanded to include what was formerly known as the New Freedom Section 5317 program.

This document begins with a description of the Central Yavapai Local Coordinating Council: its stakeholder involvement and successes in coordination. It continues with a description of the region to provide a context for the plan, describing the socio-economic characteristics of the region, activity centers, and travel patterns. This part of the report builds on other planning efforts where transit needs are documented in greater detail. Chapter 4 is a description of the transit providers in the region, covering for profit, non-profit, and public services. This enables the reader to compare available services with needs.

Chapter 5 focuses on the needs, issues, and resources in the region. It sets the stage for the last chapter, 6, where goal areas and potential strategies are identified. The next step is for the Central Yavapai Local Coordinating Council to agree to a set of goals and strategies, setting priorities for the various activities and projects. A final plan that includes projects eligible for funding will then be prepared.

The Central Yavapai MPO planning area has opportunities for coordination, but considerable challenges to coordination as well. The region is rich in private taxi services and non-profit agencies providing human service transportation. While this presents opportunities to better use available resources – and certainly the motivation to do so – the lack of stable financing and institutional structure makes it difficult to achieve significant coordination.

A key change will be the initiation of limited regional transit through Yavapai Regional Transit, planned for the last quarter of 2013. As this system is implemented some of the more critical mobility needs can be met and the region can evaluate, in an incremental basis, how to move forward in the development of transit services and coordination activities.

CHAPTER 2: CENTRAL YAVAPAI LOCAL COORDINATING COUNCIL

The Central Yavapai Local Coordinating Council (LCC) has evolved from a group of five stakeholders that CYMPO sent to a Mobility Planning Services Institute sponsored by the National Easter Seals Project ACTION Program in April 2008. The CYMPO Mobility Management team developed an action plan with the guidance of Territorial Transit, the lead agency for the Project Team.

Upon receipt of the ADOT Mobility Management grants (5310, 5316 and 5317 funding), the Mobility Management Team was expanded from the original 5 members to 12 members. This group has now been renamed as the Central Yavapai Local Coordinating Council and expanded to more than 30 members. The Council meets on a regular basis to discuss new developments in state and local transportation, to identify service gaps, and to design coordination strategies.

Participation in the Central Yavapai Coordinating Council is extended to all organizations and providers who provide transit services or advocate for people with special transportation needs. The coordination council is informal and participation includes, but not limited to, the organizations listed below.

Local Coordinating Council Agencies	
Adult Care Services	Northern Arizona Council of Governments
Arizona Department of Economic Security	Northern Arizona University Senior Companion Program
Chino Valley Senior Center	NAZCARE
Chino Valley Transit	People Who Care
Classy Taxi	Prescott Transit Authority
Coalition for Compassion and Justice	Shuttle U
Good Samaritan Homes	Tender Hearts
Hozhoni Foundation	Territorial Transit
Intermountain Centers for Human Development	US Vets
Meals on Wheels for Black Canyon, Mayer, Prescott, and Prescott Valley	Veterans Administration
New Horizons Disability Empowerment Center	West Yavapai Guidance Clinic
Kokopelli Taxi	Yarnell Community Center

COORDINATION ACTIVITIES

CYMPO and the Central Yavapai Local Coordinating Council have worked on a variety of coordination activities. Coordination efforts over the last year include:

Driver training: Training is the area in which the most coordination success has taken occurred. The Chair of the Chino Valley Transit Advisory Committee is certified by ADOT to do both Defensive Driving and PASS training. He has taught well over 100 people from across Northern Arizona on these topics as part of his volunteer commitment to the region.

First Aid and CPR: One of the Chino Valley Transit drivers is certified to teach First Aid and CPR and has taught several classes and more are planned.

Article 9: A staff person from Adult Care Services has offered Article 9 training on several occasions, and these classes have been well attended.

Insurance: Insurance for vehicles has been another topic of interest. CYMPO staff has brought in several insurance representatives to go over various insurance options. Agencies were able to connect with insurance providers to obtain further information.

Dispatch and Scheduling: Due to interest by LCC participants, a mobility management grant was received to explore dispatch scheduling and software for the area as well as some funds to purchase software. However, the software was much more costly than anticipated; a new approach to this activity is being developed and included in future projects.

Fuel: There was LCC interest to investigate the possibility of bulk fuel purchases. Assistance was requested from the National Intergovernmental Purchasing Alliance, and while several suggestions were offered, none were feasible in this area. Due to the lack of a sponsoring organization, this concept has been shelved for future consideration.

Advertising Support: Due to the cost of legal advertisements in the local newspapers, the Intermountain Centers for Human Development said they would help place the required legal ads for ADOT applications. This group would then bill each of the participating agencies for a share of the costs.

CHAPTER 3: COMMUNITY PROFILE

This chapter describes the communities in the region and the human service programs operating within the region. It then provides demographic and socio-economic characteristics that impact the need for human service and public transportation.

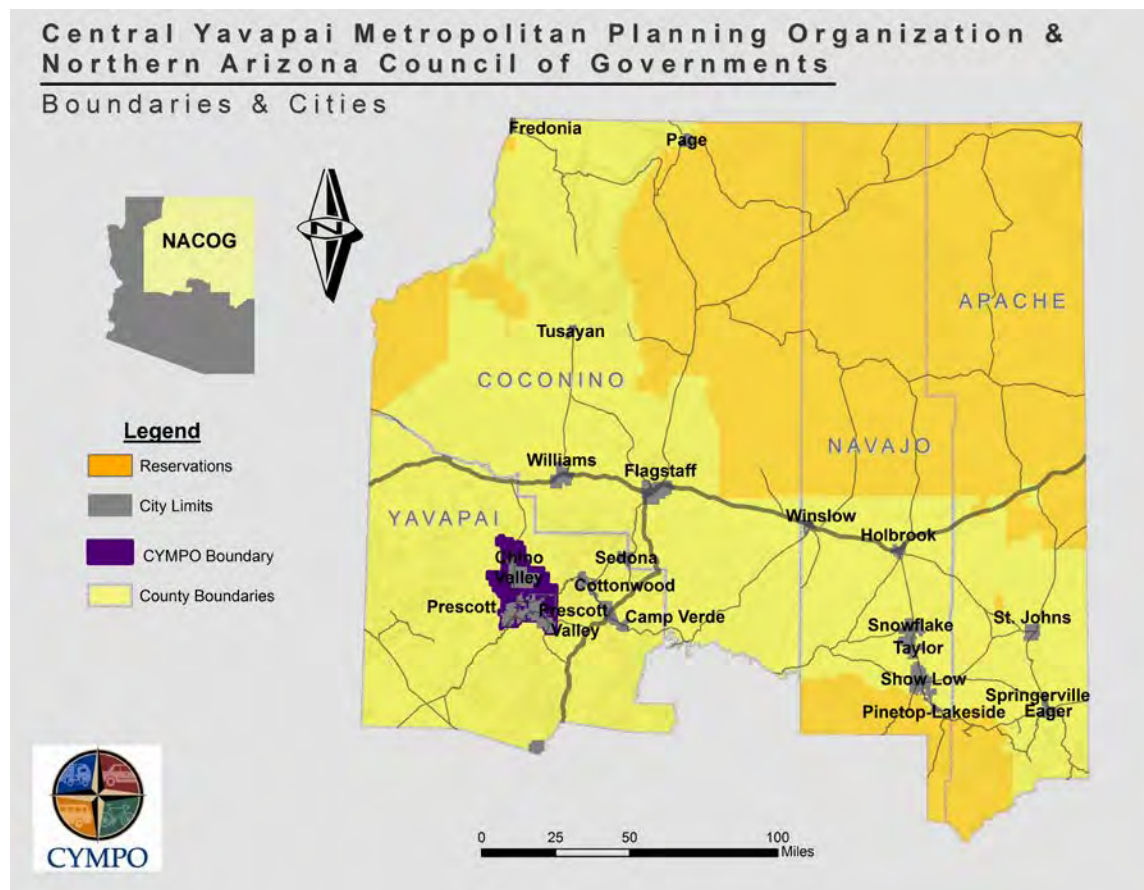
OVERVIEW

CENTRAL YAVAPAI REGION

The Central Yavapai Metropolitan Planning Organization is the designated Metropolitan Planning Organization (MPO) for the Prescott-Prescott Valley Urbanized Area. Members of CYMPO include the City of Prescott, Town of Prescott Valley, Town of Chino Valley, Dewey-Humboldt, Yavapai County and Arizona Department of Transportation.

The Prescott-Prescott Valley Urbanized Area is located in central Arizona in the central basin area of Yavapai County. Yavapai County totals approximately 8,125 square miles, which is about the same size as the State of New Jersey. Of the 8,125 square miles in Yavapai County, approximately 401 square miles are encompassed with the CYMPO planning boundary.

The CYMPO planning area is within the boundary of the Northern Arizona Council of Governments (NACOG) planning area. **Figure 3.1** displays the CYMPO and NACOG boundaries. CYMPO's Planning Boundary includes the communities of Town of Chino Valley, City of Prescott, Town of Prescott Valley and portions of the Town of Dewey-Humboldt. The planning area also includes unincorporated areas of Yavapai County and the Yavapai-Prescott Indian Reservation.

Figure 3.1 CYMPO Planning Area

HUMAN SERVICE AND EMPLOYMENT PROGRAMS

Most human service programs as well as labor and employment programs are delivered by the State of Arizona, with regional offices located throughout the state. The programs delivered by the State of Arizona Department of Economic Security include:

- **Medicaid programs** for:

- ☐ Non-Emergency Medical Transportation (Arizona Health Care Cost Containment System, or AHCCCS)
- ☐ Long-term Care (Arizona Long-term Care System, known as ALTCS)
- ☐ Home and Community Based Services

- **Vocational Rehabilitation**

- **Yavapai Workforce Connection**, including operation of One-Stop Centers.

In contrast, aging services are delivered through regional Area Agencies on Aging (AAA). NACOG serves as the AAA for CYMPO as well as the larger NACOG region and delivers services under the Older Americans Act.

COMMUNITY PROFILES

Figure 3.2 illustrates the activity centers and major destinations within the CYMPO planning area. While the City of Prescott was originally the heart of the region, the Town of Prescott Valley has grown rapidly in the last two decades. Both communities now have populations of about 40,000 and provide a wide range of services. The town centers of these communities are about 12 miles apart. While each community has a different character, many residents regularly travel between the communities for work, services, educational, or cultural activities. The Town of Chino Valley, 15 miles to the north, has not yet seen similar development, but in the future will be a significant population center. Each community is described in more detail below.

City of Prescott

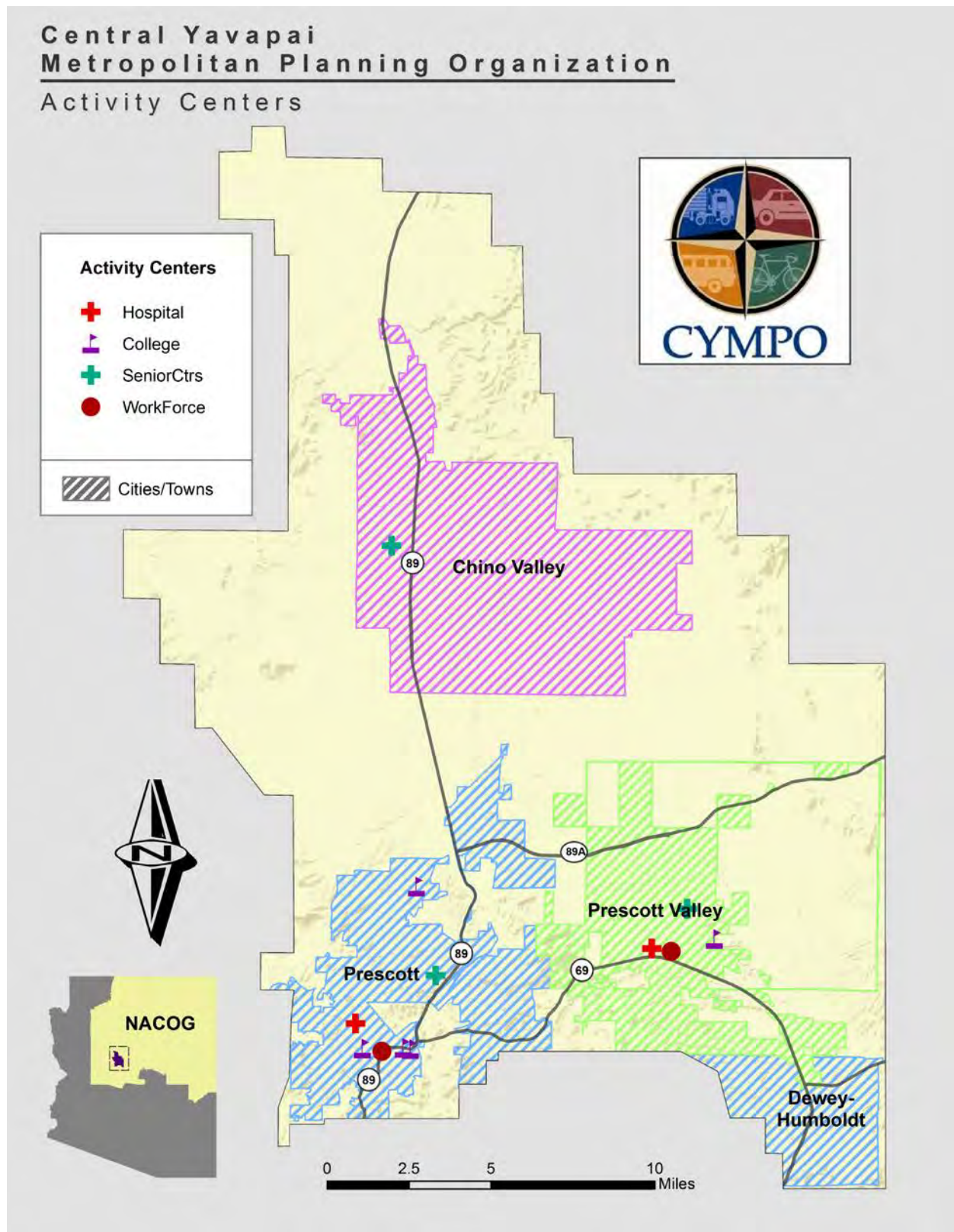
Prescott is the center of commerce and industry for the region with numerous retail stores, professional services & manufacturing plants. Its 2010 census population was 39,843, up 17% from 33,075 in 2000.

The Yavapai Regional Medical Center West Campus provides medical services. In addition, the Veterans Medical Center serving Northern Arizona is located in Prescott. Human service organizations and public services within the community include a One-Stop Workforce Center, a senior center, the regional Motor Vehicle Division office and Yavapai County Community Health Services. Prescott has several institutions of higher education located within the city limits including Yavapai Community College, Prescott College, and Embry-Riddle Aeronautical University, plus two small satellite campuses of Northern Arizona University and Old Dominion University. Both Yavapai Community College and Prescott College offer Life-Long Learning experiences to the community.

Town of Prescott Valley

The Town of Prescott Valley (PV) is one of Northern Arizona's fastest growing communities. The Town doubled in size from 1990 to 1995 and doubled again over the next ten years. The US Census shows the 2010 population of Prescott Valley at 38,822.

Prescott Valley is considered an affordable alternative to living in Prescott. Prescott's cost of living is 19.03% higher than the U.S. average whereas Prescott Valley's cost of living is 1.86% lower than the U.S. average. Prescott Valley includes numerous retail, entertainment, and services and includes major medical facilities, such as a campus of the Yavapai Regional Medical Center East Campus.

Figure 3.2 CYMPO Activity Centers

Town of Chino Valley

Located along Highway 89, approximately 15 miles north of Prescott and 15 miles northwest of Prescott Valley, the Town of Chino Valley is the third largest community in the CYMPO Planning Boundary. In contrast to Prescott and Prescott Valley, the Town of Chino Valley is more rural in character. The Town's 63 square miles is primarily single-family residential, open-range land, and agricultural land. Approximately two-thirds of this land is zoned for agricultural and residential use. The 2010 US Census shows the population of Chino Valley to be 10,817.

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

Town of Dewey-Humboldt

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

Incorporated in 2004, Dewey-Humboldt is one of Arizona's newest incorporated towns. The town center of Main Street and SR 69 is located 85 miles north of Phoenix and 12 miles east of the Town of Prescott Valley town center at the confluence of Highway 69 and Highway 169. The 2010 Census shows the population of Dewey-Humboldt to be 3,894.

Yavapai-Prescott Indian Tribe

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

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

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

Unincorporated Yavapai County

Most development activity in the CYMPO Planning Area is contained within the four incorporated communities described above; however, there are several residential neighborhoods and communities in Yavapai County's unincorporated areas with ongoing development. The 2011 CYMPO Regional Transportation Plan Update shows the population of the unincorporated area of Yavapai County within the CYMPO planning boundary is 28,407.

DEMOGRAPHIC CHARACTERISTICS

Figure 3.3 indicates that the southern section of CYMPO has the largest share of the population with the greatest population concentration located within and around the Prescott and Prescott Valley area. The population of the communities is listed in **Table 3-1**.

Table 3.1 Population within the Prescott-Prescott Valley Urban Area

Community within Urban Area	2010 Population
City of Prescott	39,843
Town of Chino Valley	10,801
Town of Prescott Valley	38,822
Dewey-Humboldt	3,894

The CYMPO region is a popular area for retirement, resulting in a relatively high population of persons over the age of 65. While nationwide 13% of the population is aged 65 and over, the State of Arizona is 14% and CYMPO is 23%. Of the elderly population, it is those persons aged 75 and over who often require transportation to continue to live independently. **Table 3-2** reflects the populations of these age groups.

Table 3.2 Population Aged 65 and Over

Community within Urban Area	Age 65-74	Age 75+
City of Prescott	6,356	5,578
Town of Chino Valley	1,549	847
Town of Prescott Valley	3,766	2,950
Dewey-Humboldt	441	307

While detailed data is not available in the current census on disabilities, generally the incidence of disabilities increases with age. While the overall population may have a 5-10% incidence of disability, for those over age 65 the rate increases to 35% or more.

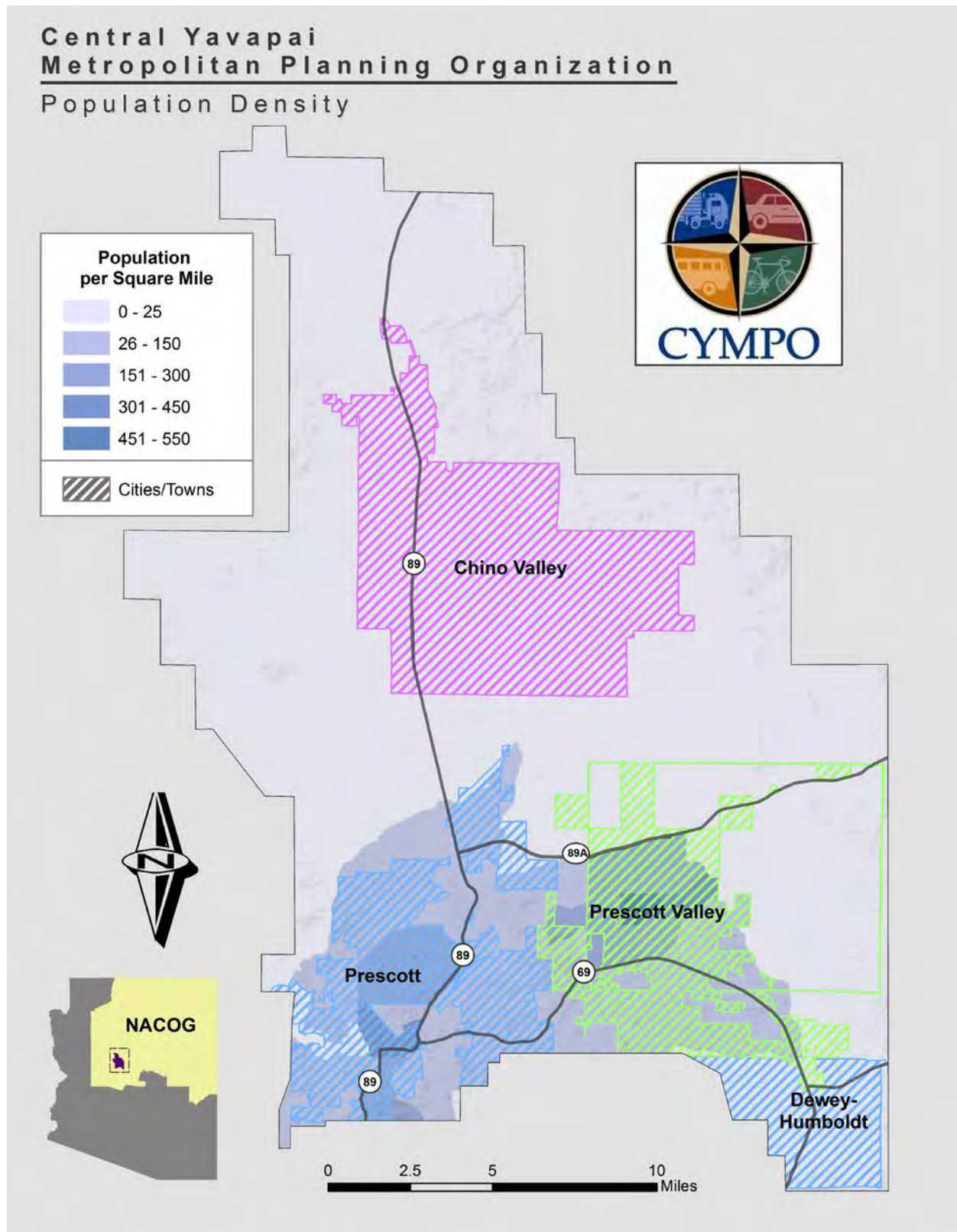
Figure 3.3 Total CYMPO Population

Figure 3.4 illustrates the concentration of the elderly population (65 years and over) in the CYMPO area. The map highlights the census tracts where the concentration of the elderly is the highest. Within the CYMPO area, the highest concentration of elderly citizens is shown in the in the southeast area including a large portion of Prescott and Prescott Valley and some portions of Yavapai County.

ECONOMIC CHARACTERISTICS

Income levels in the primary communities are illustrated in **Table 3-3**. While the median household incomes are in a fairly close range, the per capita incomes vary significantly. The City of Prescott has the highest per capita income.

Table 3.3 Income Characteristics of Communities in Region

Community within Urban Area	Median Household Income	Per Capita Income
City of Prescott	\$43,867	\$29,581
Town of Chino Valley	\$41,978	\$22,142
Town of Prescott Valley	\$44,086	\$21,269
Dewey-Humboldt	\$41,906	\$21,561

Source: US Census, 2007-2011 DP03 Selected Economic Characteristics

Figure 3.6 shows the percent of families below the poverty level. The Census Bureau uses a set of money income thresholds that vary by family size and composition to detect those who may be living in poverty. If the total income for a family or individual falls below the relevant poverty threshold, then they are classified as being “below the poverty level”. Areas with the highest share of households below the poverty level are those in the northern section of the CYMPO planning area and some subareas of the Prescott and Prescott Valley areas.

When looking at **Figure 3.5** and **Figure 3.6**, there seems to be a high concentration of zero vehicle households and those families living below the poverty level in central Prescott. Providing suitable transportation choices for these individual population groups, as well as in areas of higher concentrations of low-income families and zero vehicle households is an important transit consideration for the CYMPO planning area. This area also historically had a concentration of voucher recipients when the voucher program was operating.

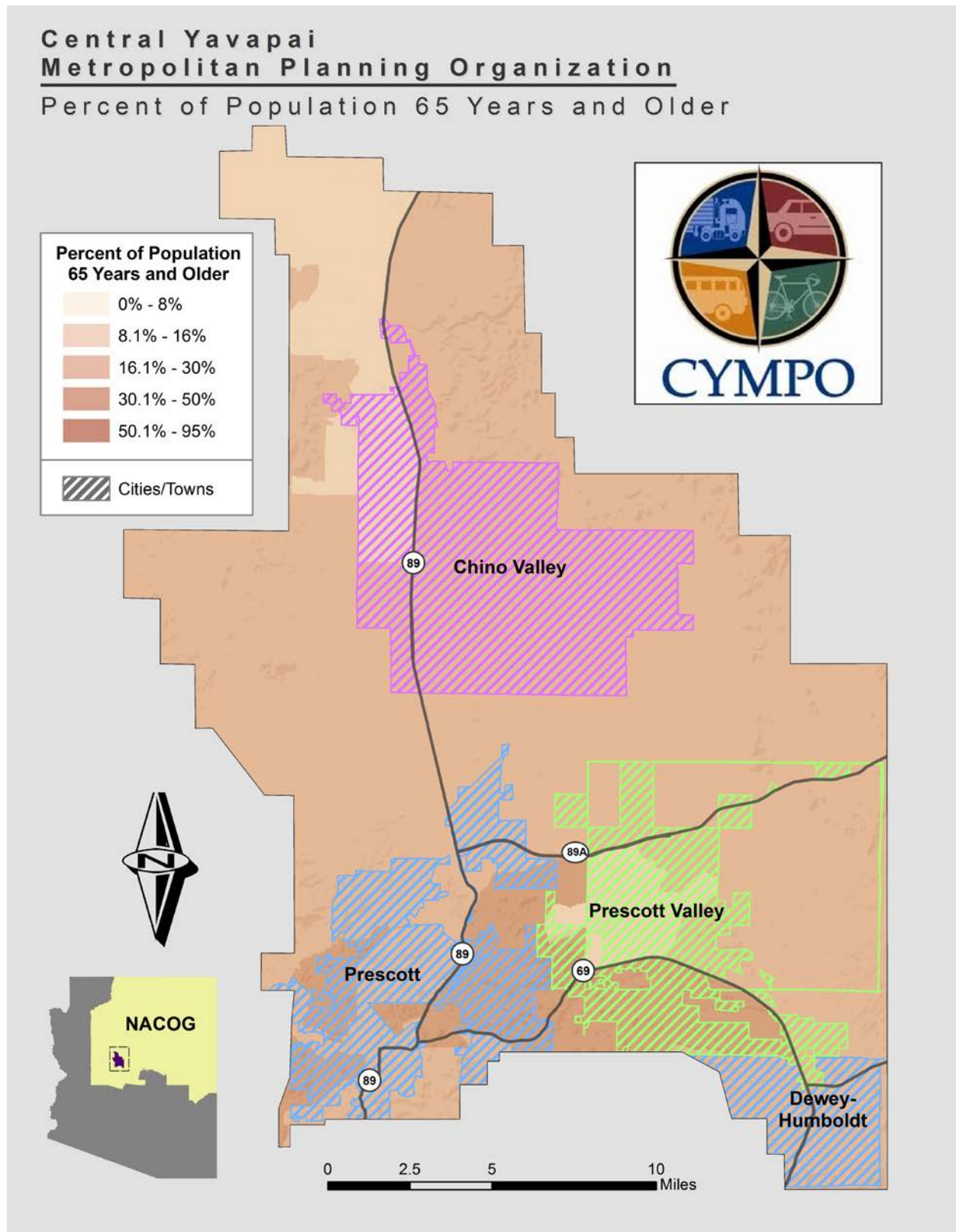
Figure 3.4 Persons Over 65 Years

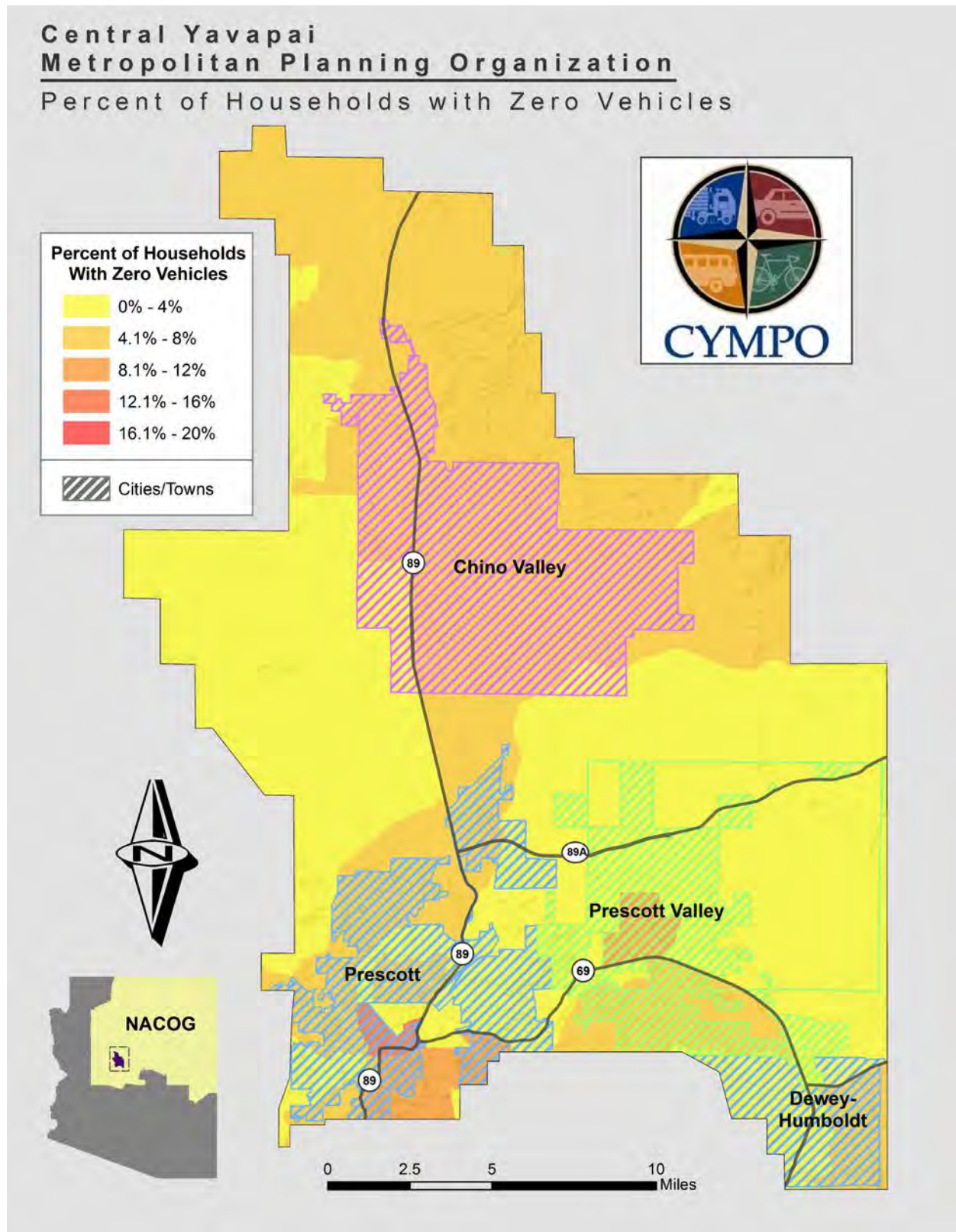
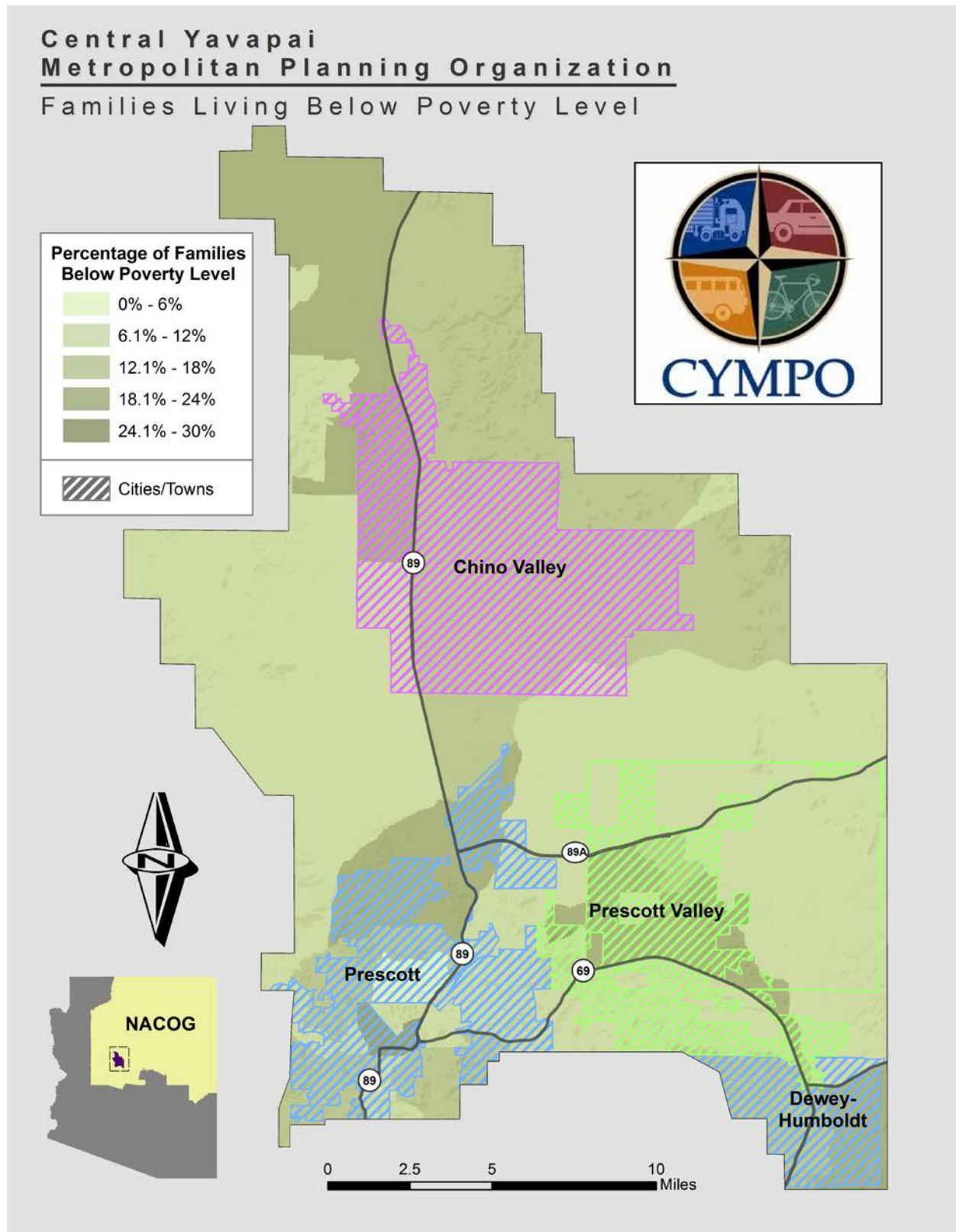
Figure 3.5 Zero Vehicle Households

Figure 3.6 Families Living Below the Poverty Level

REGIONAL EMPLOYMENT & COMMUTER DATA

Commuting patterns from Chino Valley, Prescott, and Prescott Valley were analyzed using the OnTheMap tool provided by the U.S. Census Bureau, Center for Economic Studies (www.onthemap.ces.census.gov).

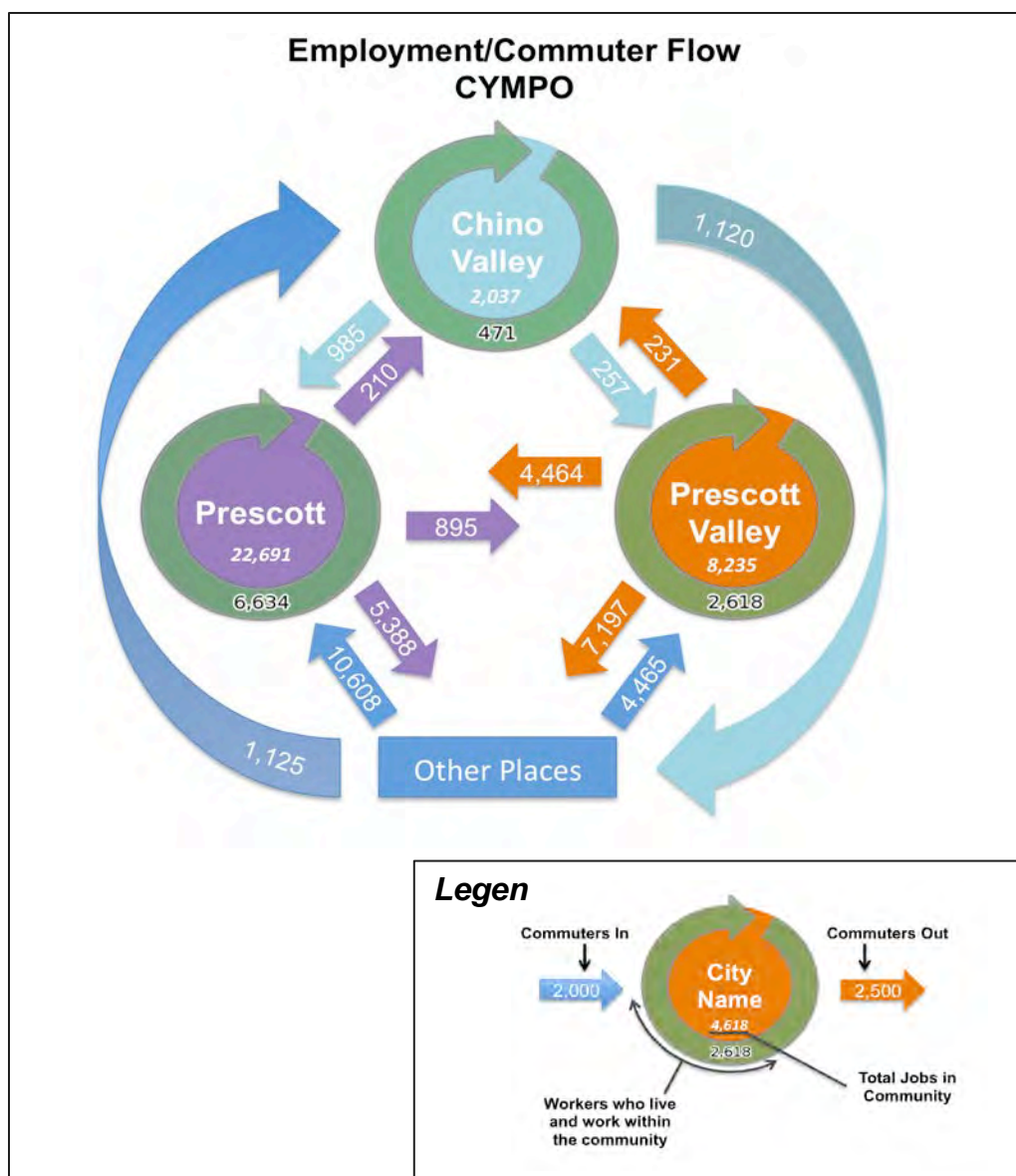
According to this data, the region has nearly 33,000 jobs, with 22,700 in Prescott, 8,200 in Prescott Valley, and 2,000 in Chino Valley.

It is important to also understand the commute patterns of these three cities. In any community, a portion of the workers live and work in the same community, a portion travel out to jobs in other areas, and a portion of the commuters travel in from other communities. **Table 3.7** presents the number of jobs in each community and the number of commuters traveling in and traveling out. **Figure 3.7** shows the commuting patterns between the three communities within the CYMPO area and reflects the number of commuters leaving and entering the area from places outside the CYMPO boundary.

About half of all workers in the area live within the CYMPO area. This data includes the percentage of commuters living and working in the same city and the percentage of commuters traveling to the primary cities within the CYMPO boundary. As the diagram indicates, Prescott obtains a large number of workers from other communities (both within and outside the MPO area), while retaining a large portion of its own employed work force. For every Prescott worker that travels to Prescott Valley or Chino Valley, approximately five workers travel from each of those communities to the City of Prescott. This ratio changes for workers traveling to and from other areas, with Prescott sending one worker out for each two that come into Prescott.

Table 3.7 Employment & Commuter Data

Chino Valley			Prescott			Prescott Valley		
Commuters Out			Commuters Out			Commuters Out		
	Number	Percent		Number	Percent		Number	Percent
Prescott	985	42%	Chino Valley	210	3%	Chino Valley	231	2%
Prescott Valley	257	11%	Prescott Valley	895	14%	Prescott	4,464	38%
"Other Places"	1,120	47%	"Other Places"	5,388	83%	"Other Places"	7,197	61%
Total Commuters leaving			Total Commuters leaving			Total Commuters leaving		
Chino Valley	2,362	100%	Prescott	6,493	100%	Prescott Valley	11,892	100%
Commuters In			Commuters In			Commuters In		
	Number	Percent		Number	Percent		Number	Percent
Workers that live and work within Chino Valley	471	23%	Workers that live and work within Prescott	6,634	29%	Workers that live and work within Prescott Valley	2,618	32%
Prescott Valley	231	11%	Chino Valley	985	4%	Chino Valley	257	3%
Prescott	210	10%	Prescott Valley	4,464	20%	Prescott	895	11%
"Other Places"	1,125	55%	"Other Places"	10,608	47%	"Other Places"	4,465	54%
TOTAL Jobs within Chino Valley	2,037	100%	TOTAL jobs within Prescott	22,691	100%	TOTAL jobs within Prescott Valley	8,235	100%

Figure 3.7 Employment & Commuter Flow Chart

Prescott Valley also has a significant number of jobs held by its own work force and sees a noteworthy influx of commuters from outside the CYMPO area. However, Prescott Valley sends 7,200 workers to other places to 4,500 that arrive from other places. Because of its relative proximity to the Phoenix Metro Area, a significant number of residents commute there. Chino Valley brings in a substantial portion of its workers from areas outside the MPO boundary, especially other parts of Yavapai County. Chino Valley's employed work force primarily commutes to Prescott or holds a job within Chino Valley.

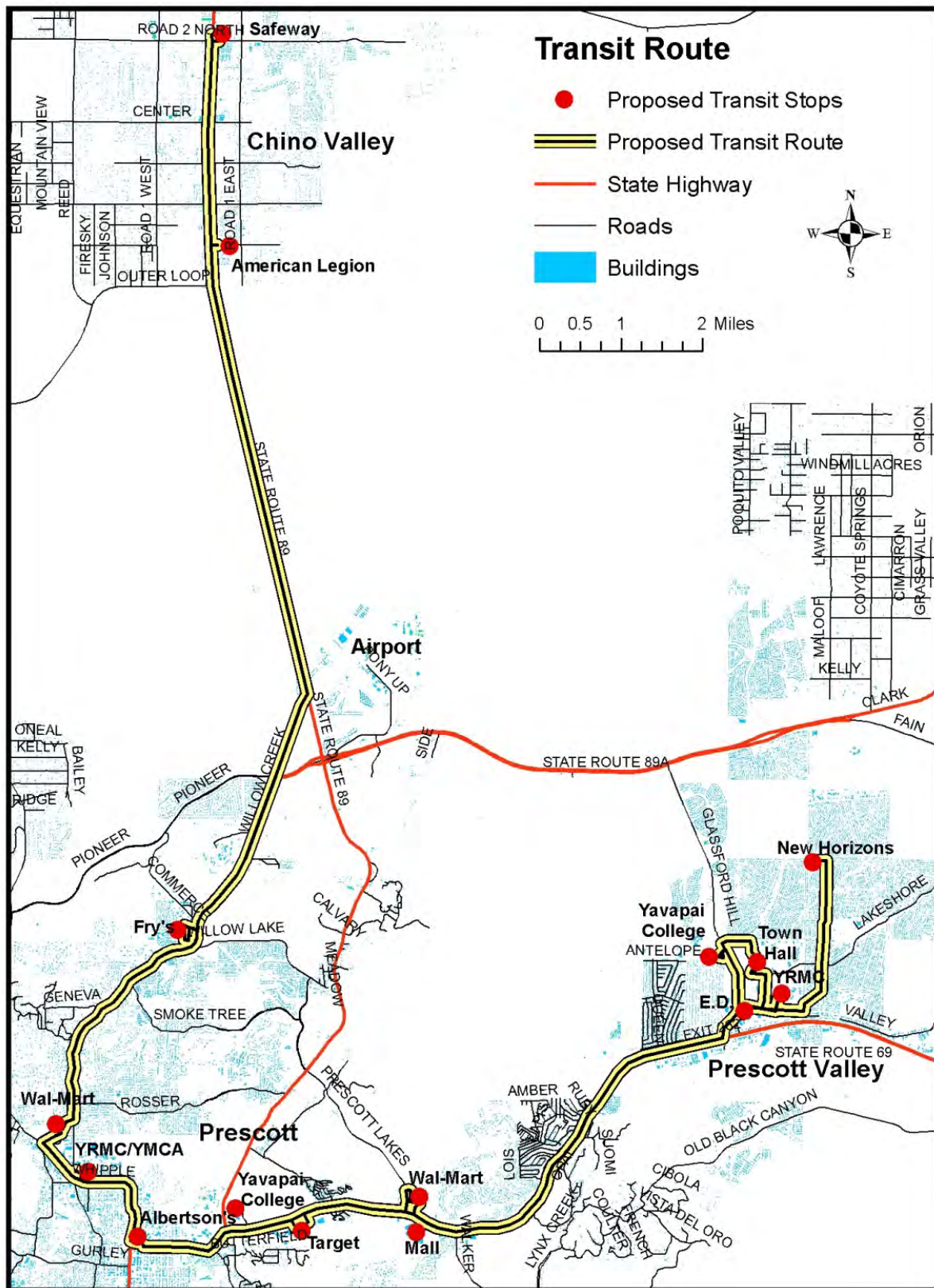
CHAPTER 4: PUBLIC TRANSIT AND HUMAN SERVICES PROGRAMS

There is a substantial network of transportation services operated by both for-profit and not-for-profit enterprises in the CYMPO region. These include human and social service agencies operating transportation services for their clients and, in some cases, the general public, as well as private companies offering service to the general public. This chapter provides an overview of existing transportation service providers available in the Central Yavapai region. The providers are organized as public sector, private sector, and human service providers. It is important to note that many human service programs rely on private sector providers – both for profit and non-profit entities – to provide program transportation services. As a result, many private sector firms are active human service program providers.

GENERAL PUBLIC SECTOR TRANSIT

There is no region-wide, general public transit system in the Central Yavapai area. However, Chino Valley Transit has been operating Section 5311 rural service since 2010 in Chino Valley and between Chino Valley and Prescott. This program currently serves the Town of Chino Valley on Monday and Wednesday and runs two trips per day into Prescott on Tuesday and Thursday. The hours are from 8:00AM to 2:30PM, with some variation depending on demand.

The Town handed over the transit program on October 1st, 2013, to Yavapai Regional Transit (YRT), a private, non-profit agency which will operate a regional general public transit system. The new service will connect the tri-city area of Chino Valley, Prescott, and Prescott Valley illustrated in **Figure 4.1**, with 8 round trips on weekdays between these communities. Local service in Chino Valley is planned to expand to five days per week, with hourly service twelve hours each day.

Figure 4.1 Planned Yavapai Regional Transit Service

PRIVATE SECTOR - FOR PROFIT PROVIDERS

The private sector provides a wide variety of transportation services to the Central Yavapai region. These for-profit enterprises typically serve markets where premium fares are accepted by the passengers or human service programs paying for the service on behalf of riders. As public transit services are limited in the CYMPO region, there are many private sector providers.

Private sector providers do not typically have a large role in coordination of transit services, other than operating within a framework set up by the public sector. Two examples of this are; 1.) Taxi services can be a relatively inexpensive way for transit agencies to provide ADA Complementary Paratransit trips, especially for riders who do not require a wheelchair lift and 2.) Human service or public agencies can use vouchers to purchase trips from private providers for eligible clients. The latter example is similar to the voucher program that functioned in the region for many years.

For-profit transportation services include airport shuttles to Phoenix Sky Harbor Airport, an ambulance service, bus and trolley charter services, an intercommunity flex route shuttle, reserve-a-ride companies that specialize in transportation for seniors, people with disabilities and non-emergency medical transport, demand response taxi services and town car, sedan & limousines for hire.

Descriptions of the transportation providers that serve CYMPO's planning area are on the following pages. While the descriptions note whether full or discount fares are available, following is a description of the range of fares that exist.

AIRPORT SHUTTLES

There are three traditional airport shuttle companies that serve the region as listed in **Table 4.1**. Prescott Transit Authority, Shuttle U, and Van Go of Prescott airport shuttles have multiple pick-up and drop-off locations to and from the airport that riders can schedule in advance.

PRIVATE FIXED AND FLEXIBLE ROUTE SERVICES

The City of Prescott has one fixed route service, open to the general public. The Citibus route operates a one-way loop in Prescott, and a one-way ticket costs \$2.00. Citibus is owned and operated by Prescott Transit Authority; it is not publicly funded although public funds have been received for this service in the past. The Coconino/Yavapai Shuttle operates a flex route service. By advanced request, the shuttle will stop at many of the communities between Prescott and Flagstaff.

Table 4.1 Airport Shuttles

Name/City/State	Type of Service	Service Area	Eligible Users	Hours of Operation	Fares Per Trip	Vouchers Accepted	Contracts Used	Vehicles Used	Wheel Chair Accessible
Prescott Transit Authority/ Prescott, AZ	Clients meet at their offices	Prescott to Airport & points in between	<u>General Public</u>	<u>Hourly from Prescott:</u> 4 am until 8pm <u>From Sky Harbor:</u> 6:30 am to 10:30 pm. on the half hour	Full fare & discount fares	Yes	AHCCCS		Yes w/ advance notice
Prescott Airport Shuttle/ Prescott, AZ	Door to Door	Prescott-to-Sky Harbor	General Public	4AM – 10PM 7days/week 365/year	Full Fare	Yes	AHCCCS	Accessible Vans	Yes
Shuttle U/ Prescott, AZ	Clients meet at their offices	Prescott to Airport & points in between	<u>General Public</u>	<u>Hourly from Prescott:</u> 4 am until 7pm <u>From Sky Harbor:</u> 7:30am to 10:30 pm. on the half hour	Full fare & discount fares	Yes	None	14-passenger vans	Yes w/ advance notice
Van Go of Prescott/ Prescott, AZ	Door-to-door	From passenger's home to airport	<u>General Public</u>	<u>From Prescott:</u> 6 am, 10:30 am, 2:30 pm & 5:00 pm <u>From Sky Harbor:</u> 11am, 2pm, 6pm & 9pm	Full fare	Yes	None	14-passenger vans	No

Table 4.2 Private Fixed, Flexible Route, and Intercity Service

Name/ City/State	Type of Service	Service Area	Eligible Riders	Hours of Operation	Fares Per Trip	Vouchers Accepted	Contracts Used	Vehicles Used	Wheel Chair Accessible
Citibus	Bus Stops	Prescott Only	General Public	9 am to 5 pm Monday thru Friday	Full fare & discount fares	Yes	N/A	17 passenger mini buses	Yes w/ advanced notice
Coconino/ Yavapai Shuttle/ Dewey, AZ	Flex-route w/ door to door service	Inter community shuttle between Prescott & Flagstaff	General Public	Twice Daily 6 am & 2 pm Monday-Friday Once Daily Sat and Sun	Full fare	Yes	N/A	Late Model 7-8 passenger Mini vans	No
Greyhound (Agent Only)	Travels to PHX Greyhound Station	Anywhere in the US	General Public	Reservation hours 8 am to 6 pm	Full fare	No	N/A		

Greyhound does not serve the Prescott area but tickets for travel on Greyhound Buses can be purchased from Prescott Transit Authority that operates an hourly airport shuttle that stops at the Greyhound station in Phoenix.

TAXI SERVICES

There are a substantial number of for-profit transportation companies that offer taxi and shuttle services to the general public. These are listed in **Table 4.3**. CYMPO's Planning Area is home to seven taxi companies. Many of these also provide non-emergency medical transportation (NEMT), which is funded through public funds and available only to eligible AHCCCS recipients. The cost of taxis is based on a set pickup fee and per mile fee, which typically average around \$3.00 for the pickup fee and \$2.00 per mile.

There are only two transportation companies that provide Town Car/Limousines services, although some of the other for-profit firms may have this available. Their primary destination is to the Sky Harbor Airport in Phoenix but they will travel anywhere the customer would like to go. These vehicles are not wheelchair accessible. Additionally, there are two locally owned and operated bus charter companies, Executive Charter Services owned and operated by Prescott Transit Authority and Master's Touch Christian Charter Service. Executive Charter Services has both buses and trolleys.

Other Services

The CYMPO region does have one ambulance service provider, Life Line Ambulance Service, Inc., serving a 9,000 square-mile area between Williams & Wickenburg. They provide traditional medical services. In the context of transit coordination, there most likely will not be opportunities for transit coordination discussions due to the nature of an ambulance business and the source of funding.

HUMAN SERVICES PROVIDERS

Human services transportation providers in the region operate primarily for client only transportation services. The services may be a combination of fixed, flexible, or demand response service, and can be further differentiated by those serving the urban areas and those operating in rural areas with a primary destination of the urban area. **Table 4-4** lists the non-profit services primarily operating in the urban area and those operating in the rural area.

There are five demand response programs offering fares that are low to full fare. Only New Horizons Disability Empowerment Center is able to accommodate passenger on short notice. Most providers need a minimum advance notice of 24 hours or more.

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

Finally, **Table 4.5** lists client-only transportation services, consisting primarily of independent and assisted living communities and facilities for seniors, group homes for the developmentally disabled, recovery or transitional housing and home health care companies. Although currently serving clients only, they represent a potential resource and partnership possibility for mobility management initiatives.

Volunteer Driver Programs

Several organizations use volunteer drivers, with some relying entirely upon volunteer drivers to operate their programs. The arrangements vary, with some paying a small stipend or mileage reimbursement to drivers.

People Who Care, operating in Prescott and Chino Valley, offers a combination of transportation and in-home assistance. The Senior Companion Program, operated out of NAU, uses senior volunteers to assist other seniors by providing transportation to various appointments.

The Chino Valley Transit service has relied largely on volunteers for driving as well as program management. Most of these have committed to continue their volunteer commitment as they transition to Yavapai Regional Transit.

Volunteers make up an important part of the transportation network in the CYMPO region, filling a critical gap in services. The vast geographical coverage area and escalating cost of fuel and insurance make it difficult for organizations to find and retain the number of volunteers needed to fill the need for transportation services.

Table 4.3 Other Private Providers

Name/ City/State	Type of Service	Service Area	Eligible Users	Hours of Operation	Fares Per Trip	Vouchers Accepted	Contracts Used	Vehicles Used	Wheel Chair Accessible
Statewide Express/ Flagstaff, AZ	Door Thru Door	Arizona State & out-of-state w/ advanced notice	Infants, Seniors, Disabled & General Public	24/7 365 days a year	Full Fare	No	-	One Prescott assigned vehicle is a minivan w/ lift	Yes
AAA Taxi/ Prescott, AZ	Door thru Door	Prescott, Prescott Valley and Chino Valley(60 miles radius)	General Public	24/7 365 days a year	Full Fare	No	N/A	6 passenger minivans	No
All City Kokopelli Transportation /Prescott Valley, AZ	Door thru Door	Yavapai County, will provide statewide	General Public	24/7 365 days a year	Full Fare	Yes	-	15 taxi cabs, 1 accessible van, 1 transit bus, 1 limousine	Yes
Copper State Transportation / Chino Valley, AZ	Door thru Door	Prescott, Prescott Valley & Chino Valley	Seniors, Disabled & General Public	24/7 365 days a year	Full Fare	N/A	N/A	One GMC conversion van w/lift	Yes
Dial a Ride/ Prescott, AZ	Door thru Door	Quad-city & statewide	General Public	24/7 365 days a year	Full Fare	Yes	AHCCCS	Sedans & minivans w/ ramps	Yes
Express Ride/ Chino Valley, AZ	Door to Door	Tri-city & statewide w/ advanced notice	General Public	24/7 365 days a year	Full Fare	No	N/A	Two Crown Victoria sedans	No

Name/ City/State	Type of Service	Service Area	Eligible Users	Hours of Operation	Fares Per Trip	Vouchers Accepted	Contracts Used	Vehicles Used	Wheel Chair Accessible
Hurry Cab/ Prescott Valley, AZ	Door thru Door	Prescott	General Public	24/7 365 days a year	Full Fare	Yes	AHCCCS	Sedans & Minivans	No
Tri City Cab/ Prescott Valley, AZ	Door thru Door	Prescott	General Public	24/7 365 days a year	Full Fare	Yes	AHCCCS	Sedans & Minivans with one wheelchair accessible van	Yes
Prescott Checker Cab/ Prescott, AZ	Door thru Door	Prescott, PV, Dewey- Humboldt, Mayer, CV, Paulden	General Public	24/7 365 days	Full Fare	Yes	N/A	-	-
Executive Transporta- tion Service/ Prescott, AZ	Door thru Door	Quad-city area, statewide & out-of-state	General Public	24/7 365 days a year	Full Fare	N/A	N/A	Sedans & Limousines	No
Willis Sedan Service/ Prescott, AZ	Door thru Door	Anywhere but primarily business is to Sky Harbor	General Public	24/7 365 days a year	Full Fare	N/A	N/A	Lincoln Sedans & 1 Lincoln SUV	No
Executive Charter Services/ Prescott, AZ	Per Contract	All of Arizona & Interstate	General Public	24/7 365 days a year	Full fare	No	N/A	48-56 passenger buses and trolleys	No
Master's Touch Christian Charter Services/ Prescott, AZ	Per Contract	Contiguous United States plus Alaska and Canada	General Public	Office Hours 9:00 am to 5:00 pm	Full Fare	No	N/A	25-57 passenger buses	-
Tender Hearts Transporta- tion Services/ Prescott, AZ	Door thru Door	Arizona State & out-of-state w/ advanced notice	Seniors, Disabled non-emergency medical patients	24/7 365 days a year	Full Fare	Yes	None	Three kneeling minivans w/ramps & one stretcher van	Yes & stretcher transport

Table 4.4 Non-profit Providers Serving Urban and Rural-to-Urban Trips

Name/ City/State	Type of Service	Service Area	Eligible Users	Hours of Operation	Fares Per Trip	Vouchers Accepted	Contracts Used	Trip Purpose Restrictions	Vehicles Used	Wheel Chair Access
Non-Profit Urban										
Four County Conference on Developmental Disabilities/ Prescott, AZ	Door Thru Door	Prescott, Prescott Valley & Chino Valley	Elderly & Disabled	8:00 am to 5:00 pm Monday thru Friday	Fee	Yes	None	None	2 7 passenger minivan, one of which has a WC lift	Yes
New Horizons Disability Empowerment Center/ Prescott Valley, AZ	Door Thru Door	W. Yavapai County & points beyond w/ advanced notice	Low Income, Seniors 55+, disabled & general Public	7 am to 5 pm Monday thru Friday (After hours rides available with advanced notice)	Sliding Fee	Yes	ACCCHS	None but subject to contract requirements	Fourteen 4-9 passenger vans, 5 of which are lift equipped	Yes
Angels on Duty/ Prescott Valley, AZ	Door to Door	Arizona State	General Public, Seniors & Disabled	8 am to 5 pm Mon- Thurs 8:30am to 4:30pm Friday (After hours rides available with advanced notice)	Full Fare	Yes	ACCCHS	None	Two Minivans w/ ramp, One minivan w/ lift, One stretcher van	Yes & stretcher transport
Non-Profit Rural										
Black Canyon City, Meals on Wheels/ Black Canyon City, AZ	Door to Door	Black Canyon City & Anthem, Phoenix, Prescott & Prescott Vly	60+ Seniors	Any time as pre- arranged	\$5(rt) to Anthem \$20 (rt) to Prescott or PV	N/A	None	No Restrictions but mostly for essential services	1 9 passenger minivan w/ lift	Yes
Mayer Area Meals on Wheels/ Mayer, AZ	Door thru Door	Mayer, Cordes Lakes, Spring Valley, Poland Junction, Dewey- Humboldt	People w/ disabilities & Seniors within their geographic scope	Any time as pre- arranged	Donation of \$20 or whatever the ride can afford	N/A	None	Medical, shopping & essential services	1 9 passenger minivan w/ wheelchair lift	Yes
Yarnell Activities Center/ People's Valley, AZ	Door to Door	From Wickenburg & Phoenix to Prescott & Prescott Valley	Seniors in Yarnell, Wilhoit, North Ranch, Peoples Vly., Kirkland & Congress	Any time as pre- arranged	Prescott (rt) & Wickenburg (rt) \$40 divided by the # of riders	N/A	None	Medical appts. group shopping & day trips	1 9 passenger van	No

Table 4.5 Client Only Transportation

Name	Address	City, State	Zip Code	Type of Business
Adult Care Services	844 Sunset Avenue	Prescott	86305	Assisted Living & Adult Day Care
Aires	9350 E. Valley Rd. Suite F	Prescott Valley,	86314	Assisted Living for Developmentally Disabled
Alpha Group Administrators, Inc.	4651 N. Sauter Drive East	Prescott Valley	86314	Assisted Living for Developmentally Disabled
Arizona Pioneer's Home	300 S. McCormick Street	Prescott	86303	Independent & Assisted Living for Seniors
Creative Networks	5214 N. Squaw Drive	Prescott Valley	86314	Assisted Living for Developmentally Disabled
Granite Gate Senior Living Community	3850 N. Highway 89	Prescott	86301	Assisted Living Community for Seniors
Heights at Prescott Assisted Living, The	860 Dougherty Street	Prescott	86305	Assisted Living
Helping Hands In Home Care	1040 Whipple Street, Suite 312	Prescott	86305	Home Health Care for Seniors and Developmentally Disabled
Hozhoni Foundation	1060 Sandretto Dr.	Prescott	86305	Assisted Living for Developmentally Disabled
Intermountain Centers for Human Development	994 S. Harrison Rd.	Tucson	85748	Assisted Living for Developmentally Disabled
Las Fuentes Resort Village	1035 Scott Drive	Prescott	86301	Independent & Assisted Living for Seniors
NAZCARE	599 White Spar Road	Prescott	86303	Recovery Service, Supportive Housing, Transportation
Nepsky Consulting & Residential Services	924 Whetstine Ave	Prescott	86305	Assisted Living for Developmentally Disabled
Northern AZ Council of Governments	221 N. Marina St., #201	Prescott	86302	Economic Workforce Development
People Who Care Chino Valley	1969 N. Hwy 89	Chino Valley	86323	In Home Assistance & Transportation
People Who Care Prescott	505 W. Gurley Street	Prescott	86303	In Home Assistance & Transportation
Peridot Assisted Living Community	211 E. Bradshaw	Prescott	86303	Independent & Assisted Living for Seniors
Samaritan Communities	1030 Scott Drive	Prescott	86301	Independent & Assisted Living for Seniors
SequelCare	537 N 6th St, Ste. C	Prescott	86301	Transitional Living
Senior Companion Program	P.O. Box 10935	Prescott	85304	Home Health & Transportation Provider
U.S. Veterans Initiative	500 N. Hwy #89	Prescott	86313	Recovery Housing for Veterans Only
Veterans Transportation Network	500 N. Hwy #89	Prescott	86313	Statewide Transportation for Veterans to VA Hospitals
West Yavapai Guidance Clinic	505 S. Cortez	Prescott	86303	Behavioral Health Provider
Yavapai-Prescott Indian Tribe	530 E. Merritt Street	Prescott	86301	Shuttles Service for Casinos

VEHICLE USE AND AVAILABILITY

To assess the capital replacement needs of the CYMPO planning area, a vehicle inventory was requested from each transit provider and human service agency in the CYMPO planning area. The survey focused on three areas: vehicle fleet and location of vehicles; replacement needs; and, the hours of operations. This information is used in analyzing current conditions and will be used for future coordinated transit discussions.

Appendix A contains detailed tables of fleet information by provider. **Table 4-6** provides information on fleet age and mileage for the nine respondents providing primarily human service transportation. Two vehicles are identified for Prescott Transit Authority's Citibus service, with one in service at a time.

The average age of the respondent's fleet is between 5 and nearly 9 years. The average accumulated mileage is between about 60,000 and 118,000 miles per vehicle. Most of the vehicles operated by these providers are either body-on-chassis vehicles or minivans (such as a Toyota Sienna). Typically the useful life of body-on-chassis vehicles is 5 years or 125,000 miles, so these are older vehicles with relatively low mileage. An average of between 6,000 to 22,000 miles have been accumulated each year.

Table 4.6 Vehicles by Age and Mileage

Provider/ Agency	Total Vehicles	Average Age	Average Cumulative Miles	Average Miles / Year
Adult Care Services	10	5.4	57,700	10,700
Chino Valley Transit	2	6	37,100	6,200
Hozhoni Foundation	11	6	58,900	9,800
NAZCARE, INC.	18	10.2	140,093	14,600
New Horizons	12	6.5	96,300	14,800
PTA Citibus Service	2	6.0	n/a	n/a
Tender Hearts	12	5.3	117,100	22,100
West Yavapai Guidance Clinic	21	8.8	81,200	9,200

To better understand how the vehicles are used and if there are any options for sharing vehicles, it is useful to look at hours of operation. **Table 4-7** lists the hours in which each demand response provider typically uses their vehicles. Citibus vehicles are not included as this is a fixed route service.

Table 4.7 Vehicle Use by Time of Day

Provider	Morning						Afternoon								No. Peak	No. Peak	
	6	7	8	9	10	11	12	1	2	3	4	5	6	7			8
Adult Care Services																10	1
Chino Valley Transit																2	---
Hozhoni Foundation																8	2-4
NAZCARE, Inc.																11	---
New Horizons																10	1-6
Tender Hearts (a)																8	---
W. Yavapai Guidance Clinic																15	2-4

Notes:

Peak vehicles

Off-peak vehicles

(a) Tender Hearts has 8 vehicles in CYMPO region and another 5 outside the region (Flagstaff, Cottonwood)

All providers report using their vehicles between 8 AM and 9 AM, and many are in use during common hours in the afternoon. With the transition of Chino Valley Transit vehicles to Yavapai Regional Transit, these vehicles will be used for a longer span of hours. Areas to investigate to minimize the capital and insurance expenditures for vehicles include:

- Are there any opportunities for one provider to carry other providers' clients rather than sending two vehicles to the same area?
- Would shifting of program hours allow entities to reduce vehicle fleets, either within a program or between programs?
- Could back-up vehicles be shared?
- Could wheelchair accessible vehicles be shared?

Only a partial number of the vehicles operated by regional private non-profit agencies are listed here; it is likely that more opportunities would be found if all programs were represented and were active participants in the Local Coordination Council.

Overall, there are many vehicles that appear to be under-utilized according to ADOT's latest standards, based on their yearly mileage. There are other providers that have vehicles with mileage well beyond the limits proposed by best practices. Agencies should investigate possibilities to trade vehicles between agencies. This process may require more research into common driver training standards, vehicle insurance issues, maintenance and management of vehicles between agencies. There may be opportunities to use the Local Coordinating Council to facilitate these discussions.

Table 4-8 is a summary of the requested information on vehicle fleet replacement needs.

Table 4.8 Vehicle Replacement Needs

Provider/ Agency	Total Vehicles	No. of Accessible Vehicles	Replaced in 2014	Replaced in Next 5 Years	Replaced in 6+ Years
Adult Care Services	10	9	0	3	6
Chino Valley Transit	2	2	0	2	0
Hozhoni Foundation	11	5	0	2	1
NAZCARE, Inc.	18	0	7	11	0
New Horizons	12	7	1	11	2
Prescott Transit Authority	41	9	9	28	0
Tender Hearts	12	--	--	--	--
West Yavapai	21	2	3	5	10

-- Information not available for inclusion in this plan document

Projected capital purchases for the CYMPO area include the replacement of twenty vehicles in 2014, seventy-one replacements from 2015 - 2019, and the remaining nineteen from 2020 and beyond. Note that Prescott Transit Authority is a private provider so the majority of their vehicle replacements will be funded privately.

SUMMARY

The CYMPO service area contains a number of public, private, and non-profit transportation providers. However, in general public and non-profit services operate at minimal levels, while private services are relatively expensive when considering distances traveled. Overall, the lack of or limited nature of existing services have created a situation in which traveling between and among common destinations is difficult. The planned development of Yavapai Regional Transit is a big step in addressing this issue, and in enabling the region to access some of the available funds.

CHAPTER 5: NEEDS, ISSUES AND RESOURCES

This chapter describes needs, available resources, and overriding issues, with a description of how funding could be allocated to meet the identified needs. The chapter concludes with goals and objectives for the region that are based, in part, on the availability of funding.

NEEDS AND ISSUES

A variety of needs and issues have been identified in the region vary and there are not enough financial resources available to meet all of them. Key needs that have been identified through this study are described in this section. The availability of financing is common to all needs and is discussed in the next section.

- **Publicly Funded Transit Services**

In most urban areas, a public transit system meets many of the mobility needs of people who are transportation disadvantaged. The transportation disadvantaged population is defined as people without driving access to a personal vehicle whether this is due to age, disability, income level or any other cause. The CYMPO region has a high percentage of transportation disadvantaged residents for several reasons including it being viewed as an attractive retirement area as well as the large number of drug and alcohol treatment facilities located in the region. There are also a number of group homes for the mentally disabled throughout the Quad-City Area and people who receive care at the VA Medical Center often remain in the region after they complete their treatment or stay for ongoing treatment.

A regional public transit system remains a need in the CYMPO area. Yavapai Regional Transit (YRT) will provide a start to a regional public transit network once it becomes operational in October of 2013, expanding service geographically and in the hours and days service is available from that presently operated by Chino Valley Transit. The YRT service will have a basic service plan with minimal capacity to begin with in order to meet the overwhelming need for mobility in the CYMPO region.

- **Support for Providing Public Funding for Transit**

Developing the political and financial support to fund public transit within and between communities is an on-going challenge. Lack of a dedicated and sustainable funding source for local match has continued to be an important issue. Providing a stable base to enable non-profit agencies to leverage program transportation resources and private donations is important to meeting critical mobility needs in the region. In a time of economic downturn, the local match issue looms even larger. Without the ability to

generate local match for federal grants, the region is unable to take advantage of the \$1,000,000 in annual Federal Transit Administration funding allocated to the region.

- **Improved Information Availability**

There is a major need for a one-stop information and referral program so that clients and potential clients can access the service which best meets their needs. This program would benefit from maximum agency participation, and lead to better coordination on information sharing. A logical expansion of this approach is a one-stop dispatch and scheduling center and there needs to be one agency that takes the lead in this effort. However, a great deal of collaboration needs to be done before this can be implemented since most agencies view their clients' transportation needs as unique.

- **Coordination of Long-distance Human Service Trips**

Another need is for better coordination on long distance trips. Some human service providers cover all of Yavapai County, which is more than 8,000 square miles, or approximately the size of the State of New Jersey. Long distance trips are very expensive, and because of that there is reluctance on the part of the agencies to provide that service. However, if the three or four agencies that are involved in these trips could work together on ridesharing, the need could be more effectively and efficiently met.

- **Mobility Management Staffing**

CYMPO staff currently provides coordination for mobility management activities. However, moving into the future CYMPO and NACOG have initiated discussions to partner and potentially share a mobility manager position. Given the large number of human service providers, as well as the advent of the Yavapai Regional Transit system, coordination efforts internal to CYMPO and with other parts of the NACOG region are critical. Many of the regional providers operate across the entire NACOG region and are not limited to just the boundaries of CYMPO. As a result, the needs of the providers in achieving coordination goals can be better accomplished with utilizing a comprehensive planning approach through this partnership.

- **Employment Transportation**

The City of Prescott is the predominant work destination for residents of all four of the communities located in the CYMPO planning area, although there is a high level of employment travel between many of the communities in the region. A surprisingly high number of people also work in the Phoenix metropolitan area. Public transit is one solution to the need for employment transportation. Other ways to address this issue are rideshare and vanpool programs or voucher programs.

- **Changing Populations and Activity Centers**

The population and activity centers for the Quad City have changed over the past 10 years. Medical offices once centrally located around the Yavapai Regional Medical Center in Prescott have expanded into new geographic areas like the Crossings. Many

Prescott doctors and medical companies have opened additional offices in Prescott Valley and are requesting that Prescott clients travel to their offices in Prescott Valley where more appointment times are available. Some of the County offices once located in the heart of Prescott are now located in the northern part of the City.

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

- **Availability of Volunteer Drivers**

Several nonprofit transportation providers use volunteer drivers. People Who Care and the NAU Senior Companion program are examples of providers who use volunteer drivers. These agencies face similar challenges in recruiting, training and retaining sufficient volunteers to maintain the transportation service.

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

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

- **Affordable After-Hours Specialized Transportation**

Most specialized transportation providers operate affordable service primarily Monday through Friday from 8:00 AM to 5:00 PM. These providers are often not in a position to pay driver overtime or institute a second shift. The result is that they tend to rely on volunteer driver programs, which have more flexibility in terms of scheduling, for after-hours service. The other alternative is the for-profit sector, which has recently recognized the need for after-hours service. This service, however, is more expensive and may require advance notice. There continues to be a significant need for affordable after-hours service in the CYMPO region.

- **Vehicle Use**

Many agencies are not putting enough miles on vehicles to make them eligible for replacement under ADOT's new funding standards. Instead of replacement at 5 years, agencies are being asked to meet minimum mileage requirements

- **Funding Mechanisms for Human Service Transportation**

For most human service programs, funding is bundled with program services. At the Federal level, these programs have each operated within their own silos, each with a separate regulatory structure and with unique service and reporting requirements. While the Federal Coordinated Council on Mobility and Access is working to support coordination and break down barriers between programs, this is a slow process. Each

state has integrated individual programs into the State's delivery of human services. In Arizona, transportation services are the responsibility of individual providers. For example, each AHCCCS medical plan is responsible to provide transportation for eligible clients. This results in duplicative networks in a single region. When brokers change, the rules for transportation providers serving AHCCCS clients may change too. These funding mechanisms are not under the control of regional and local entities but have significant impacts on the ability of these providers to operate reliable and low-cost transportation.

- **Quality of Service / Driver Training Standards**

A challenge to coordination is the differences in training requirements and other quality of service standards. There are significant differences in training for dedicated drivers and staff that drive as an ancillary duty. The training now provided in the region by a volunteer trainer is an important first step in addressing this issue, but it will remain a challenge to address over time and a limiting factor in coordination options. Similarly, other quality of service standards (such as services that shut down in late afternoon versus those that provide late services for medical appointments that run late and need to get home after their appointment) are important coordination considerations.

- **Coordination with Northern Arizona Council of Governments**

Planning boundaries and mobility boundaries are often very different. This is especially true in rural areas where services may be concentrated in the larger communities. The outlying rural areas rely on the more populated area to provide the needed services.

It is therefore important for CYMPO to work closely with the Northern Arizona Council of Governments whose territory completely surrounds that of CYMPO. There is a need across both regions for more cost effective transportation service, using existing resources as much as possible. This means that the focus for both CYMPO and NACOG in their mobility programs is to bring the numerous partners to the table to coordinate transportation efforts.

This work is facilitated by the ongoing collaboration of staff at the two organizations which has resulted in some sharing of resources. Specifically, a transit trainer from the CYMPO area has worked with staff from several organizations in the NACOG region. There has also been an effort by CYMPO agencies to provide additional wheelchair transport in the outlying areas of the county. This type of partnership provides some services that may be lacking and it can save the recipient agencies some expenses they would otherwise have to incur.

A next step in this collaboration is the development of a conceptual, interregional plan that lays out the goals, the strategies, and the timeframe for an enhanced coordination process. This will take several years to put into place, as both regions continue to be engaged in laying the foundation for coordinated mobility efforts within their respective areas.

FUNDING

This section looks at the broad funding issues that impact coordination and transit efforts in the Central Yavapai region, providing an historical perspective. As the region works to coordinate transportation services, it will be important to identify how to address funding so the result is more effective uses of transportation resources.

FEDERAL

Federal funding for transit comes primarily through the Federal Transit Administration, though a number of programs and initiatives are funded through complementary sources.

Federal Transit Administration

Federal Transit Administration (FTA) dollars have supported transit systems in Arizona for many years, flowing directly to urban programs and administered through ADOT for rural transit systems. The matching funds for these programs largely came from local governments, or in a few cases, were provided by the local contractors who were operating those programs at the local level.

When the combined Prescott and Prescott Valley area became an urbanized area and the MPO was established in 2003, the State received an allocation of FTA funding which was directed to the MPO. This funding could be used for capital and operating expenses, with a 20% match for capital expenses and a 50% match for operating expenses. Funding requirements also include direct responsibility for complying with a variety of Federal regulations. Today, annual allocations are about \$1,000,000 in 5307 funds for general public transportation.

The region examined the potential of using these funds to operate transit services but the political environment did not support the use of local taxes to provide the matching dollars that would be required to access this funding. While this funding remains as a resource, it is presently routinely transferred to ADOT to use elsewhere within the State.

Older Americans Act

The Federal Older Americans Act addresses the needs of people aged 60 years or older. These Older American Act funds are distributed by Area Agencies on Aging (AAA). The program supports the operation of senior centers and a wide range of services from nutrition (meal sites and home-delivered meals) to legal ombudsman activities. As advocates for older persons, the AAAs have a keen interest in ensuring that older people have access to a range of transportation services responsive to individual needs.

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

AHCCCS/Medicaid

In 1982, Arizona became the last state in the nation to join the federal Medicaid program. The new Medicaid program, called Arizona Health Care Cost Containment System (AHCCCS), was phased in over the next ten years. Coverage for acute care services came first, followed by long term care services in 1988 (ALTCS), and the last piece, behavioral health services, was added in the early 1990s.

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

Program administrators and health plans are not only financially responsible for medically necessary transportation but also must pay those costs from their established per patient fee, also referred to as capitated funding. They manage those transportation costs through a variety of service arrangements, using a system that provides the maximum choice for eligible consumers and competition among providers.

Arizona Long-term Care Services (ALTCS) has a variety of providers for long-term care services. The disadvantage of the system is that it does not encourage the coordination of transportation services among the various providers. A variety of agencies and private sector transportation providers in the CYMPO region provide transportation to persons receiving long-term care, either through programs providing services to individuals in nursing homes, assisted living, adult day care, and a wide range of programs serving persons with developmental disabilities or simply providing transportation to these entities for their clients.

This myriad of different agencies, administrative arrangements, and service providers can be confusing and does not support the coordinated delivery of specialized transportation services.

STATE

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

Most jurisdictions used that money to provide matching funds for Federal Transit Administration grants. In the Central Yavapai Region, the jurisdictions that received those monies initially put them into a public transportation voucher program that was administered by Northern Arizona Council of Governments. The transportation services have been provided by a network of participating providers (both private nonprofit and private for profit) who agreed to accept the voucher as partial payment along with a \$2.00 co-pay for the passenger trip. The municipalities continued to invest their LTAF II funds in the voucher program for the last ten years.

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

In 2010 the State Legislature permanently repealed the LTAF II program, making Arizona one of only six states in the nation that has no dedicated funding for transit services from the state level. As a result, many local public transportation programs have cut services, and in Central Yavapai, the LTAF funding ended as of June 30, 2011. No new funding source has been identified to replace this important State funding source.

The lack of State funding for public transit has resulted in inadequate transportation services for a number of seniors, people with disabilities, and low-income populations.

LOCAL MATCH – AN ONGOING CHALLENGE

Almost every Federal program requires that the sponsoring agency provide a portion of the costs of the project. This is what is known as local match, and the required percentages vary by program. Some programs permit the local match to be provided on an in-kind basis, allowing salaries and other eligible local expenses to be substituted for cash. However, there is usually a limit on how much of the local match can be in-kind. The maximum is often 50% and cash match is required for the balance.

The State LTAF II funds were widely used to match Federal Transit Administration funds in the CYMPO region and across the State. Local governments were required to match the LTAF dollars at a 25% rate, but this was manageable. Four local jurisdictions used LTAF II to match the voucher programs and Chino Valley also used LTAF to support Chino Valley Transit.

Since State LTAF funding was eliminated as of July 1, 2011, three of the four local governments have discontinued their support for the voucher programs with the elimination of State LTAF funds. The exception has been the Town of Prescott Valley where \$50,000 was allocated in FY 2013 to be used as match for the Federal Transit Administration Job Access funding received by NACOG. While the Job Access and Reverse Commute program no longer exists, the Town of Prescott Valley allocated the same funding for vouchers for Town residents in 2014.

The Town of Chino Valley has opted to spin off Chino Valley Transit to the non-profit Yavapai Regional Transit (YRT). YRT will use a combination of Federal rural transit funds, volunteer drivers, human service program funding, and private contributions to provide transit services in Chino Valley and regional services between Chino Valley, Prescott, and Prescott Valley.

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

FUNDING SUMMARY

The combination of Federal, State, and local funding that is available to the CYMPO region is characterized by shrinking or static funding levels with increasing demand, and an uneven flow of funds that makes it difficult to predict the timing of funding. These factors combine to create a financial situation that is not conducive to supporting coordinated planning initiatives and programs.

CHAPTER 6: TRANSPORTATION GOALS, STRATEGIES AND PROJECTS

APPROACH

This chapter identifies goal areas and potential strategies for how the region can address the transportation needs through mobility management and coordination activities. The Central Yavapai Local Coordinating Council members have developed a final list of strategies, prioritizing them as high, medium, or low and identifying implementation projects for each strategy.

The region has made progress, with successes that include expanded training, development of Yavapai Regional Transit (YRT) and award of a grant for YRT initial services, and participation among a diverse group of for-profit and non-profit agencies in coordination efforts.

GOAL AREAS AND STRATEGIES

Based on the evaluation of needs and funding, the following goals are suggested for the consideration of the coordinating council. For each goal area, various strategies are suggested. These may be modified as needed by the participating agencies, with additions or deletions as the group sees fit. The final list of goals and strategies will then be prioritized.

Goal Area A: Support a regional approach to transportation coordination and mobility by Increasing travel options

People who live within the CYMPO area have travel needs that go beyond their local community. This goal recognized the need for more coordination on a broader level and how this could improve the movement of people between communities. The objective of this goal is to work with regional partners to improve mobility within the tri-city region, focusing on community-wide travel and connectivity.

Potential strategies:

Regional Public Transit. The top priority continues to be the development of regional public transit service between the Tri-city area of Prescott, Prescott Valley, and Chino Valley. YRT will have to rely on private funding for the foreseeable future since local governments have not provided financial support for a public transit system. This could change as new elected officials take office, but in the meantime, monetary support will have to be sought elsewhere.

Once YRT initiates enough service in the urbanized area, it can tap into the Federal Transit Administration Section 5307 funds that come to the State because of CYMPO's Federal designation as an MPO. YRT will also need to explore foundation and grant funding, and consider establishing contractual relationships with human service agencies.

Generation of Local Match. There are several alternatives to local government cash that can be used as local match. These may be the use of in-kind credits, contributions from the private sector, which may include requiring the contractor(s) to provide the match, and other measures.

- There needs to be strong emphasis on educating policymakers about these match alternatives.
- There should also be an exploration of the various options for dedicated transit funding that are currently available under Arizona statutes and programs. Since these statutes/programs may change on a yearly basis, it is important to monitor them and understand how they may possibly benefit transit in the CYMPO area.
- Lastly, the development of an Intergovernmental Agreement (IGA) or Memorandum of Understanding (MOU) by the participating partners should be considered in order to clarify the arrangements with respect to each member's administrative and financial responsibilities.

Voucher and/or Rideshare Program. There remains a need for expanded private voucher programs. Human service agencies and employers would see significant benefits from providing a modest pool of funds to allow clients and employees to obtain transportation to work, and there may be some private providers who would make this service available on a shared ride basis. A formal rideshare program is another way to support transportation to work for employees.

Goal Area B: Increase the availability of information on transportation services.Potential strategies:

One Stop Information and Referral Service. This type of program is best offered by a single agency, and while it is best to have a staff person to provide the service, it can initially be handled as a web based system. A fair amount of information is already

available on transportation services in the region, and it needs to be consolidated and made into a web page. With the cooperation of local governments, this page could be posted on their web sites, and then picked up by other organizations such as United Way, Yavapai County Community Foundation, etc.

Education and Awareness. Emphasis on continued education and awareness for the general public and elected officials is a key activity both for specialized providers and the new YRT service. This includes communicating to the public information on how services are provided and concise information on the benefits of regional public transit, what services are available, and how to use those services.

Goal Area C: Increase coordination and efficiency.

Potential strategies:

Increase participation in coordination activities. A subgroup of the Central Yavapai Local Coordination Council has been working on coordinated transportation issues over the last three years. The group realizes that in order to be more effective, there is a need for more partners to be involved in the planning and service delivery levels. The objective of this strategy is to generate more interest in transportation issues and more partnering with the Central Yavapai Local Coordinating Council.

Long Distance Trips. Long distance trips may be best addressed through the use of vouchers, and in fact, all types of trips can be effectively addressed through this medium. The availability of vouchers allows people with limited income to travel when they want and where they want. Currently, the primary service available to the public for long distance trips is that provided by private taxi companies and their fares are often not affordable for many residents.

What has been suggested is a brokered voucher system in which a common rate is established with those vendors wishing to participate. This approach will allow the limited voucher dollars to go further and encourage the taxi companies to participate in the coordinated transportation effort in the CYMPO region. Currently there is only one taxi company that has chosen to participate in the Local Coordinating Council, and their representative is not able to attend every meeting.

Regional Mobility Management– CYMPO has FTA Section 5303 funds to utilize for mobility management activities and there is the potential to share this activity with another organization such as NACOG or FMPO. The local match required can be met through the use of in-kind services from people attending the monthly Coordinating Council meetings and through the training provided by Ron Romley and others. Mobility Management activities coordinated by CYMPO staff and through the potential NACOG and CYMPO partnership would be conducted with the Coordinating Council to hopefully engage additional providers in the coordination effort and to facilitate the sharing of assets including vehicles, drivers, maintenance, etc. Collaboration with neighboring

regions to further stretch the regional providers' limited resources is important to meeting the mobility needs of the public.

Joint Training. The Coordinating Council has served as a forum in the past for training for CPR and First Aid, Article 9, PASS and Defensive Driving. There is still a need to continue this role and broaden training efforts to areas such as employee drug awareness,. Also, there also may be opportunities to broaden training to include other service providers and strengthen the marketing for training sessions.

Vehicle Utilization. The information submitted by providers showed room for improving the utilization of vehicles. This strategy covers investigating possibilities to reduce the total fleet requirements and increase the number of passengers carried on each (based in more hours of service or more passengers on board). This process may require more research into vehicle insurance issues, maintenance and management of vehicles between agencies. The Local Coordinating Council could facilitate these discussions.

Scheduling Systems and Database. Scheduling software is needed to improve efficiencies at New Horizons Disability Empowerment Center. Develop back-office procedures, as well as protocols for client databases that use common nomenclature. Obtain software and put protocols in place to improve operational efficiencies.

PRIORITIZED STRATEGIES AND PROJECTS

The above list of goal areas and strategies was the starting point for the Central Yavapai Local Coordinating Council to refine its choices and prioritize the final list of strategies accompanied by implementation projects.

The Council's decisions are as follows:

High Priority

Regional Public Transit system

Implementation – Promote and patronize Yavapai Regional Transit

Community-wide public awareness campaign

Implementation – Develop common message, talk to service clubs and other community groups, generate stories for media and newsletter, craft public service announcements, and create personal narratives

One Stop Information and Referral Service

Implementation – Develop online resources in partnership with other agencies

Joint Training

Develop minimum floor of qualifications and standards

Dispatch and Scheduling Software

Education about web based pilot program, transferable to other agencies

Generation of local government match

Talk with local elected officials and staff. Participate in public comment periods

Medium Priority

Long distance trips

Initiate coordination among appropriate agencies

One stop information and referral service

Provide support for part-time staff person

Regional Mobility Management

Develop incentives for better participation in Local Coordinating Council

Dispatch and scheduling software

Expand use of web capability to other agencies

Low Priority

Voucher program

Develop regional voucher program for seniors, low income, and people with disabilities

Carpooling/Vanpooling

Work with CYMPO staff on regional Park and Ride study

Vehicle utilization

Shared pool for back up vehicles

PROJECTS

Summary of ADOT Coordinated Mobility Grant Program for CYMPO							
SECTION 5310 - Capital							
		Applicant Request			Suggested COG/MPO Award		
AGENCY	DESCRIPTION	TOTAL AMOUNT	FEDERAL SHARE	LOCAL SHARE	Federal Share	Local Share	Total Grant Award
New Horizons Disability Empowerment Center	Replace 2005 Dodge Mini Van with 218,000 miles.	63,000	50,400	12,600			
Adult Care Services	Replace 2006 van that was totaled	63,000	50,400	12,600			
Adult Care Services	Replace 2003 Ford Cutaway with 85,000 miles	63,000	50,400	12,600			
West Yavapai Guidance Clinic	Replace high mileage vehicle	28,000	22,400	5,600			
Intermountain Centers for Human Development	Replace 2008 Chevy Uplander with 95,000 miles	40,000	32,000	8,000			

		<i>Applicant Request</i>			<i>Suggested COG/MPO Award</i>		
AGENCY	DESCRIPTION	TOTAL AMOUNT	FEDERAL SHARE	LOCAL SHARE	TOTAL AMOUNT	FEDERAL SHARE	LOCAL SHARE
Section 5310- Operating							
Intermountain Centers for Human Development	Provide operating support for transportation services in the Chino Valley area for group home residents and Day Program	50,000	25,000	25,000			
Senior Companion Program	Provide door through door transportation to homebound persons 50 and older and/or disabled individuals. Transit service provided for various client appointments.	35,764	17,882	17,882			
New Horizons Disability Empowerment Center	Provide operating support for trips for individuals with disabilities and the elderly that do not have trips paid for by a program..	118,598	59,299	59,299			

APPENDIX A – VEHICLE INVENTORY AND AVAILABILITY FORMS

AGENCY VEHICLE INVENTORY

[illegible]

VEHICLE AVAILABILITY

[illegible]

APPENDIX B – TRANSIT PROVIDER INFORMATION

AGENCY VEHICLE INVENTORY

Name of Agency: Adult Care Services, Inc.	Contact Person: Karen Brewer or Stephen Whisenhunt
844 Sunset Avenue	E-Mail: karen@adultcareservices.org/stephen@adultcareservices.org
Prescott, AZ 86305	Karen: 928-445-6384 ext. 125 or Stephen: 928-771-2335 ext. 101
Site Location: Prescott and Prescott Valley Arizona	COG/MPO Region: CYMPO

Please provide an inventory of all vehicles.

If you have multiple sites, please indicate which site the vehicle or vehicles are located at above and complete an inventory sheet for each site. If your agency has more than 25 vehicles at each site AND has an agency specific inventory tracking sheet, this inventory can be provided in lieu of completing this form AS LONG AS the inventory provided includes the same information as requested below.

[illegible]

VEHICLE AVAILABILITY

[illegible]

AGENCY VEHICLE INVENTORY

Name of Agency: Chino Valley transit	Contact Person: Ed Steinback
Address: P.O. Box 406	E-Mail: steinbacke@yahoo.com
City, State, Zip: Chino Valley, AZ 86323	Phone: 928-636-3602
Site Location: Chino Valley, AZ	COG/MPO Region: Central Yavapai

Please provide an inventory of all vehicles.

If you have multiple sites, please indicate which site the vehicle or vehicles are located at above and complete an inventory sheet for each site. If your agency has more than 25 vehicles at each site AND has an agency specific inventory tracking sheet, this inventory can be provided in lieu of completing this form AS LONG AS the inventory provided includes the same information as requested below.

[illegible]

VEHICLE AVAILABILITY

[illegible]

AGENCY VEHICLE INVENTORY

[illegible]

VEHICLE AVAILABILITY

[illegible]

AGENCY VEHICLE INVENTORY

Name of Agency: New Horizons ILC	Contact Person: Larry Richards
Address: 808S E. Manley Dr.	E-Mail: lrichards@newhorizonsilc.org
City, State, Zip: Prescott Valley, AZ. 86314	Phone: (928)775-8870
Site Location: Same as above	COG/MPO Region:

Please provide an inventory of all vehicles.

If you have multiple sites, please indicate which site the vehicle or vehicles are located at above and complete an inventory sheet for each site. If your agency has more than 25 vehicles at each site AND has an agency specific inventory tracking sheet, this inventory can be provided in lieu of completing this form AS LONG AS the inventory provided includes the same information as requested below.

[illegible]

VEHICLE AVAILABILITY

[illegible]

AGENCY VEHICLE INVENTORY

Name of Agency: Prescott Transit Authority								Contact Person: Stephen L. Silvernale						
Address: 820 E. Sheldon St.								E-Mail: steve@prescotttransit.com						
City, State, Zip: Prescott, AZ 86301								Phone: (928) 778-7978 x201						
Site Location:								COG/MPO Region: CYMPO						

Please provide an inventory of all vehicles.

If you have multiple sites, please indicate which site the vehicle or vehicles are located at above and complete an inventory sheet for each site. If your agency has more than 25 vehicles at each site AND has an agency specific inventory tracking sheet, this inventory can be provided in lieu of completing this form AS LONG AS the inventory provided includes the same information as requested below.

Vehicle Identification Number (VIN) (ONLY LAST 4 NUMBERS OF VIN ARE REQUIRED)	Vehicle Location (Provide the city the vehicle is located in. If you have multiple sites in the same city, provide the address and city the vehicle is located in.)	Funding Source (i.e.: 5310, local, etc.)	Vehicle Type (enter # from list on right)	Year	Make	Model	Mileage	Date Mileage Was Recorded	# of Ambulatory Seats	Lift or Ramp?	# of W/C Positions	Condition Code (enter # from list on right)	Anticipated Replacement Year	Is the Vehicle On ADOT Lien?
21A1P71W01X181255	Prescott	Local	9	01	FORD	SEDAN	176,114	5/4	4	No	0	5	2016	No
21A1P71W5XX206952	Prescott	Local	9	99	FORD	SEDAN	240,604	5/4	4	No	0	5	2016	No
21A1P71W7WX112957	Prescott	Local	9	98	FORD	SEDAN	319,327	5/4	4	No	0	5	2016	No
21A1P71WXXW112953	Prescott	Local	9	98	FORD	SEDAN	315,306	5/4	4	No	0	5	2016	No
21A1P71W7XX206953	Prescott	Local	9	99	FORD	SEDAN	286,913	5/4	4	No	0	5	2016	No
21A1P71W7YX172496	Prescott	Local	9	00	FORD	SEDAN	145,442	5/4	4	No	0	5	2016	No
21A1P71W61X166937	Prescott	Local	9	01	FORD	SEDAN	214,700	5/4	4	No	0	5	2016	No
21A1P71W61X167036	Prescott	Local	9	01	FORD	SEDAN	159,906	5/4	4	No	0	5	2016	No
21A1P71W3WX155286	Prescott	Local	9	98	FORD	SEDAN	299,560	5/4	4	No	0	5	2016	No
21A1P71W11X181264	Prescott	Local	9	01	FORD	SEDAN	197,525	5/4	4	No	0	5	2016	No
21A1P71W1WX138440	Prescott	Local	9	98	FORD	SEDAN	149,191	5/4	4	No	0	5	2016	No
21A1P71W21X166935	Prescott	Local	9	01	FORD	SEDAN	247,046	5/4	4	No	0	5	2016	No
21A1P71W0XX207000	Prescott	Local	9	99	FORD	SEDAN	141,047	5/4	4	No	0	5	2016	No
21A1P71W8XX207108	Prescott	Local	9	99	FORD	SEDAN	128,426	5/4	4	No	0	5	2016	No
21A1P71W4XX207025	Prescott	Local	9	99	FORD	SEDAN	128,800	5/4	4	No	0	5	2016	No
2MEFM71W0XX649837	Prescott	Local	9	99	MERCURY	SEDAN	251,041	5/4	4	No	0	5	2016	No
21A1P71W1X167024	Prescott	Local	9	01	FORD	SEDAN	174,339	5/4	4	No	0	5	2016	No
21A1P71W01X166804	Prescott	Local	9	01	FORD	SEDAN	78,983	5/4	4	No	0	5	2016	No
21A1P71W01X166898	Prescott	Local	9	01	FORD	SEDAN	76,892	5/4	4	No	0	5	2016	No
2FMZA51616BA46637	Prescott	Local	8	06	FORD	MINI W/C	335,489	5/4	4	Yes	1	3	2014	No
2FMZA516X6BA46605	Prescott	Local	8	06	FORD	MINI W/C	355,571	5/4	4	Yes	1	3	2014	No
21A1P71W01X166948	Prescott	Local	9	01	FORD	SEDAN	239,895	5/4	4	No	0	5	2016	No
2D8HN44H98R689589	Prescott	Local	8	08	DODGE	MINI W/C	256,065	5/4	5	Yes	1	3	2013	No
1D8HN44E59B507156	Prescott	Local	8	09	DODGE	MINI W/C	257,040	5/4	6	Yes	2	3	2013	No
2D4RN4DE8AR463083	Prescott	5316	8	10	DODGE	MINI W/C	51,390	5/4	7	Yes	1	5	2016	Yes
2CARXG85CR281334	Prescott	5316	8	12	DODGE	MINI W/C	37,038	5/4	6	Yes	1	5	2016	Yes
2CARXGB7CR281335	Prescott	5316	8	12	DODGE	MINI W/C	35,723	5/4	6	Yes	1	5	2016	Yes

AGENCY VEHICLE INVENTORY

Name of Agency: Prescott Transit Authority	Contact Person: Stephen L. Silvernale
Address: 820 E. Sheldon St.	E-Mail: steve@prescotttransit.com
City, State, Zip: Prescott, AZ 86301	Phone: (928) 778-7978 x201
Site Location:	COG/MPO Region: CYMPO

Please provide an inventory of all vehicles.

[illegible]

VEHICLE AVAILABILITY

Name of Agency:				Report completed by:																									
Columns denoting location through mileage will fill in automatically from the vehicle inventory sheet if you enter it there first.																													
Vehicle Location (Provide the city the vehicle is located in)	Year	Model	Mileage	Days Vehicle is in Service								Hours in Which the Vehicle is Typically in Service and Highest Passenger Load per Vehicle During Hour																	
				Used less than 1 day /week	If used weekly, mark each day vehicle is used.							Rqrd as Stand-by "x" if Yes	Morning (AM)								Afternoon (PM)								
					M	T	W	T	F	Sa	Su		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8
Prescott	01	SEDAN	176,114		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	99	SEDAN	240,604		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	98	SEDAN	319,327		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	98	SEDAN	315,306		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	99	SEDAN	286,913		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	00	SEDAN	145,442									X																	
Prescott	01	SEDAN	214,700									X																	
Prescott	01	SEDAN	159,906									X																	
Prescott	98	SEDAN	299,560		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	01	SEDAN	197,525									X																	
Prescott	98	SEDAN	149,191									X																	
Prescott	01	SEDAN	247,046		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	99	SEDAN	141,047									X																	
Prescott	99	SEDAN	128,426									X																	
Prescott	99	SEDAN	128,800		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	99	SEDAN	251,041		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	01	SEDAN	174,339									X																	
Prescott	01	SEDAN	78,983									X																	
Prescott	01	SEDAN	76,892									X																	
Prescott	06	MINI W/C	335,489		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	06	MINI W/C	355,571		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	01	SEDAN	239,895		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	08	MINI W/C	256,065		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	09	MINI W/C	257,040		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	10	MINI W/C	51,390		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	12	MINI W/C	37,038		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				
Prescott	12	MINI W/C	35,723		X	X	X	X	X	X	X		2	2	2	2	2	2	2	2	2	2	2	2	2				

VEHICLE AVAILABILITY

[illegible]

AGENCY VEHICLE INVENTORY

Name of Agency: Tenderhearts FILL_IN by SO	Contact Person: Tamara Maguire
Address: 2133 N. Walgreen St.	E-Mail: tmaguire@hozho.com
City, State, Zip: Flagstaff, AZ 86004	Phone: 928-526-7944
Site Location: 1060 Sandretto, Prescott, AZ 86305	COG/MPO Region: CYMPO

Please provide an inventory of all vehicles.

If you have multiple sites, please indicate which site the vehicle or vehicles are located at above and complete an inventory sheet for each site. If your agency has more than 25 vehicles at each site AND has an agency specific inventory tracking sheet, this inventory can be provided in lieu of completing this form AS LONG AS the inventory provided includes the same information as requested below.

[illegible]

VEHICLE AVAILABILITY

Name of Agency: Tenderhearts FILL-IN by SO												Report completed by: SO																										
Columns denoting location through mileage will fill in automatically from the vehicle inventory sheet if you enter it there first.																																						
Vehicle Location (Provide the city the vehicle is located in)	Year	Model	Mileage	Days Vehicle is in Service									Hours in Which the Vehicle is Typically in Service and Highest Passenger Load per Vehicle During Hour																									
				Used less than 1 day /week	If used weekly, mark each day vehicle is used.							Rqrd as Stand-by "x" if Yes	Morning (AM)												Afternoon (PM)													
					M	T	W	T	F	Sa	Su		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8									
Prescott	2010	Soul	81,952		x	x	x	x	x	x	x	x				x	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	x				
Prescott	2008	Caravan	147,840		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1					
Prescott	2012	Soul	45,104		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1					
Prescott	2000	E350	332,137		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1					
Prescott	2001	E250	168,492		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1					
Prescott	2002	E350	26,563		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1				
Prescott	2012	Supro	4,460		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1				
Prescott	2010	Caravan	100,759		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1				
Flagstaff	2012	Transi	49,632		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1				
Flagstaff	2001	E350	274,352		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1				
Deyley	2008	Caravan	144,504		x	x	x	x	x	x	x	x					1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1				
Cottonwood	2012	Soul	52,864																																			
Cottonwood	2012	Caravan	94,096																																			

AGENCY VEHICLE INVENTORY														
Name of Agency: West Yavapai Guidance Clinic							Contact Person: Timothy Abraham							
Address: 642 Dameron Dr							E-Mail: t.abraham@wygc.org							
City, State, Zip: Prescott							Phone: 928-710-9324							
Site Location: Hillside							COG/MPO Region: Yavapai County							
Please provide an inventory of all vehicles.														
If you have multiple sites, please indicate which site the vehicle or vehicles are located at above and complete an inventory sheet for each site. If your agency has more than 25 vehicles at each site AND has an agency specific inventory tracking sheet, this inventory can be provided in lieu of completing this form AS LONG AS the inventory provided includes the same information as requested below.														
Vehicle Identification Number (VIN) (ONLY LAST 4 NUMBERS OF VIN ARE REQUIRED)	Vehicle Location (Provide the city the vehicle is located in. If you have multiple sites in the same city, provide the address and city the vehicle is located in.)	Funding Source (i.e.: 5310, local, etc.)	Vehicle Type (enter # from list on right)	Year	Make	Model	Mileage	Date Mileage Was Recorded	# of Ambulatory Seats	Lift or Ramp?	# of W/C Positions	Condition Code (enter # from list on right)	Anticipated Replacement Year	Is the Vehicle On ADOT Lien?
2B4GH2537N8579679	Prescott Valley	local	8	92	Dodge	Caravan			na			2	na	
2B7KB31Z7SK561427	Prescott Valley	5310	7	95	Dodge	WC Van			5	Lift	2	4	2013	
1FTEF14H5TB19725	HS Maint	Local	9	96	Ford	F-150			na			4	na	
2B5WB35Z6YK175885	HS Maint	Local	7	2000	Dodge	Van			na			4	na	
2B5WB35Z3H K538360	Prescott	Local	7	2001	Dodge	Van			14			4	2014	
2B5WB35Z51 K538361	Prescott	Local	7	2001	Dodge	Van			14			4	2014	
2G1WL521611283913	Prescott Valley	Local	9	2001	Chevy	Lumina			3			4	2015	
1G1ND521516235501	Prescott	Local	9	2001	Chevy	Malibu			3			4	2015	
2G1WL521011259252	Prescott	Local	9	2001	Chevy	Lumina			3			4	2015	
1GNDX03E53D252771	Prescott	5310	9	2003	Chevy	Ventura			6			5	2017	
1GNDX03E3XD252511	Prescott	5310	9	2003	Chevy	Ventura			6			5	2017	
1GNDV23L65D251231	Prescott	5310	9	2005	Chevy	Uplander			6			5	2019	
1GNDV23W87D215828	Prescott Valley	5310	8	2007	Chevy	Uplander			6			5	2019	
1GNDV23W87D215747	Prescott Valley	5310	8	2007	Chevy	Uplander			6			5	2019	
1GAHCG39K091183636	Prescott	5310	7	2009	Chevy	Express			11			5	2020	
1FBNE31L9R0E36072	Prescott	5310	7	2008	Ford	F-350			11			5	2020	
5C0KK4CC5AS0112	Prescott	5310	9	2010	Toyota	Sienna			6			5	2020	
5TDZK3DC3CS181958	Prescott Valley	5310	8	2012	Toyota	Sienna			6			5	2021	Yes
5TDZK3DC3CS181480	Prescott Valley	5310	8	2012	Toyota	Sienna			6			5	2021	Yes
1GNSK4E07C291073	Prescott	5310	9	2012	Chevy	Tahoe			4			5	2022	Yes
2CARDBGXKR366590	Prescott	5310	9	2012	Dodge	WC Van			3	Ramp	1	5	2022	Yes

VEHICLE AVAILABILITY

Name of Agency: West Yavapai Guidance Clinic										Report completed by: Timothy Abraham																	
Columns denoting location through mileage will fill in automatically from the vehicle inventory sheet if you enter it there first.																											
Vehicle Location (Provide the city the vehicle is located in)	Year	Model	Mileage	Days Vehicle is in Service								Hours in Which the Vehicle is Typically in Service and Highest Passenger Load per Vehicle During Hour															
				Used less than 1 day /week	If used weekly, mark each day vehicle is used.							Rqrd as Stand-by "x" if Yes	Morning (AM)							Afternoon (PM)							
					M	T	W	T	F	Sa	Su		4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
Prescott Valley	92	Caravan	0		X	x	x	x	x																		
Prescott Valley	95	WC Van	0		x	x	x	x	x																		
HS Maint	96	F-150	0		x	x	x	x	x																		
HS Maint	2000	Van	0		x	x	x	x	x																		
Prescott	2001	Van	0		x	x	x	x	x	x	x																X
Prescott	2001	Van	0		x	x	x	x	x	x	x																X
Prescott Valley	2001	Lumina	0		x	x	x	x	x	x	x																X
Prescott	2001	Malibu	0		x	x	x	x	x	x	x																X
Prescott	2001	Lumina	0		x	x	x	x	x	x	x																X
Prescott	2003	Ventura	0		x	x	x	x	x	x	x																X
Prescott	2003	Ventura	0		x	x	x	x	x	x	x																X
Prescott	2005	Uplander	0		x	x	x	x	x	x	x																X
Prescott Valley	2007	Uplander	0		x	x	x	x	x	x	x																X
Prescott Valley	2007	Uplander	0		x	x	x	x	x	x	x																X
Prescott	2009	Express	0		x	x	x	x	x	x	x																X
Prescott	2008	E-350	0		x	x	x	x	x	x	x																X
Prescott	2010	Sienna	0		x	x	x	x	x	x	x																X
Prescott Valley	2012	Sienna	0		x	x	x	x	x	x	x																X
Prescott Valley	2012	Sienna	0		x	x	x	x	x	x	x																X
Prescott	2012	Tahoo	0		x	x	x	x	x																		X
Prescott	2012	WC Van	0		x	x	x	x	x																		X