



Regional Transit Needs Study Final Report



April 2007

Submitted By:
Nelson|Nygaard
consulting associates

Table of Contents

	PAGE
EXECUTIVE SUMMARY.....	ES-1
CHAPTER 1. STUDY AREA CHARACTERISTICS	1-1
Community Profile	1-1
Regional Employment Characteristics	1-6
Demographic Analysis	1-7
Future Development in the CYMPO Study Area	1-27
CHAPTER 2. EXISTING TRANSPORTATION SERVICES	2-1
Historical Overview of Public Transportation Services	2-1
Private Sector Transportation Providers	2-3
Human Service Transportation Providers	2-6
NACOG Transportation Voucher Program	2-10
CHAPTER 3. PEER COMMUNITIES REVIEW	3-1
CHAPTER 4. TRANSIT SYSTEM FUNDING OPPORTUNITIES.....	4-1
Federal Funding	4-1
State of Arizona Local Transit Assistance Fund	4-5
Local Revenues	4-7
CHAPTER 5. PUBLIC INPUT.....	5-1
Stakeholder Interviews	5-1
Focus Group Sessions.....	5-1
Community Meetings	5-2
Community Survey.....	5-3
CHAPTER 6. DEMAND ANALYSIS	6-1
Summary Findings.....	6-1
Methodology.....	6-2
CHAPTER 7. SERVICE ALTERNATIVES.....	7-1
Transit System Design	7-1
Conceptual Alternatives	7-3
Preferred Alternatives	7-6
Financial Analysis of Preferred Alternatives.....	7-24
CHAPTER 8. INSTITUTIONAL ISSUES	8-1
Organizational Management Options	8-1
Service Delivery Options.....	8-4
Federal Grantee Responsibilities.....	8-5

Table of Contents *(continued)*

Appendix A:	Central Yavapai Regional Transit Needs Study Stakeholder Interviews – July 2006
Appendix B:	Central Yavapai Regional Transit Needs Focus Group Sessions – July 2006
Appendix C:	Central Yavapai Regional Transit Public Submittals Received During Community Meetings
Appendix D:	Survey Sample
Appendix E:	Public Comments Concerning Draft Final Report Findings

Table of Figures

	PAGE
Figure 1-1 CYMPO Study Area and Major Activity Centers	1-3
Figure 1-2 Total Employment and Unemployment Rate – January 2001 – May 2006.....	1-7
Figure 1-3 2004 Population Density	1-11
Figure 1-4 2030 Population Density	1-13
Figure 1-5 2030 Employment Density.....	1-15
Figure 1-6 2000 Older Adult Density (Age 65+)	1-17
Figure 1-7 2000 Youth Density (Ages 5-17)	1-19
Figure 1-8 2000 Density of Persons with Disabilities	1-21
Figure 1-9 2000 Density of Households without a Vehicle.....	1-23
Figure 1-10 2000 Journey-to-Work Flow.....	1-26
Figure 1-11 Future Developments in the CYMPO Planning Area.....	1-33
Figure 2-1 Tri City Transit Funding – January 1995-September 1996	2-2
Figure 2-2 Private Transportation Services – Serving Phoenix Sky Harbor Airport.....	2-3
Figure 2-3 Prescott Transit Authority – Citibus Route Map – 2006	2-5
Figure 2-4 Human Service Transportation Providers in Central Yavapai County	2-6
Figure 2-5 NACOG Transportation Voucher Program – FY 2006 Summary Operating Characteristics.....	2-11
Figure 2-6 NACOG Voucher Program – Annual Trips by Purpose and Jurisdiction – FY 2006	2-12
Figure 3-1 Transit Systems Peer Analysis Service Area Information.....	3-3
Figure 3-2 Transit System Peer Analysis Operating Characteristics.....	3-3
Figure 3-3 Transit System Peer Analysis Ridership And Productivity	3-4
Figure 3-4 Transit System Peer Analysis Operating Efficiency	3-4
Figure 3-5 Transit System Peer Analysis Revenue Sources	3-5
Figure 4-1 FTA Section 5307 Authorizations to the Central Yavapai Region: FY 2003– 2006.....	4-3
Figure 4-2 LTAF II Funding Distributions To Central Yavapai Communities: FY 1999–2006.....	4-6
Figure 4-3 Town of Prescott Valley Expenditures on Public Transportation: FY 2001–2007.....	4-8
Figure 4-4 City of Prescott Expenditures on Public Transportation: FY 2004–2007	4-8
Figure 4-5 Yavapai County Districts 1 & 2 Expenditures on Public Transportation: FY 2004–2007.....	4-9

Table of Figures *(continued)*

	PAGE
Figure 5-1 List of Stakeholders Interviewed and Agencies Represented.....	5-1
Figure 5-2 List of Focus Group Sessions – July 2006	5-2
Figure 5-3 Preferences for Three Service Alternatives among Open House Attendees – November 2006.....	5-3
Figure 6-1 2004 Population Distribution by Segment and Community	6-3
Figure 6-2 Demand Analysis Zones	6-5
Figure 6-3 Percentage of Commute Trips by Travel Mode, 2000	6-7
Figure 6-4 Transit Demand Estimates by Population Subgroup and Community of Residence.....	6-8
Figure 6-5 Yavapai Regional Medical Center: Employees by Residence Zip Code and Work Shift – October 2006.....	6-9
Figure 6-6 Transit Ridership per Capita: CYMPO and Five Peer Systems	6-10
Figure 6-7 Transit Mode Share Estimates by Population Subgroup and Analysis Zone.....	6-11
Figure 7-1 Fixed Route Transit Service Characteristics.....	7-4
Figure 7-2 Demand Responsive Service Characteristics.....	7-5
Figure 7-3 Flexible (Hybrid) Service Characteristics	7-6
Figure 7-4 Alternative 3 Limited Service Level Fixed Route Transit System	7-11
Figure 7-5 Alternative 3 Level of Service.....	7-13
Figure 7-6 Alternative 4 Full Service Level Fixed Route Transit System.....	7-17
Figure 7-7 Alternative 4 (Prescott Detail) Full Service Level Fixed Route Transit System	7-19
Figure 7-8 Alternative 4 (Prescott Valley Detail) Full Service Level Fixed Route Transit System	7-21
Figure 7-9 Alternative 4 Level of Service.....	7-23
Figure 7-10 Central Yavapai Transit Program FY 2007 – 2025 System Expenses and Revenues Alternative 3	7-27
Figure 7-11 Central Yavapai Transit Program FY2007 – 2025 Cash Flow Analysis Alternative 3	7-28
Figure 7-12 Alternative 3 – Limited Service Fixed Route System Estimated Revenues by Source FY 2007 – 2025	7-29
Figure 7-13 Central Yavapai Transit Program FY 2007 – 2025 System Expenses And Revenues Alternative 4.....	7-31
Figure 7-14 Central Yavapai Transit Program FY 2007 – 2025 Cash Flow Analysis Alternative 4.....	7-32
Figure 7-15 Alternative 4 – Full Service Fixed Route System Estimated Revenues by Source FY 2007 -2025	7-33

Executive Summary

The Central Yavapai Metropolitan Transportation Organization (CYMPO) was created in 2003 following designation of the region as a small urbanized area by the US Census Bureau. The formation of CYMPO enabled local governments for the first time to collaboratively assess the need for public transportation on a regional basis. In May 2006, CYMPO initiated this comprehensive study to determine the feasibility of implementing a transit system potentially serving the City of Prescott, Towns of Chino Valley, Dewey-Humboldt and Prescott Valley, and adjacent unincorporated areas of Yavapai County. The study work scope included the following major tasks:

- A comprehensive public information and outreach effort, including stakeholder interviews, focus group meetings, six public meetings, a community survey, extensive media communications and an Internet web page;
- Detailed examination of existing conditions including currently available transportation services, prevailing travel patterns, demographic characteristics and development projections through FY 2025;
- Determination of unmet transportation needs for both local and regional transportation service;
- Review of five “peer” communities with characteristics comparable to the Central Yavapai region and currently functioning public transit systems;
- Identification of community values, expectations, goals and objectives relative to public transportation;
- Development of conceptual service alternatives for public consideration, including fixed-route, demand responsive and user-side subsidy options;
- Documentation of four preferred service alternatives, including capital and operating cost estimates, projected revenues consisting of passenger fares, federal and state grants and local subsidy requirements; and,
- Assessment of various organizational options through which transit service could be operated.

Despite the absence of a singular public transit system in the CYMPO study area, a substantial compilation of passenger transportation services are operated by not-for-profit agencies and for-profit enterprises. These include client transportation programs run by human service agencies and various private companies offering local taxicab, van and limousine services, as well as long-haul shuttles to eastern Yavapai and Coconino Counties, and to Sky Harbor Airport in Phoenix. Additionally, local governments channel approximately \$225,000 annually of Local Transportation Assistance Fund (LTAF) and general fund revenues to the Northern Arizona Council of Governments (NACOG) to administer the Tri City Transportation Voucher Program. The program distributes “user side subsidies” to assist lower income residents with acute mobility needs to travel to medical facilities, purchase groceries and meet other basic needs.

Study findings suggest that a moderately sized public transit system is needed in at least parts of the CYMPO planning area. Stakeholder interviews, focus groups and community meetings brought to the foreground an alliance of human service agencies and advocacy groups that spoke assertively for a publicly supported system to supplement services currently available in the community. Human service agencies collectively spend about \$500,000 annually on passenger transportation services, and advocate strongly for a public system around which they could better coordinate their own services.

The community survey, which generated nearly 1,200 responses, reported that nearly 95% of respondents feel that a public transit system would be beneficial for the region, and that 53% of respondents would be very likely and 27% somewhat likely to use it. A demand analysis prepared during the study generated a range estimate of 3,250 to 4,000 persons with a high propensity to use a transit system offering a reasonably attractive level of service. This range constitutes approximately 3.0% - 3.7% of the estimated 2004 study area population of 108,485 residents, and reflects the core constituency for public transportation in the Central Yavapai region.

It also is noted that unmet transportation needs were assessed in varying levels of detail in six prior planning studies conducted since 1991. Each appears to have reached similar conclusions that some level of public sector participation is warranted to implement a public transit system. As a result, both the City of Prescott and Town of Prescott Valley have incorporated transit-related goals into their General Plan documents.

In consultation with the Working Group comprised of technical staff from CYMPO member jurisdictions, the study consultants identified four “preferred” service alternatives for detailed financial analysis from inception as soon as FY 2009 through FY 2025:

1. Improved Locally-Funded Voucher Program
2. Federally-Assisted Voucher Program with Local Public Shared-Ride Taxi (SRT) System
3. Limited Service Level Fixed Route Transit System (5 buses) with Complementary Paratransit Voucher Program
4. Full Service Level Fixed Route Transit System (11 buses) with Complementary Paratransit Voucher Program.

The alternatives were designed to respond to priorities heard during the study process. One is that a transit linkage is most immediately needed to serve the growing number of commuters making longer distance trips between the rapidly expanding residential base in Prescott Valley and jobs in Prescott. Among persons mostly likely to use transit, there is a strong preference for fixed route service that facilitates spontaneous travel rather than demand responsive service that requires trip planning and reservations in advance. A critical priority expressed by local officials and many taxpayers is that whatever public transportation system is created must be affordable to local governments. If a transit system is implemented, it must be sustainable over time within the combination of

available federal and state grant funds, user fees and local subsidies. Moreover, residents are hopeful that public transportation ultimately will contribute to reduced traffic congestion, a cleaner environment and a better quality of life. Considering these priorities, a suggested vision statement for public transportation in Central Yavapai is as follows:

Central Yavapai local governments aspire to build a modern, affordable and sustainable public transit system that supports the mobility needs of area residents and contributes to a livable and healthy community both now and in the future.

Regardless of organizational structure and service design selected, financing the capital and operating costs of a new transit service will be a major concern. Given its small urbanized area status, the region is eligible for Federal Transit Administration (FTA) Section 5307 formula grant funding estimated to be more than \$650,000 in FY 2007. Although a stable funding source with considerable flexibility as to how monies are spent, local matching funds are required. Three of the four preferred alternatives under consideration are potentially eligible for federal funding assistance because they serve the general public. Alternative 1 is not eligible because it continues the focus of the existing voucher program on selected population segments only. Alternative 2 is federally eligible, but likely would offer limited benefits to the general public.

The financial analysis projects that additional local contributions beyond those already committed to the existing voucher program will be required to support the fixed route systems envisioned in Alternatives 3 and 4. New local funding required to support the Alternative 3 system likely would rise from approximately \$39,000 in FY 2009 to over \$535,000 in FY 2025. New local funding required to support the Alternative 4 system likely will rise from approximately \$523,000 in FY 2009 to \$1,846,000 in FY 2025.

Chapter 1. Study Area Characteristics

The CYMPO Planning Area represents a large geographic area of over 401 square miles encompassing the Town of Chino Valley, City of Prescott, Town of Prescott Valley and portions of the newly incorporated Town of Dewey/Humboldt. In addition, the study area includes portions of unincorporated Yavapai County and the Yavapai Prescott Indian Reservation. Figure 1-1 displays the CYMPO study area and community boundaries, as well as major activity centers such as hospitals, shopping centers and schools. Historically, the region has been referred to as the “Tri-City” area.

Community Profile

This section provides a brief description of each community in the study area, including demographic overview, physical, land use and economic features that potentially influence the need for public transportation in the region.

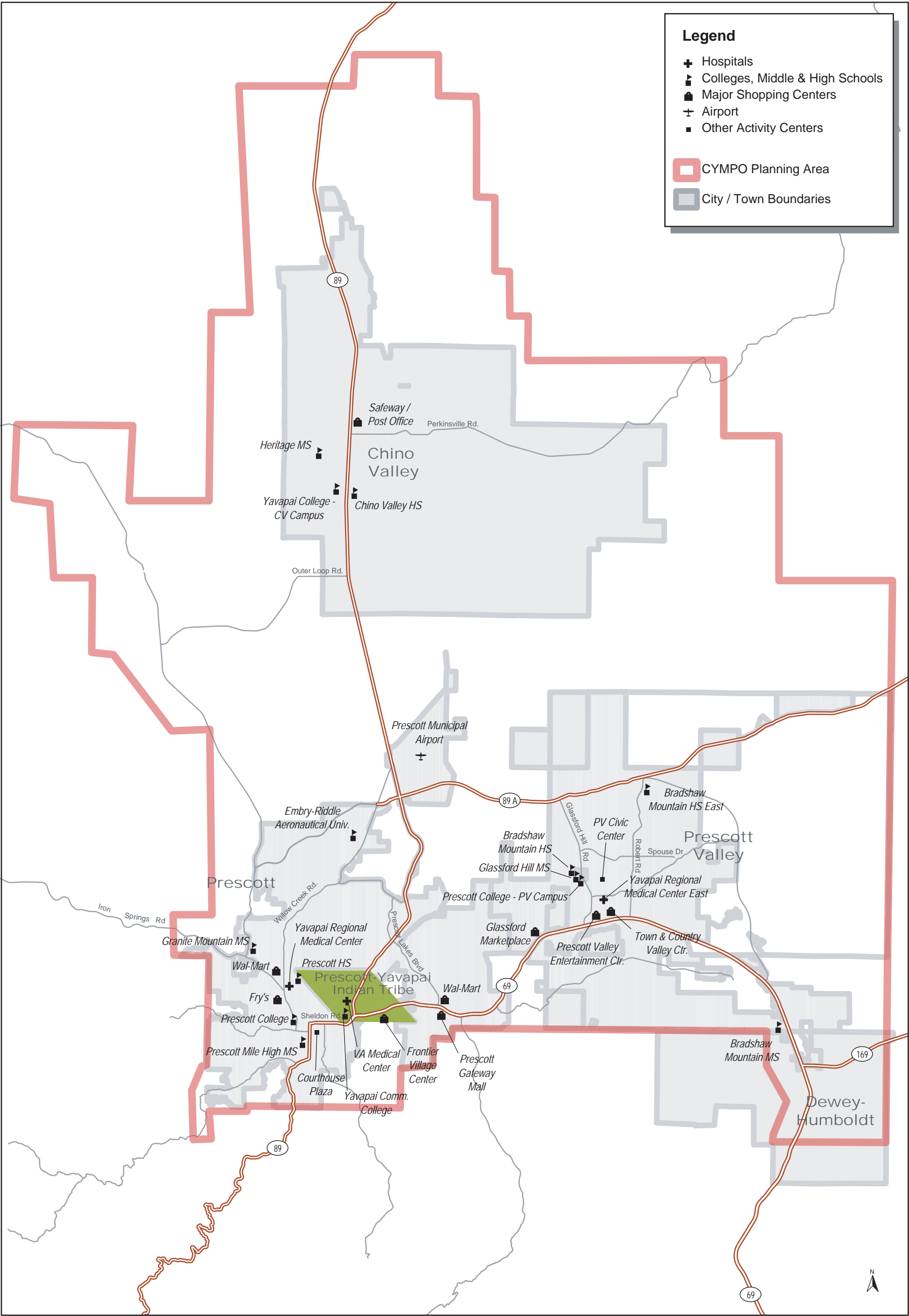
City of Prescott

Prescott is the largest community in Yavapai County, and the county seat. Located nine miles west of Prescott Valley and 16 miles south of Chino Valley, Prescott was the first territorial capital of Arizona and is home to many historic and scenic attractions. The city is growing, although at a lesser rate than other communities in the CYMPO area. In 1990, Prescott had 26,592 residents. By 2000, the city grew by 27% to 33,938 residents, or an annual growth rate of 2.7%. The Arizona Department of Economic Security estimates Prescott’s 2005 population at 40,770, reflecting a 2.0% annual growth rate during the first half of the current decade. The CYMPO Long Range Transportation Plan forecasts that Prescott will have approximately 102,000 residents by 2030.

Many of the area’s largest employers are located in Prescott, including the Yavapai Regional Medical Center, Yavapai Community College, Embry-Riddle Aeronautical University, the Veterans Administration (VA) Medical Center and numerous retail and commercial establishments in the central business district and north of downtown. Major retail corridors in the city include Gurley Street (between Grove Avenue and the Highway 69/89 intersection), Montezuma Street, Miller Valley/Willow Creek Road and Sheldon Street. Extending east from downtown, the Highway 69 corridor contains several large shopping centers, including Frontier Village, Wal-Mart and the Prescott Gateway Mall.

This page intentionally left blank.

Figure 1-1 CYMPO Study Area and Major Activity Centers



Town of Prescott Valley

Situated nine miles east of Prescott, the Town of Prescott Valley is Yavapai County's second largest community. Incorporated in 1978 with just 1,521 residents, Prescott Valley has experienced significant growth over the past several decades. The population increased to 8,904 in 1990, reflecting a roughly 40% average annual growth rate during the 1980's. By 2000, the population grew to 23,535, reflecting a 16.4% annual growth rate during the 1990's. The Arizona Department of Economic Security estimates Prescott Valley's 2005 population to be 33,575, suggesting an 8.5% annual growth rate during the first half of the current decade. The CYMPO Long Range Transportation Plan forecasts a population of nearly 88,000 residents in Prescott Valley by 2030.

Most Prescott Valley residents currently live between Highway 69 and Highway 89A west of Fain Road and east of Stoneridge Drive. Commercial development in the town generally is concentrated in a few major corridors, including Robert Road, Glassford Hill Road, Florentine Drive and the frontage road along Highway 69 between Truwood Drive and Stoneridge Drive. The Prescott Valley Entertainment Center and the Town & Country Village Center are major activity centers in the town.

Town of Chino Valley

Located along Highway 89 about 15 miles north of Prescott and 15 miles northwest of Prescott Valley, Chino Valley is the third largest community in the CYMPO planning area. While the town remains a relatively low-density, rural community, it is experiencing significant growth as well. Chino Valley had a population of 4,837 in 1990, but grew an average of 6.2% during the 1990's to 7,835 residents by 2000. The Arizona Department of Economic Security estimates Chino Valley's population at 12,325 residents in July 2005 – 57% more than in 2000 and an annual growth rate of 11.4%. The CYMPO Long Range Transportation Plan projects the population of Chino Valley to be around 30,000 residents by 2030.

With the significant growth of Chino Valley, construction and related services are providing a boost to the local economy. Likewise, an influx of retirees, retail and commercial development, and government services are benefits to the local economy as well. Major employers in Chino Valley include American Sandstone, Safeway, Chino Valley Unified School District #5 and the US Post Office.

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

Incorporated in 2004, Dewey-Humboldt is one of Arizona's newest incorporated towns. It is located near the confluence of Highway 69 and Highway 169, southeast of Prescott

Valley. Dewey-Humboldt is a mostly rural and low density community, with few commercial or retail services. As a result, residents rely on nearby communities for shopping, medical and other services.

Although unincorporated at the time, the population of the Dewey-Humboldt Community Development Planning Area (CDP) area was 3,640 in 1990. By 2000, the area had grown to 6,295 residents. Upon incorporation, the geographic size of the town was smaller than the CDP, part of which was incorporated by Prescott Valley. As a result, Dewey-Humboldt's estimated 2005 population reported by the Arizona Department of Economic Security was 4,030. The CYMPO Long Range Transportation Plan forecasts dramatic population growth in the community by 2030, to nearly 30,000 residents, an increase of 714% over 2005.

Unincorporated Yavapai County

Most development activity in the CYMPO planning area is contained within the four incorporated communities described above. However, there are several small residential neighborhoods in Yavapai County, including Diamond Valley (between Prescott and Prescott Valley along Highway 69) and the Prescott Country Club area between Prescott Valley and Dewey-Humboldt. There are also low density residential neighborhoods located in the County on the south and northwest side of Prescott as well as west of Chino Valley.

The estimated 2004 population of the unincorporated areas of Yavapai County within the CYMPO Planning Area was 25,371 persons. However, the population of the unincorporated areas is expected to swell to over 188,000 residents by 2030. This forecast does not account for possible annexations by one of the four incorporated communities.

Yavapai Prescott Indian Reservation

Located adjacent to Prescott, the Yavapai Prescott Indian Tribe (YPIT) resides on approximately 1,500 acres of reservation land and has an estimated 180 members. There are several major developments on the reservation, including the Frontier Village Shopping Center, the Prescott Resort and Conference Center and two casinos – Bucky's Casino and the Yavapai Casino.

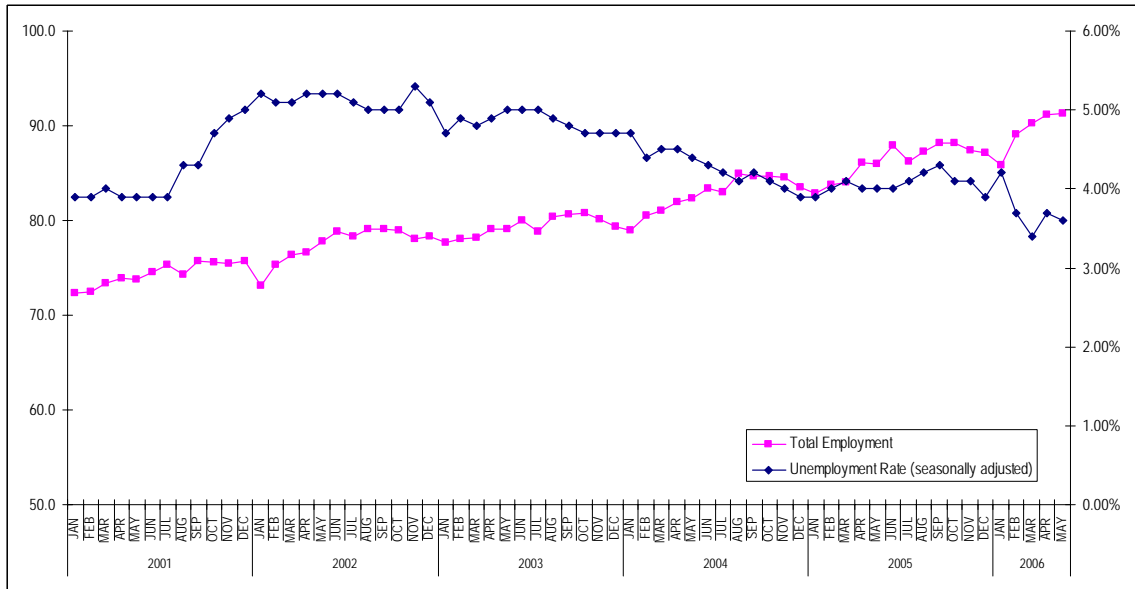
Regional Employment Characteristics

The economy and employment in the Central Yavapai region generally are strong and growing. Arizona Department of Economic Security data indicates that total employment in the Prescott Metropolitan Area has increased steadily during the past five years, from approximately 72,000 jobs in January 2001 to nearly 92,000 jobs in May 2006. This is an increase of 28%, or about 5.6% per year.

The unemployment rate in the region is relatively low, averaging 4.4% between January 2001 and May 2006. As shown in Figure 1-2, unemployment peaked in November 2002 at

5.4%, but declined steadily over the past four years to a low of 3.4% in March 2006. Meanwhile, the total number of jobs in the region has increased at a steady rate.

Figure 1-2 Total Employment and Unemployment Rate – January 2001 – May 2006



Source: Arizona Department of Economic Security

Demographic Analysis

This section provides a review of current demographic information and future trends in context of the potential need for public transportation services in the Central Yavapai region. A particular focus of this analysis is on key population segments that typically have the greatest propensity to need and use transit services. Likewise, population and employment density also tend to offer strong indication as to where transit demand likely will be greatest. Therefore, transit “markets” in a community tend to be associated with the following demographic characteristics:

- Densely populated neighborhoods
- Concentrated employment centers
- Older adults
- Youth
- Low income persons

- Households with zero vehicle ownership
- Persons with disabilities

The presentation of relevant data in this section is based largely on a series of density maps that show the distribution of each market with a relatively high propensity to use public transit. Experience shows conclusively that the density of people, jobs and services drives transit demand more than any other factors. Additionally, this section examines journey-to-work data from the 2000 Census to the extent that it is available. Although these data are available at the County level only, some interesting travel flow patterns may be observed.

Population and Employment Density

Population and employment density are two of the most important factors that influence transit demand. Generally speaking, in areas where both population and employment density are high, so too is the demand for transit service.

As shown in Figure 1-3, population density in 2004 generally was the highest in central Prescott and in the older neighborhoods of Prescott Valley. The highest density Prescott neighborhood is located southwest of downtown, generally east of Park Avenue and south of the Yavapai Regional Medical Center between Montezuma and Miller Valley Road. In Prescott Valley, the highest population density is located near Robert Road and Highway 69, southeast of Robert Road and Spouse Drive, and southwest of Viewpoint Drive and Highway 89A.

The CYMPO Long Range Plan predicts that by 2030, population density is expected to shift toward Prescott Valley, Chino Valley and Dewey-Humboldt, as seen in Figure 1-4. In Prescott Valley, the areas south of Highway 69 and areas north of Highway 89A just east of the airport are expected to change dramatically. Chino Valley is expected to grow significantly, especially west of Reed Road. Likewise, Dewey-Humboldt is expected to experience increased population density, especially southeast of the Highway 69/169 intersection. Changes in density likely will be less pronounced, with much of the central part of the city expected to remain unchanged. Some growth is expected to occur north of Iron Springs Road, and south of Haisly Road in south Prescott.

Figure 1-5 depicts projected employment densities in the Central Yavapai region by 2030. While these data are beyond the planning horizon of this study, it is clear that regional employment opportunities will continue to be concentrated in downtown Prescott, near the Yavapai Regional Medical Center Prescott campus, Prescott Municipal Airport, in central Prescott Valley south of Long Look Road, along Highway 69 between Prescott and Prescott Valley, and along Highway 89 in the vicinity of Prescott Lakes Boulevard. Employment density in Chino Valley is expected to remain relatively low and concentrated along Highway 89. Likewise, employment density in Dewey-Humboldt is expected to be low and concentrated along Highway 69.

Older Adult and Youth Populations

Older Adults (65 years and above) and young people (five to 17 years old) typically utilize public transportation more frequently than the general population. Older adults exhibit higher demand for transit as they become less capable or willing to drive themselves, or can no longer afford to own a car. Young people without driver licenses or regular access to a personal automobile need transit service for school and after school activities, part-time jobs and general mobility particularly during the summer months. These population groups tend to be distributed around the region in similar proportions to the general population. However, there are subtle differences to be observed in the study area.

As shown in Figure 1-6, senior citizens tend to be concentrated in central Prescott south of Gurley Street. Additionally, there are medium density pockets in Prescott Valley west of Robert Road along Spouse Drive. It should be noted that these data include not only the “able-bodied elderly who are likely to use transit service, but also frail seniors who reside in assisted living facilities or otherwise would not require public transportation service. This distinction likely is significant for Prescott, where the two densest areas contain assisted living and/or senior residential/care facilities.

Figure 1-7 shows the density of youth between five and 17 years old. The Town of Prescott Valley clearly stands out as having the highest concentrations of youth in the region, although there are high density pockets of youth in Prescott.

It should be noted that while there are concentrations of older adults and youth in Chino Valley and Dewey-Humboldt, when compared to the rest of the region densities of these segments of the population are low.

Persons with Disabilities

Persons with disabilities often are frequent consumers of transit services, as well as vocal proponents of public transportation. The census definition of “disabled” includes only those who indicated that they travel outside the home in response to the Census question asking whether it was difficult to go outside the home to shop or visit a doctor’s office. People who identified themselves as “disabled” under this category typically require transportation assistance to meet their basic travel needs.

Figure 1-8 displays the relative distribution of persons between five and 64 years of age with disabilities. Although this is an important indicator of transit demand, the map shows that people with disabilities are generally concentrated in central Prescott (south of downtown and along Miller Valley Road, and in Prescott Valley west of Starlight Drive and south of Antelope Lane.

Zero Vehicle Households

Households that do not have regular access to a personal vehicle generally have a dependence on public transportation. This indicator may represent households without the economic means of owning a vehicle, as well as households that are unable to drive, such as senior citizens and persons with disabilities. As shown in Figure 1-9, the highest concentrations of households without vehicles are in central Prescott south of Gurley and in the vicinity of the Yavapai Regional Medical Center. Given the similar distributions seen on the maps of senior and disability densities, it is likely that the majority of households that do not own a vehicle are seniors, and that some of them likely live in an assisted living and/or senior residential/care facility.

Figure 1-3 2004 Population Density

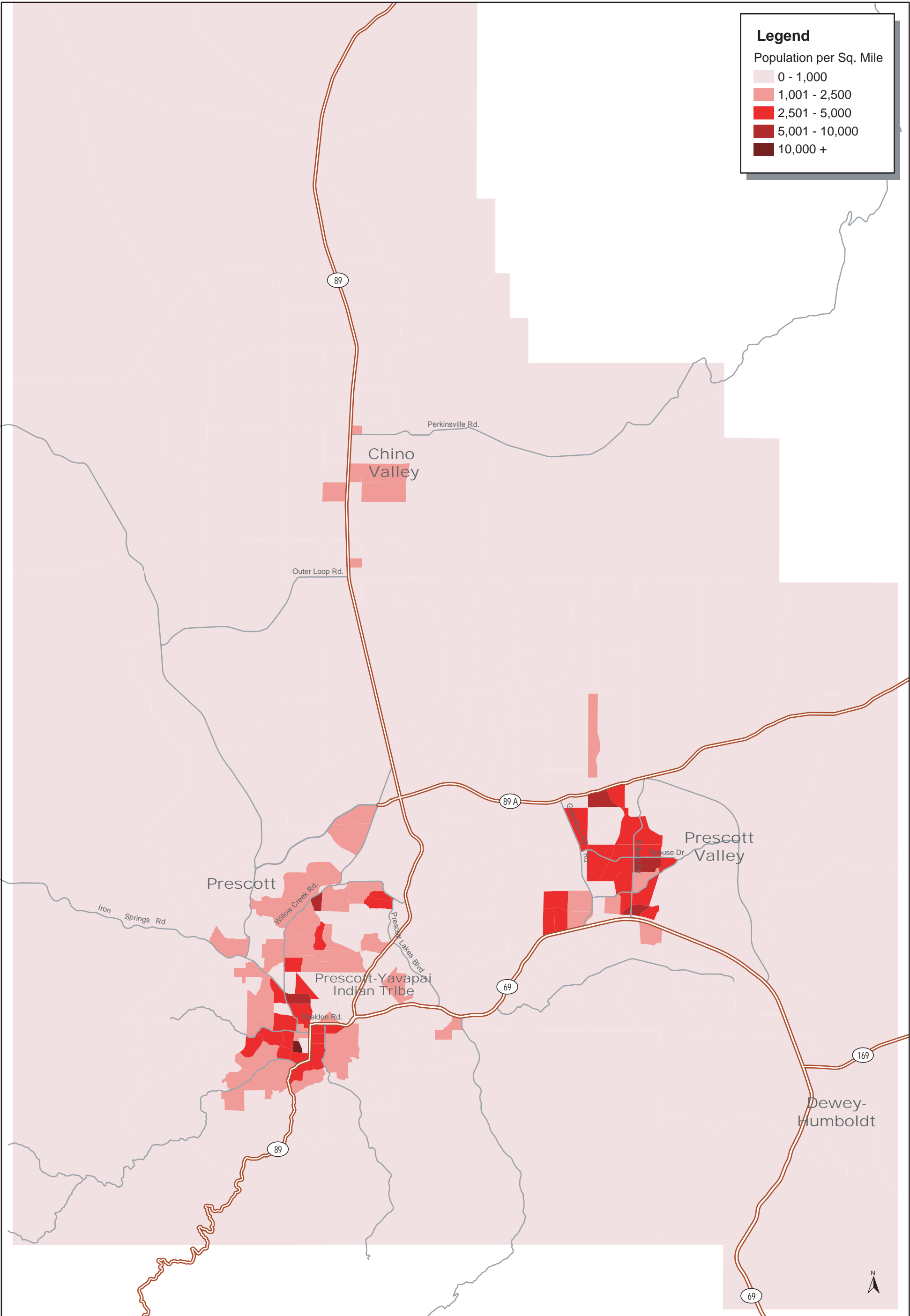
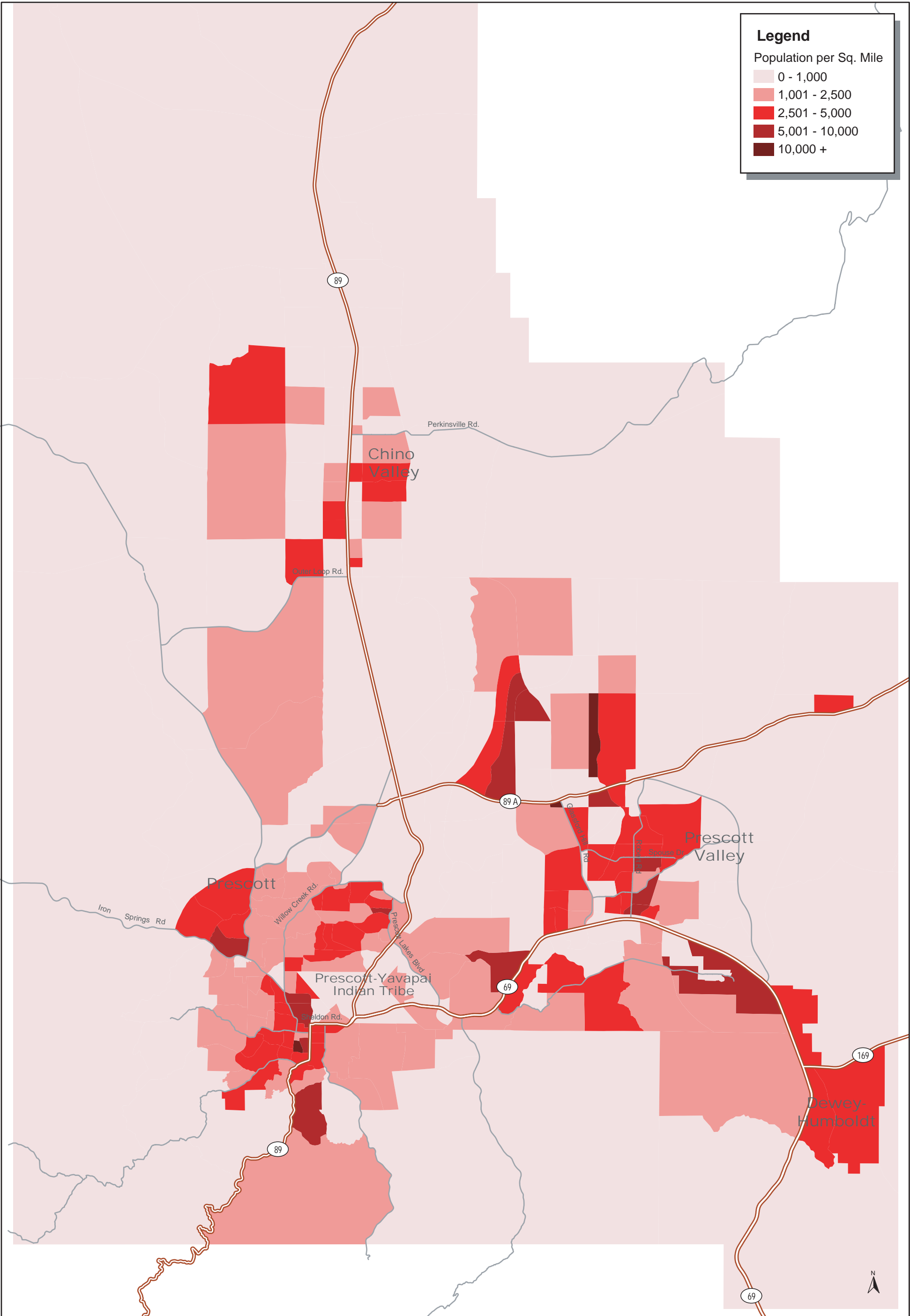


Figure 1-4 2030 Population Density



GIS Data Source: CYMPO, Yavapai County



Figure 1-5 2030 Employment Density

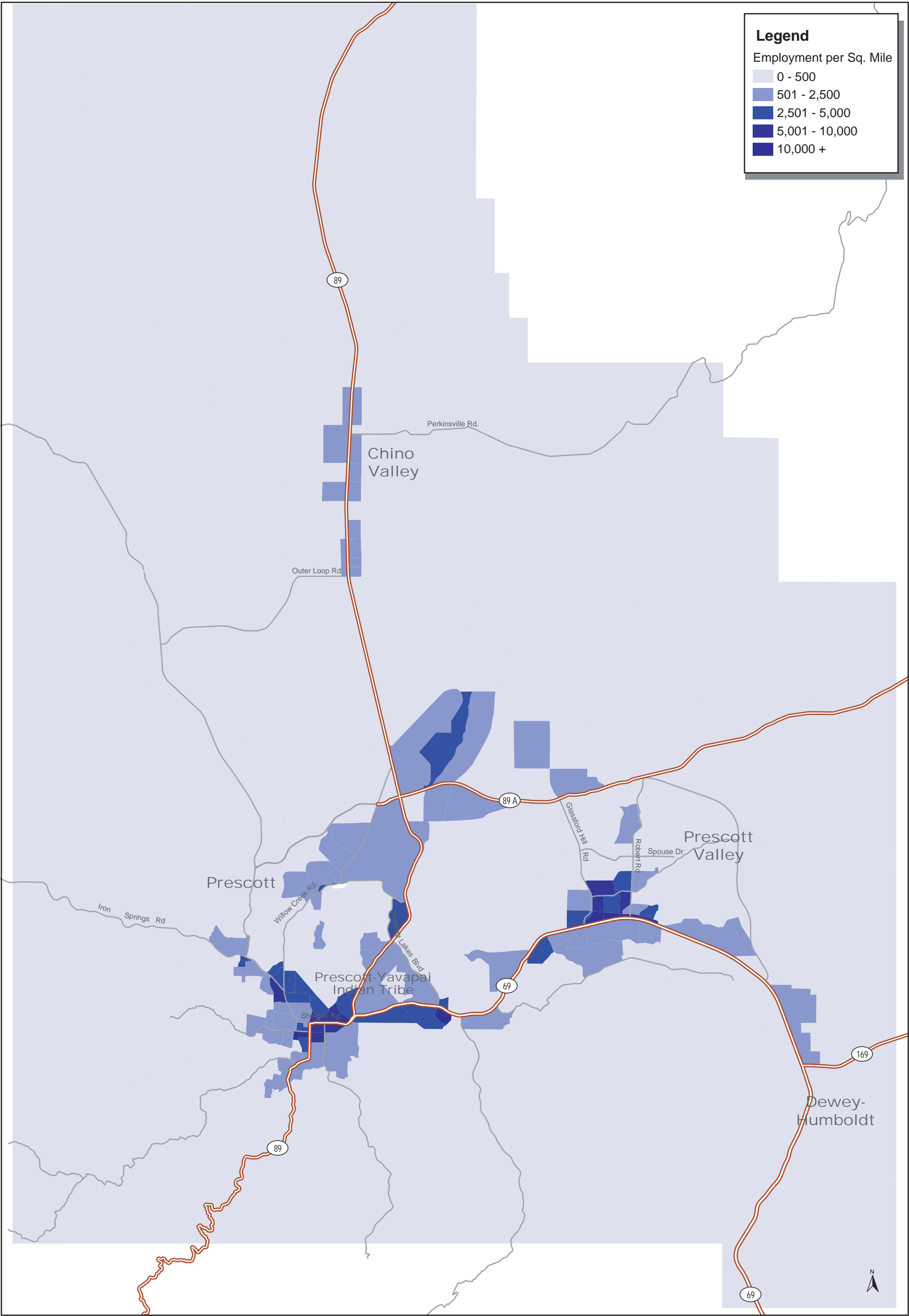
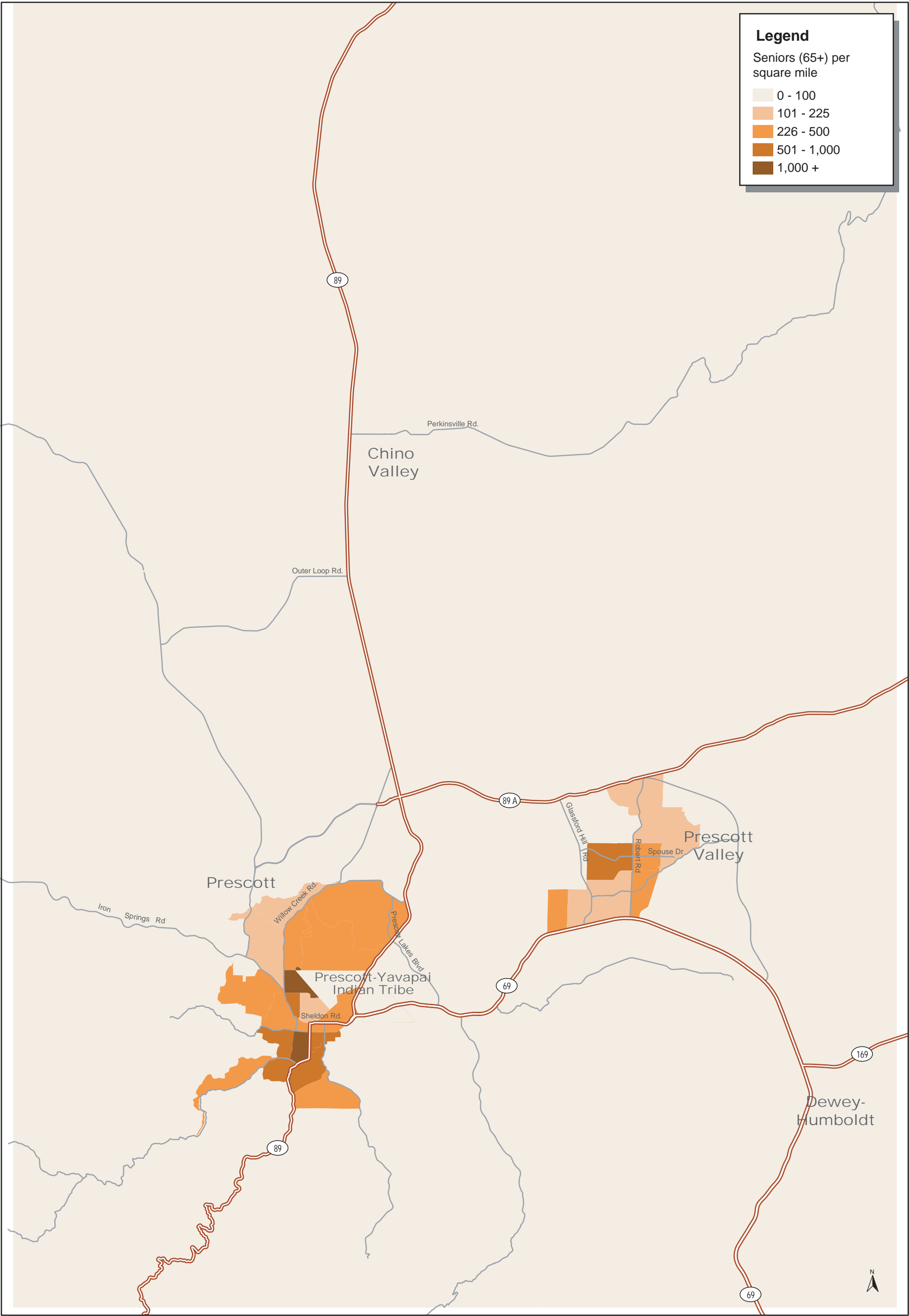


Figure 1-6 2000 Older Adult Density (Age 65+)



GIS Data Source: US Census Bureau, Yavapai County



Figure 1-7 2000 Youth Density (Ages 5-17)

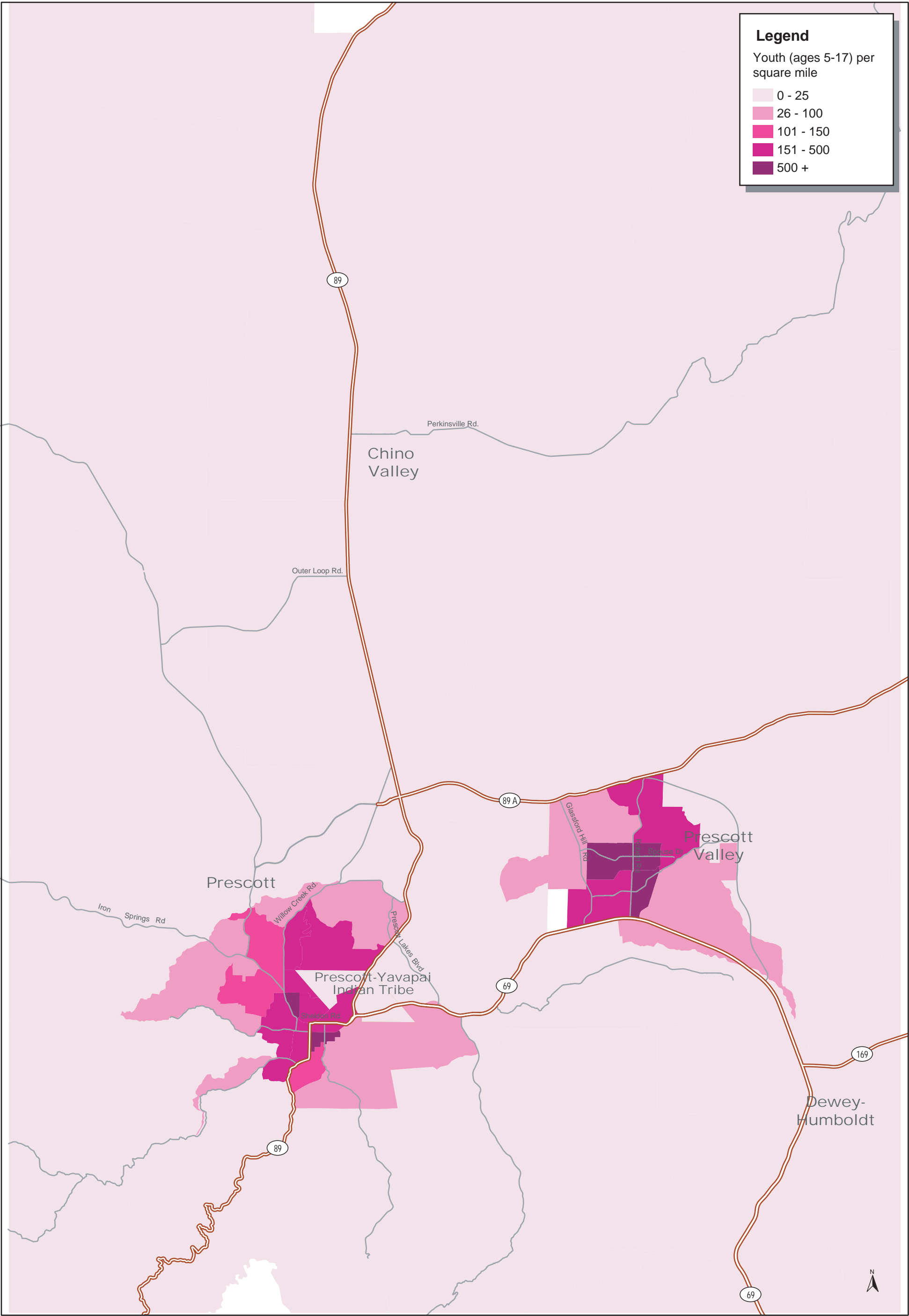
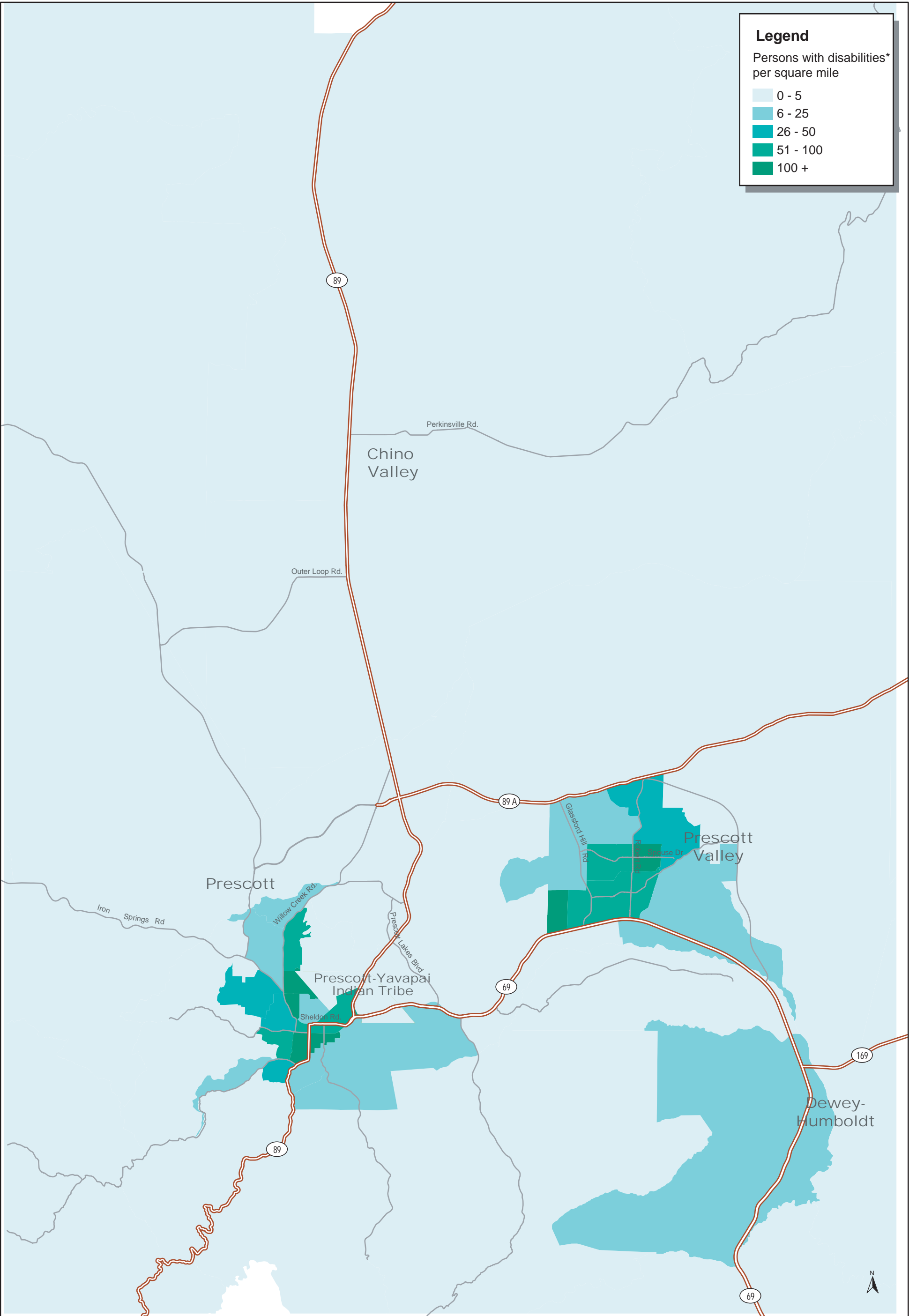


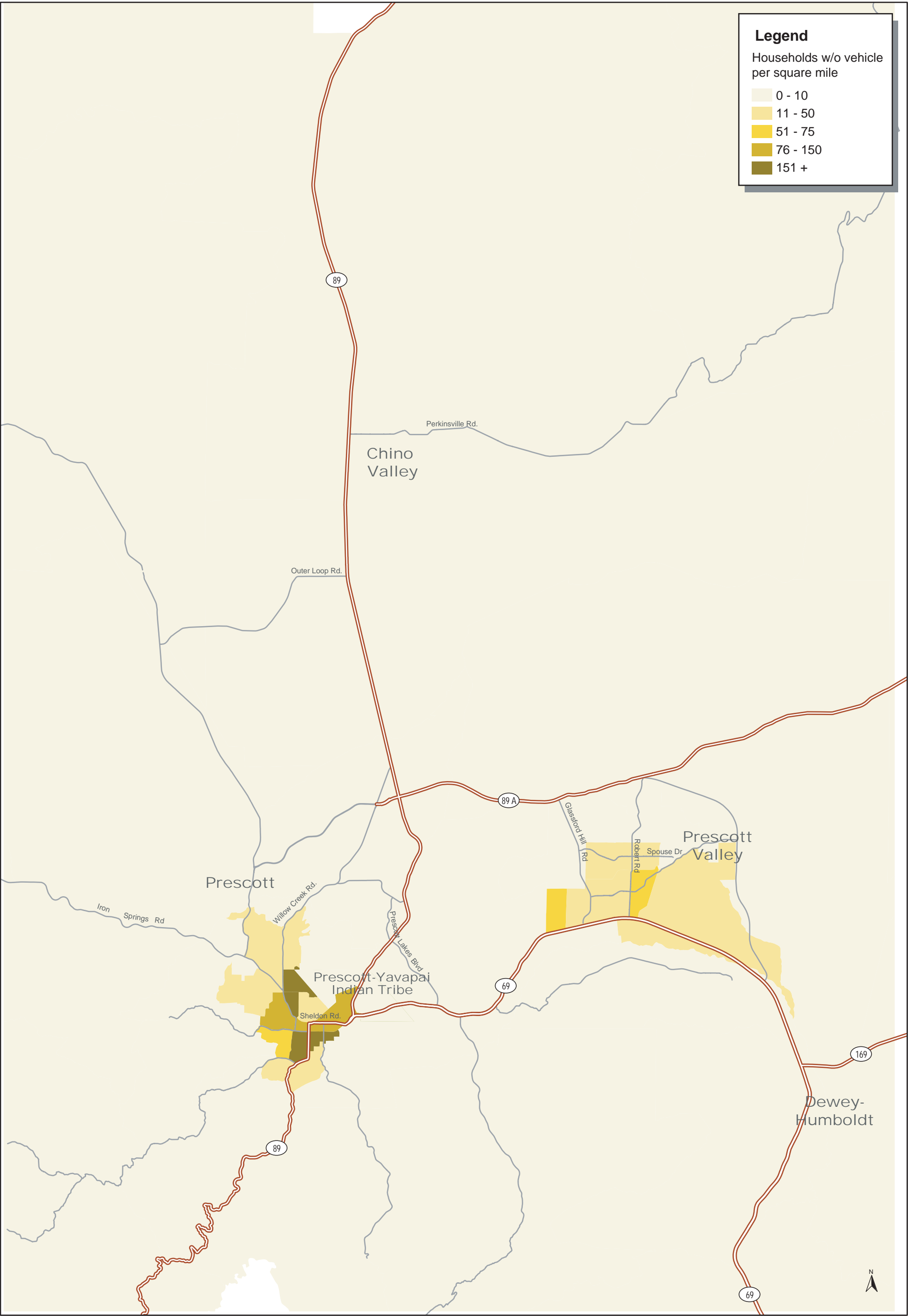
Figure 1-8 2000 Density of Persons With Disabilities *



* Includes only the "Go Outside Home" category of disability.

GIS Data Source: US Census Bureau, Yavapai County

Figure 1-9 2000 Density of Households without a Vehicle



Regional Journey to Work Data

Census journey to work data contributes to a better understanding of local and regional travel patterns. The data below presents the top ten work locations for workers 16 through 64 years of age within the four incorporated communities in the CYMPO area. The data is based on prevailing conditions in April 2000 (the last US Census); however, the general patterns likely are similar today.

As shown in Figure 1-10, the City of Prescott clearly is the predominant work destination for residents of all four communities. About 56% of all residents work in Prescott; 18% work in Prescott Valley; five percent work in Chino Valley; and about three percent work in Dewey-Humboldt. Relatively few workers in the CYMPO area commute to locations outside of the study area, including Cottonwood (2%), Phoenix (2%), Sedona (1%), Camp Verde (1%) and Flagstaff (0.5%).

Among Prescott residents, the large majority of workers (75%) remain in Prescott for their jobs while 25% commute outside of the city. About eight percent of the workers in Prescott work outside of an incorporated place ("Not in a place" category), while about five percent commute to Prescott Valley. Nearly as many Prescott residents work in Phoenix (1.9%) as work in Chino Valley (2.1%).

Approximately 39% of Prescott Valley residents work in Prescott, and an equal amount work in Prescott Valley. About 10% of workers in Prescott Valley work outside of an incorporated place, while three percent work in Dewey-Humboldt and two percent work in Chino Valley.

Over one-fourth of all Chino Valley residents (28%) remain in their town for work, and over one-third (38%) commute to Prescott. About eight percent of Chino Valley residents work outside of an incorporated community, and a roughly equal percentage work in Prescott Valley.

More Dewey-Humboldt residents work in Prescott (31%) than in Prescott Valley (24%). About 17% of Dewey-Humboldt residents remain in their town for work, while 11% work outside of an incorporated place. About six percent of workers in Dewey-Humboldt commute to jobs in Phoenix.

Figure 1-10 2000 Journey-to-Work Flow

Live in Prescott		
Work in:	#	% of Total
Prescott	10,050	75.3%
<i>Not in a place</i>	1,070	8.0%
Prescott Valley	610	4.6%
Chino Valley	285	2.1%
Phoenix	255	1.9%
Cottonwood	210	1.6%
Camp Verde	155	1.2%
Dewey-Humboldt	130	1.0%
Sedona	100	0.7%
Tempe	50	0.4%
Other Places	424	3.2%
Total Workers	13,339	100%

Live in Chino Valley		
Work in:	#	% of Total
Prescott	1,220	37.7%
Chino Valley	915	28.3%
<i>Not in a place</i>	260	8.0%
Prescott Valley	240	7.4%
Sedona	185	5.7%
Cottonwood	70	2.2%
Flagstaff	55	1.7%
Cornville CDP	50	1.5%
Camp Verde	25	0.8%
Phoenix	25	0.8%
Other Places	189	5.8%
Total Workers	3,234	100%

Live in Prescott Valley		
Work in:	#	% of Total
Prescott	3,735	39.6%
Prescott Valley	3,625	38.4%
<i>Not in a place</i>	890	9.4%
Dewey-Humboldt	225	2.4%
Cottonwood	195	2.1%
Phoenix	165	1.7%
Chino Valley	140	1.5%
Camp Verde	65	0.7%
Paulden CDP	30	0.3%
Flagstaff	25	0.3%
Other Places	339	3.6%
Total Workers	9,434	100%

Live in Dewey-Humboldt		
Work in:	#	% of Total
Prescott	705	31.3%
Prescott Valley	545	24.2%
Dewey-Humboldt	390	17.3%
<i>Not in a place</i>	240	10.7%
Phoenix	135	6.0%
Cottonwood	70	3.1%
Chino Valley	50	2.2%
Camp Verde	20	0.9%
Cottonwood - Verde Village CDP	20	0.9%
Mesa	15	0.7%
Other Places	61	2.7%
Total Workers	2,251	100%

Future Development in the CYMPO Study Area

In addition to understanding where existing transit trip generators are located, it is useful to assimilate future development forecasts into the transportation planning process. Any future transit service logically will need to respond to growth occurring in the CYMPO planning area. This section provides a brief overview of growth forecasts in each community within the CYMPO area, and discusses the how future growth will be phased in under the General Plan of each community. This information is intended to supplement the existing and future demographic information (discussed earlier in this chapter) that was developed for the Regional Transportation Plan.

Town of Chino Valley

The Chino Valley Strategic Plan provides definitive statements on the Town's community goals and development policies, and is the basis for the 2003 General Plan. Chapter 3, the Land Use Element, of the General Plan discusses future growth areas in the town and intensity of development as envisioned based on Town goals.

In general, future land uses in Chino Valley will remain relatively low-density and largely consist of residential area (50-70% of the total town). The remaining land uses in the town will largely be commercial (mostly along Highway 89) with a small allotment for industrial land uses.

Recent planned developments that are in various stages of the development process in Chino Valley include:

- **Nighthawk Subdivision**, 180 residential units, near Hwy 89 and Road 5 North
- **Hawk's Nest Estates**, 145 residential units, near Road 2 North, west of Highway 89
- **Heritage Farms**, 150 residential units, near Road 2 North, west of Highway 89
- **Proposed residential**, 400 acres at up to three residential units/acre, along Perkinsville Rd 1 mile east of Hwy 89.
- **Heritage West**, 175 acres at up to 3 residential units/acre, northeast of Road 4 North and Road 1 West
- **Southgate Center**, Highway 89 and Road 1 South (SE corner), 25 acres of commercial, no user specified but could include large retail, fast food, etc.
- **Old Home Manor**, 800+ acres (owned by Town), east of Hwy 89 on Perkinsville Rd, potential ASU expansion teleconferencing campus

City of Prescott

The Prescott General Plan – "A Community Vision," was updated in 2003 and ratified in May 2004. The overall theme of the Plan is to create synergies between the neighborhoods, employment opportunities, and the downtown area. Several planning principles were used

to develop the General Plan, with the first being “well planned, moderate growth.” The General Plan envisions a city that promotes moderate growth, but also preserves and protects critical areas of open space. The Plan envisions new growth that “encourages multi-modal transportation opportunities, maximizes existing infrastructure and creates housing and job opportunities for residents of all ages and income levels.”

The Land Use element of the General Plan provides a list of areas in the community that are in a “transition” period from one land use to another, including:

- Gail Gardner corridor and the adjacent county owned land
- Willow Creek corridor
- Hospital/YMCA area
- Fair Street and Hillside Avenue area
- Whipple/Montezuma corridor
- Grove/Miller Valley streets, particularly from Prescott College vicinity to Fair Street/Hillside Avenue

In addition, the General Plan calls out areas of the city that could be opportunities for regional economic development, and which may be studied further, including:

- Highway 69 corridor
- Prescott Lakes Parkway
- Highway 89 corridor from the 69/89 intersection to the 89/Willow Lake Road intersection, primarily on the northwest side of the highway
- Highway 89A corridor
- Willow Creek Road corridor
- Embry-Riddle Aeronautical University property on Willow Creek Road
- Airport business park and industrial area
- The Ponderosa Plaza area (Village at the Boulders)

Town of Prescott Valley

The Prescott Valley General Plan 2020 provides a blueprint for how the Town will grow and develop over the next several decades. Recognizing that there is adequate room to grow outside of the current town limits, Chapter 3, Growth Areas Element, describes where the major growth areas are planned. The following discusses some of the major growth areas and planned developments in the community.

Located in the heart of the town, the 300-acre Town Center area will create a new “downtown” for Prescott Valley, serving as the major hub of cultural, civic and economic activity. Already home to the Civic Center, Yavapai Regional Medical Center and the Prescott Valley Entertainment Center, significant growth is planned for this area over the

next decade. The new Prescott Valley Entertainment Center, scheduled to be complete by Fall 2006, will be the centerpiece of the Town Center area and a major activity center for the region. The 5,000-seat arena will be home to the new Arizona Sundogs hockey team, and will host concerts, trade shows and other events. Other uses are also planned in the Town Center area, such as office, residential and retail/commercial uses.

A number of residential, commercial and industrial developments outside of the Town Center area are planned or in the final stages of the development process, including:

- **Granville Residential Community**, approx. 1,200 acres, 3,400 residential units, west of Glassford Hill Road between Lakeshore Drive and Spouse Drive.
- **Pronghorn Ranch**, approx. 640 acres, 1,440 residential units, north of Highway 89A along Poquito Valley Road
- **Mingus West**, approx. 300 acres, 466 residential units, along Highway 89A in northeast corner of town.
- **StoneRidge**, approx. 1,800 acres, 3,040 residential units, south of Highway 69 along Old Black Canyon Highway.
- **The Viewpoint**, approx. 640 acres, 2,600 residential units, north of Highway 89A along Poquito Valley Road
- **Glassford Marketplace**, approx. 60 acres commercial, 20 acres multi-family, along Highway 69 west of Stoneridge Drive
- **Yavapai Hills**, approx. 64 acres, 450 residential units.
- **Quailwood Subdivision**, 980 residential units, west of Highway 69 in southeast corner of town.
- **Prescott Country Club**, approx. 100 acres, 180 residential units, south of Highway 69
- **Crossroads Shopping Center**, approx. 90 acres of commercial, along Highway 69 west of Stoneridge Drive
- **Big Sky Business Park**, 200 acres of commercial/industrial, along East Valley Road
- **Wal-Mart**, 187,000 sq. ft. store, along Glassford Hill Road and Lakeshore Drive

In addition, as many as 12,000 more residential units are in the early planning stages, mostly on the outskirts of the town. Several retail/commercial developments are also planned along Highway 69 north of Highway 169 and the Antelope Meadows Industrial Park is also planned in this area.

Dewey-Humboldt, Yavapai Indian Reservation and Surrounding Yavapai County

While most the growth in the Central Yavapai area is occurring in Prescott, Prescott Valley and Chino Valley, some additional growth is planned elsewhere in the CYMPO area. The section below discusses some of the developments either planned or under construction in these areas.

Significant growth is projected to occur in Dewey-Humboldt by 2030, although few major projects currently are in the planning or development stages. Most of the community is zoned to be very low density (averaging around two dwelling units per acre). The only major development currently planned is an 85-acre office commercial development just south of old town Humboldt along Highway 69. The project is currently under review by the Town and could be approved in late 2006.

No major development projects are planned on the Yavapai-Prescott Indian Reservation, but a new road is planned between Highways 89 and 69 near the Frontier Village commercial area. In addition to providing additional capacity between Highway 89 and 69, the YPIT hopes to attract new commercial and retail development to their reservation.

A substantial amount of growth (mostly residential) is planned or under development in the unincorporated areas of central Yavapai County. Much of this development is occurring north of Prescott Valley and west of Chino Valley along Williamson Valley Road. A summary of the major projects planned or under development are listed below:

- **Long Meadow Ranch**, unsubdivided land filing, along Williamson Valley Road northwest of Prescott
- **Williamson Valley Ranch**, unsubdivided land filing, along Williamson Valley Road northwest of Prescott
- **Sharp Ranch**, future subdivision, along Williamson Valley Road northwest of Prescott
- **Talking Rock Ranch**, potential housing, along Williamson Valley Road northwest of Prescott
- **American Ranch**, potential housing, along Williamson Valley Road northwest of Prescott
- **Del Rio Ranch**, 850 housing units with commercial center, adjacent to Chino Valley along Highway 89 and Road 4 North
- **Antelope Meadows/Piquito Valley/Coyote Springs**, unsubdivided land filing and lot splits, north of Prescott Valley
- **Mingus Meadows**, 320 housing units, north of Prescott Valley
- **Unnamed development**, 500 acre subdivision, north of Prescott Valley
- **Granite Dells & Point of Rocks Ranch**, potential subdivision or unsubdivided land filing, east of Prescott airport

Summary of Future Development

Future development patterns will tend to increase demand for transit services over time. Short-term growth may not have a dramatic effect on transit demand in the next two or three years, however, the cumulative effects of development will create a “tipping point” in favor of a modest fixed route transit system at some point within the five to ten year planning period.

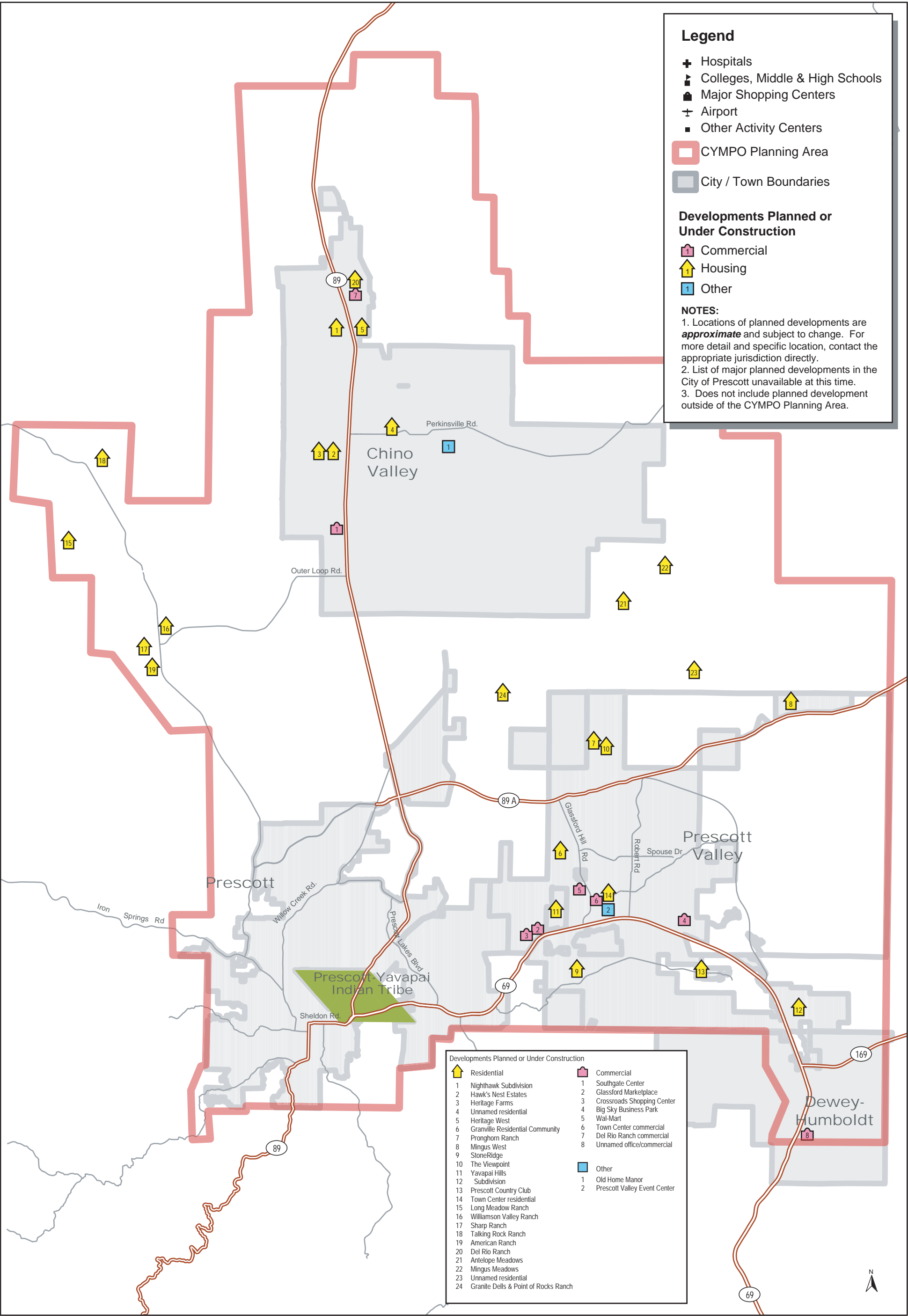
The major value of assessing future development patterns is to determine whether an area, or corridor, is on the verge of being continuously developed – or where development is similar to areas that already exhibit demand for transit service. Corridors or areas that have a mix of land uses and/or a concentration of a particular land use are the most likely areas to warrant transit service. Given the foregoing review of future development, the following areas are identified as having a strong potential for additional transit demand within the ten-year horizon of this study:

- **Prescott Valley Town Center.** This area is quickly developing into a regional shopping and entertainment destination, and with the addition of the new Prescott Valley Entertainment Center, will also attract numerous special events.
- **Prescott Valley, north of Highway 89A.** This area is poised for significant growth with as many as 6,000+ planned housing units. Although these units are low-density (between 2-4 units/acre), some pockets of this development may be more densely developed and warrant some level of transit service.
- **Prescott Valley, south of Highway 69.** Significant residential growth is planned or under construction along the Old Black Canyon Highway.
- **Chino Valley, Highway 89.** Although Chino Valley will remain relatively low-density, the Highway 89 corridor shows signs of becoming more developed to meet the needs of a growing population.
- **Highway 69.** Although some transit demand already exists along Highway 69 between Prescott and Prescott Valley, large sections of this corridor currently remain undeveloped. As the region grows, however, this corridor is likely to be the focus of large commercial development. This growth is occurring from both the Prescott Valley and Prescott ends.
- **Prescott, Highway 89.** Highway 89 between Highway 69 in Prescott to Chino Valley is mostly undeveloped, with the exception of a few small scale commercial uses. Future development is likely to occur first in the vicinity of the Highway 89A intersection near the Prescott Municipal Airport.
- **Prescott Municipal Airport and the Highway 89A Corridor.** The Prescott Airport is currently within the City of Prescott’s city limits. However, the Highway 89A and 89 intersection has strong potential for future development opportunities.

Figure 1-11 provides a map of future developments based on this review.

This page intentionally left blank.

Figure 1-11 Future Growth in the CYMPO Planning Area



Chapter 2. Existing Transportation Services

Despite the absence of a singular public transit system covering the CYMPO study area, there is a substantial, if informal network of passenger transportation service operated by both for-profit and not-for-profit enterprises. These include human and social service agencies operating transportation services for their clients and, in some cases, the general public, as well as private companies offering service to the general public in forms ranging from long-haul shuttles to the Phoenix Airport to local taxi and dial-a-ride services for older adults and persons with disabilities. This chapter provides an overview of existing transportation service providers and makes an initial effort to inventory all available services in the Central Yavapai region.

Historical Overview of Public Transportation Services

Various transportation services have existed in the Central Yavapai region over the years. As early as 1922, a local entrepreneur named Jack Sills operated the Prescott Whipple Stage as a fixed route serving primarily military personnel stationed at Fort Whipple (currently the VA Hospital). Whiskey Row in downtown Prescott was a major destination. In 1955, the City of Prescott acquired the franchise and expanded it as a two-route local transit system for approximately five years. Sills reacquired the system from the City in 1960 and ran it until 1975. Ownership of the system changed twice more until Jack Silvernail, the current owner, purchased it in 1978.

The Silvernale family converted the Prescott Whipple Stage into Citibus in 1984, establishing it as a non-profit entity known as the Prescott Transit Authority (PTA) to draw public funding support for what had become an unprofitable operation by the early 1970's. PTA unsuccessfully sought funding assistance from the City of Prescott to support expanded service levels, but nevertheless provided weeknight and weekend coverage, and intercity service between Prescott and Prescott Valley for a brief period in an attempt to increase operating revenues. In recent years, PTA recognized that profitability was not possible and scaled back service to minimize operating deficits. Citibus currently operates a one-way loop through central Prescott on weekdays from 9:00 am until 5:00 pm. The service delivered 8,728 one-way trips during calendar year 2005, or about 35 passengers per average weekday. System operations are further described later in this chapter.

Recognizing the need for a regional public transportation system, the not-for-profit Four County Conference on Developmental Disabilities (4CCDD) established Tri City Transit as a one-year demonstration project in 1993. This effort followed the recommendations of the 1991 Prescott Area Transit Study, which outlined a ten-year public transit development plan and urged a lead role by the City of Prescott. Tri City Transit was organized as a paratransit

brokerage with intent to better coordinate then-existing human service agency van services to deliver more trips with available resources already on the road. The program pooled the resources of approximately 30 agencies using 60 vehicles to provide expanded client transportation services. During the demonstration, a database listing all transportation providers was created, and common fare media and billing mechanisms were put into place. Tri City Transit delivered 1,493 one-way trips during the demonstration, equivalent to about six trips per average weekday.

In 1994, 4CCDD applied to the Arizona Department of Transportation (ADOT) for FTA Section 5311 funding to continue Tri City Transit beyond the demonstration phase. Responding to ADOT's requirement that a local governmental unit act as the project sponsor, Yavapai County agreed to serve as the formal grant applicant for an interim period of up to two years, after which another governmental unit would be expected to assume the lead role. The 4CCDD continued to operate the program for a 21-month period from January 1995 through September 1996 in partnership with Yavapai County. Tri City Transit delivered over 11,000 one-way trips during this period, or about 18 trips per day.

During the post-demonstration phase, Tri City Transit was funded in partnership between ADOT, four local governments, the Yavapai Prescott Indian Tribe, participating human service agencies, and consumers. Post-demonstration project financing is summarized in Figure 2-1.

Figure 2-1 Tri City Transit Funding – January 1995-September 1996

Revenue Source	Amount	Percent
Farebox Revenue	\$35,000	25.6
FTA Section 5311 (ADOT)	53,000	38.8
City of Prescott	5,300	3.9
Yavapai County, Towns of Chino Valley and Prescott Valley	17,200	12.6
Participating Agencies (In-kind)	26,000	19.1
Total	136,500	100.0

While the program generally was considered a success, Tri City Transit nevertheless was disbanded on September 30, 1996. Yavapai County and the Town of Prescott Valley were willing to continue their financial participation. However, the County declined to continue as the grantee, and the City of Prescott and Town of Chino Valley decided to discontinue their financial participation. When no other local government was willing to take a leadership role, the 4CCDD submitted a continuation grant application to ADOT. However, ADOT policy at the time was to not award Section 5311 grants to not-for-profit agencies.

There have been several additional studies since the mid-1990's that have recommended consideration of a public transit system in the greater Prescott area. Meanwhile, the private sector has expanded incrementally the services it provides commensurate with market demand and available funding. Currently existing passenger transportation services are described in the following sections.

Private Sector Transportation Providers

The private sector serves a vital transportation function in the Central Yavapai region. This section focuses on the for-profit services that primarily respond to niche markets where premium fares are tolerated by passengers. These include airport shuttles to the Phoenix Sky Harbor Airport, intercity shuttle and limousine services, and local taxi operations. With the exception of Citibus, a short fixed-route serving Prescott, most of these services charge a premium fare, and provide customized door-to-door service.

Airport Shuttles

Six private transportation companies offer service between the Central Yavapai region and the Phoenix Airport. Three of these operate on fixed schedules, and three others operate on demand by reservation only. Figure 2-2 summarizes the private transportation services that serve the airport.

Figure 2-2 Private Transportation Services – Serving Phoenix Sky Harbor Airport

Name	Scheduled Trips	Fares to Airport (per person)	Other Services
VanGo of Prescott	4 round trips daily	\$39 one-way; \$69 round-trip	Door-to-door service only; package service; charters/ special trips
Prescott Transit Authority	17 round trips daily	\$28 one-way; \$49 round-trip	Door-to-door service available for additional fee; package service; charters/special trips; limited long- term parking in Prescott; also offers stops in north Phoenix (I-17/Bell Rd.) and Phoenix Greyhound station.
Shuttle "U"	11 round trips daily	\$31 one-way; \$52 round-trip	Free park and ride available in Prescott
Executive Transportation Services of Prescott	Reservation only	\$49-\$75/hour (ranging from sedan to luxury van)	Door-to-door service only; tours/charters/special trips
Exclusive Edge Shuttle Service	Reservation only	\$40 one-way; \$80 round-trip	Door-to-door service only; charter/special service trips
Willis Sedan Service	Reservation only	\$125 one-way (up to four person/trip)	

Coconino-Yavapai Intercity Shuttle

The Coconino-Yavapai Shuttle operates door-to-door service between the Central Yavapai region and Flagstaff and the Verde Valley communities of Clarkdale, Cottonwood and Sedona. The one-way fare to Flagstaff is \$35, and the round-trip fare is \$60. From the Verde Valley, the fares to or from Flagstaff are \$25 one-way and \$50 round-trip. The daily

schedule consists of two round trips on weekdays and Saturdays, departing Prescott at 6:00 am and 3:00 pm, and one round-trip on Sunday departing Prescott at 6:00 am. The operator typically uses a minivan on the route, but also has several spare full-size vans available to run these trips when needed.

Taxi and Limousine Services

Six or more private companies are engaged in the taxicab and limousine business in the Central Yavapai region. Several operate under multiple business names offering branded taxi, limousine and small bus service, as well as airport shuttle service as noted above. The primary taxi service providers include:

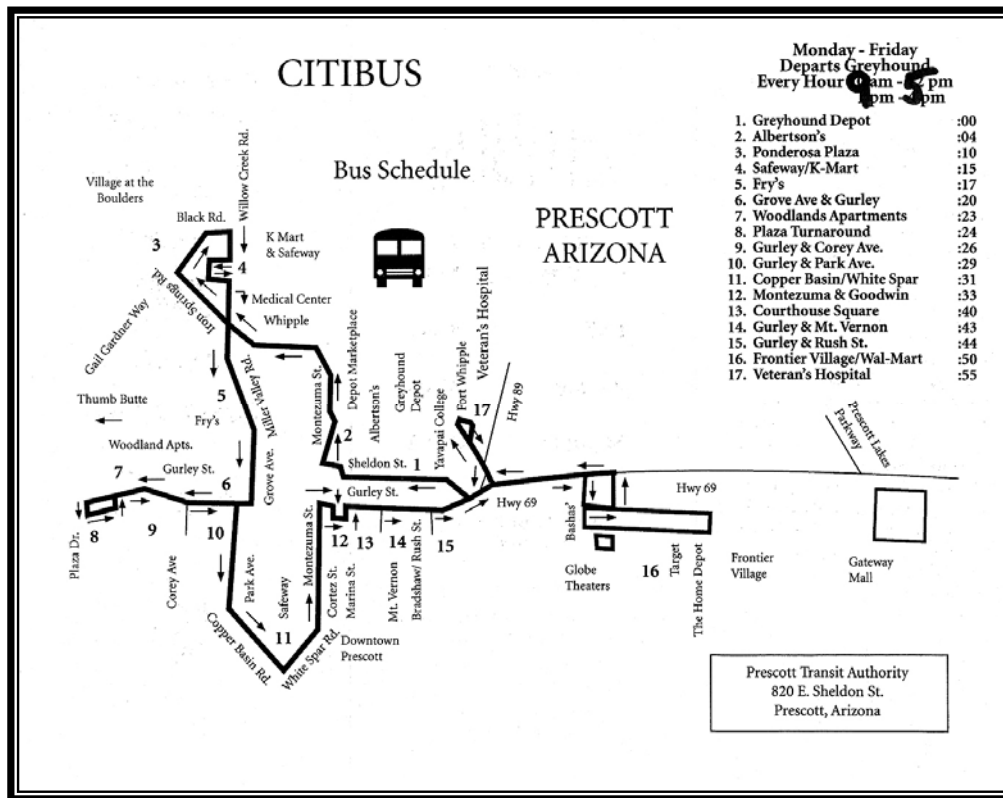
- AAA Taxi
- Ace City Cab
- Allstate Cab
- Discount Cab
- Tri-City Taxi

All taxis operate exclusive ride service and calculate fares on the basis of time and mileage using a taximeter. Three providers – AAA, Ace and Tri-City – also offer package delivery service. Tri-City Taxi offers discounts for college students and Ace Transit offers discounts for seniors.

Prescott Transit Authority – Citibus

Citibus is a fixed route bus service operated by PTA, which was established as a “501c(4)” not-for-profit entity in 1984. PTA is a division of a larger company that also runs profitable taxi, limousine and dial-a-rider transportation services, as well as contract vehicle maintenance and repair services.

Citibus service consists of a single vehicle running a one-way loop in central Prescott, as shown in Figure 2-3. The loop route covers several shopping destinations throughout central Prescott as well as the Frontier Village Center on Highway 69.

Figure 2-3 Prescott Transit Authority – Citibus Route Map – 2006

The route currently operates an hourly schedule on 251 weekdays per year between 9:00 am and 5:00 pm, for a total of 2,008 hours annually. Passenger fares are \$1.00 per one-way trip, or \$3.00 for a daily unlimited ride pass. Weekly and monthly passes are also available for \$9.00 and \$27.00 respectively. The customer base is comprised primarily of lower income local residents riding regularly, and a relatively small number of tourists.

During calendar year 2005, Citibus carried 8,728 one-way passenger trips and operated 1,506 total revenue hours, with a resulting average service productivity of 5.8 passengers per hour. Citibus incurred operating expenses of approximately \$60,000 during 2005, or approximately \$39.84 per hour. Estimated farebox revenue was less than \$9,000, indicating an operating loss of about \$51,000. The deficit was underwritten by profits generated by other company business activities, including taxicab, dial-a-ride, limousine and shuttle operations, and presumably advertising and other non-operating revenues.

Yavapai-Prescott Tribal Transportation Services

A circulating shuttle operates on the Reservation between the Prescott Resort and Conference Center, Bucky's Casino and the Yavapai Casino. The shuttle operates on a continuous loop and transports customers and employees between the three facilities. The shuttle also served other hotels in the Prescott area in past years; however, this practice has

been discontinued except for large groups arranged in advance. The casinos own three 13-passenger vehicles, two of which are in service during normal times and the third used during busy periods. In addition to the circulating shuttle, the two casinos and hotel contract with CoachUSA to provide charter service between the Phoenix area and Prescott, Monday through Thursday.

The Tribe also provides social service transportation for elderly tribal members and owns one lift-equipped van for this purpose. This van was purchased with a federal grant and can only be used specifically for transporting elderly reservation members for defined trip purposes such as medical appointments and shopping.

Human Service Transportation Providers

A number of not-for-profit human and social service agencies provide transportation within the Central Yavapai region, and a few also operate in a wider geographic area. Although most of these organizations focus on transportation services specifically for their clients, several offer service to anyone in need of transportation. Where fares are charged, these services are generally less expensive for users than taxi services or other private operators, but more expensive than comparable services operated by public transit systems in other regions. As summarized in Figure 2-4, at least 13 agencies provide transportation using a fleet of at least 59 vehicles. Due to the number of agencies unable to report budget information, total expenditures on transportation are shown as nearly \$366,700, but more realistically could be estimated above \$500,000 annually. Human service agency transportation operations are briefly described in the following paragraphs.

Figure 2-4 Human Service Transportation Providers in Central Yavapai County

Agency / Organization	Total # of Passenger Vehicles	Annual Operating Cost	% of Total Agency Budget
Adult Day Care Services, Inc.	9	NR	NR
Margaret T. Morris Center	1	NR	NR
Reserve-A-Ride Yavapai	10	\$48,330	100%
Territorial Transit	1	0	–
New Horizons Independent Living Center	3	\$105,000	29%
Neighbor-to-Neighbor	*	\$10,800	22%
West Yavapai Guidance Clinic	22	\$112,547	2.6%
Prescott People Who Care	**	NR	NR
Yavapai Center for the Blind	1	NR	NR
Yavapai Exceptional Industries	8	70,000	6.0
Golden Age Nutrition Center	1	NR	NR
Prescott Samaritan Village	1	20,000	1.0
Prescott Valley Samaritan Center	2	NR	NR
Total	59	366,677	–

Notes: * - Neighbor-to Neighbor coordinates approximately 20 volunteer drives using their own vehicles. ** - Prescott People Who Care leases one van from Territorial Transit for use in Chino Valley, and coordinates volunteer drivers using their own vehicles.

Adult Day Care Services, Inc.

Adult Day Care Services, Inc. (ADCS) is a 501c(3) not-for-profit agency offering day living services to persons with debilitating memory loss and related physical and developmental conditions. The organization, which was founded in 1982, gradually developed its transportation function because of a perceived lack of viable client transportation options in the community. Currently, the program serves over 300 persons at two locations on Sunset Avenue in Prescott and on North Windsong Drive in Prescott Valley. The Prescott Valley facility opened in 1996.

ADCS operates nine Ford vans and small buses, of which five are based in Prescott and four in Prescott Valley. All vehicles were acquired through the FTA Section 5310 program administered by ADOT. Two vans were purchased in 1997; two in 1998; one in 1999; one in 2001; two in 2003; and one in 2005. One of the Prescott vans makes door-to-door pickups in Chino Valley. An estimated 75% of all clients, or 225 persons, use ADCS transportation service on a daily basis. Clients pay \$8.00 for a one-way trip, or \$16.00 for a round trip.

Margaret T. Morris Center

Closely affiliated with ADCS, the Margaret T. Morris Center offers residential facilities for persons with memory loss and related conditions. The Center is located adjacent to the ADCS Prescott facility on Sunset Avenue. It operates a 1999 Ford small bus purchased with FTA Section 5310 funding that is used for client and staff transportation.

Reserve-A-Ride Yavapai (American Red Cross)

Reserve-a-Ride Yavapai provides demand responsive transportation primarily to older adults and a relatively small number of persons under 50 years old with disabilities. The service is available to passengers on weekdays from 8:00 am until 4:30 pm, although vehicles typically operate between 7:30 am and 5:00 pm. A total of 5,103 one-way trips were provided during calendar year 2005, equivalent to approximately 20 one-way passengers per average weekday. An estimated 80% of all trips accommodated were based on subscription reservations.

A total of 120 unduplicated individuals are registered to use the service. According to the Program Coordinator, customers hear about the service primarily by word of mouth, and a few have been referred by doctors and medical centers. The most common trip purposes include medical appointments in the vicinity of Yavapai Regional Medical Center and further north on Willow Creek, and shopping trips at various supermarkets, including Albertsons, Bashas, Fry's and Safeway. Riders pay \$3.00 for a one-way trip between any origin and destination in Prescott and Prescott Valley, or \$5.00 for a round trip.

Although the program is under the administrative auspices of the American Red Cross regional office in Phoenix, Reserve-a-Ride Yavapai functions relatively autonomously as a separate cost center. FY 2006 gross operating expenses were approximately \$48,000 to

provide approximately 2,200 revenue service hours at an average cost of \$21.82 per hour. This comparatively low cost per hour reflects the fact that all program personnel are volunteers. The average cost per passenger trip supplied was \$9.41. Only two percent of all passenger trips required a lift- or ramp-equipped vehicle.

Territorial Transit

Territorial Transit is a recently formed not-for-profit organization that intends eventually to operate fixed route transit service in the Central Yavapai County region. The initial focus of Territorial Transit will be on commuters between Prescott Valley and Prescott, with some midday service for shopping and other services along the corridor. Early morning commute trips will originate in Prescott Valley and end in Prescott to provide access to major employers. Evening commute trips will originate in Prescott and provide return service to the residential areas of Prescott Valley.

Territorial Transit does not yet operate service, but has acquired one Ford Supreme small bus with FTA Section 5310 funding assistance. The vehicle currently is leased to Prescott People Who Care for use in Chino Valley.

New Horizons Independent Living Center

New Horizons provides paratransit service focusing on the mobility needs of people with disabilities. While the transportation program is nominally open to the general public, service is marketed mostly to people with disabilities, older persons 55 years of age and over, members of low income households, and youth between 16 and 21 years old. Service generally is available during regular business hours; however, transportation occasionally is provided in the evening and on the weekends as needed.

Transportation is provided throughout the Central Yavapai region, including Prescott, Prescott Valley, Chino Valley, Dewey-Humboldt and surrounding parts of Yavapai County. However, most trips contain at least one trip end in either Prescott Valley or Prescott where the majority of services and residents are located. Major trip destinations in the region include the Yavapai Regional Medical Center, other medical offices, the VA Hospital, various shopping centers, and the CASA Senior Center in Prescott Valley.

For service within Prescott Valley, the one-way fare is \$8.00 and a round trip is \$15.00. Service between Prescott Valley and Prescott is \$15.00 one-way and \$25.00 round-trip. Other one-way and round trip fares from Prescott Valley are:

- PCC/Dewey/Humboldt/Mayer \$8 one-way, \$15 round-trip
- Spring Valley/Cordes \$30 one-way, \$58 round-trip
- Chino Valley/Paulden \$30 one-way, \$58 round-trip
- Skull Valley/Wilhoit \$40 one-way, \$75 round-trip

Over the years, the program has grown to include two minivans and a 10-passenger lift-equipped van, which was purchased using FTA Section 5310 funds. A second 10-passenger van is scheduled to be delivered in August 2006 and was also acquired using Section 5310 funds. A transportation coordinator was recently hired to manage the transportation program and the Center now employs 4 part-time drivers.

In the past 12 months, approximately \$105,000 was spent on transportation, comprising approximately 29% of New Horizon's total annual budget. New Horizons reported that its transportation program provided 2,263 one-way trips during a three-month period, which was extrapolated to an estimated 9,000 trips annually. The average cost per trip provided was calculated to be \$11.67.

Neighbor-to-Neighbor

Neighbor-to-Neighbor (NtN) provides a variety of support services to persons 55 years of age and older, and disabled residents within a service area generally defined as the Highway 69 corridor between Mayer and Diamond Valley. NtN does not directly operate transportation service, but instead coordinates and schedules a volunteer driver program. Volunteers use their own vehicle for all trips provided, and also are required to carry their own automobile insurance. Some volunteers donate the fuel used to transport passengers as well.

When a request for service is received by NtN, the person's name is recorded along with the pick-up and drop-off location and approximate time when the trip should take place. NtN staff maintains a database that includes all volunteer and Neighbor information. Matches are conducted manually by NtN staff, usually 24 hours in advance of the trip request.

Transportation is one of the largest programs offered by NtN. In 2005, approximately 1,100 individual services were performed by the organization, 847 of which were related to transportation. Each transportation "service" generally refers to a round trip rather than a one-way trip. Therefore it is estimated that NtN provided up to 1,694 one-way trips in 2005. Reported transportation operating costs, which include a portion of one staff member's time and partial reimbursement of volunteer fuel costs, represented approximately 22% of the organization's total budget.

West Yavapai Guidance Clinic

The West Yavapai Guidance Clinic (WYGC) provides services for clients with mental illness and chemical dependencies. The Clinic has a Transportation Department that is responsible for active client transportation to and from WYGC program functions. Eligibility is based on Social Security Act Title 19 and SAPT-Pregnant IV program participation. The transportation program covers a wide geographic area that encompasses all communities in the CYMPO area and as far away as Ash Fork, Congress, Paulden, Seligman and Yarnell.

WYGC spent approximately \$112,500 on transportation last year, representing about three percent of the organization's total budget. Approximately 6,000 one-way trips were

supplied during this period, at an average cost of \$18.67 per trip. A very small percentage of these trips required a lift- or ramp-equipped vehicle. The WYGC owns a total of 22 vehicles that are used for their transportation program. Of these, 11 are vans (only one is accessible) and 11 are automobiles (none accessible). ADOT data show that seven of the vans were acquired with FTA Section 5310 funds between 2000 and 2005.

People Who Care

The People Who Care organization is similar in concept to NtN, but operates within a more limited geographic area that includes the City of Prescott and the Town of Chino Valley. As noted earlier, the organization coordinates volunteer drivers using their own vehicles to provide service in Prescott, and leases one van from Territorial Transit for use in Chino Valley.

Yavapai Center for the Blind

The Yavapai Center for the Blind provides training, social and recreational programs for persons with visual and hearing impairments. The Center owns a 2003 Ford van purchased with FTA Section 5310 funds. The van has capacity for nine passengers and is used primarily to transport clients from Prescott and Prescott Valley to the Center located on Washington Avenue in Prescott. Group trips to community events also are provided as scheduled.

NACOG Transportation Voucher Program

The Northern Arizona Council of Governments (NACOG) has administered the Tri City Transportation Voucher Program since 2000. The program is designed on a “user side subsidy” concept enabling eligible users to “shop” for transportation among multiple vendors and presumably consume the service that works best for them. Users pay a flat \$2.00 fare per one-way trip taken in conjunction with use of a voucher, regardless of the rates charged by the selected vendor. Currently, there are nine vendors that accept transportation vouchers, including five that charge a flat rate and four that charge a variable rate depending on trip distance:

Flat Rate Providers

- Reserve-a-Ride Yavapai (American Red Cross)
- Adult Day Care Services, Inc.
- Citibus – Prescott Transit Authority
- Neighbor-to-Neighbor
- New Horizons Independent Living Center

Variable Rate Providers

- Ace Cab / Prescott Paratransit, Inc.
- H&M Rogers Transportation
- Meditrans / Discount Cab / Total Transit
- Tri City Taxi

The Voucher program is funded by participating communities using primarily LTAF II distributions from the State of Arizona to the localities, and a 25% local match from general fund revenues. During FY 2006, the City of Prescott and Towns of Chino Valley and Prescott Valley contributed a total of \$225,000 to NACOG for the voucher program. Of this amount, \$191,250 (85%) was spent on transportation and \$33,750 (15%) was retained by NACOG to cover administrative costs. Effective July 1, 2007, the Town of Dewey-Humboldt also is participating in the program and will contribute \$42,000 for FY 2007.

A summary of voucher distribution and consumption for FY 2006 appears in Figure 2-5. NACOG estimates that 430 individual program registrants used 44,395 vouchers during FY 2006, suggesting that the “average” registrant consumed about 103 rides per year, or about two per week. The total cost per voucher redeemed was \$5.06, including \$4.31 for transportation and \$0.76 per voucher for NACOG administration. Assuming that each rider also paid \$2.00 in cash when using a voucher on all services except Citibus, it is estimated that the total average fare collected by service vendors was around \$6.00 per passenger in FY 2006.

**Figure 2-5 NACOG Transportation Voucher Program – FY 2006
Summary Operating Characteristics**

Community Served	Rides Requested	Persons Requesting	Rides per Person	Total Registrants	Rides per Registrant
Chino Valley	1,627	161	10.1	25	65.1
Prescott	31,620	3,147	10.0	300	105.4
Prescott Valley	11,148	1,252	8.9	105	106.2
Total	44,395	4,560	9.7	430	103.2

Eligibility to participate in the voucher program is linked to household income and access to a personal vehicle. Applicants must complete a one-page form that asks for gross monthly income, sources of income, and reason for lack of transportation, among other information. The information supplied is self-certified by the applicant.

Vouchers are distributed on a “first-come, first-served” basis. Voucher recipients are required to call NACOG between the 20th and 25th of each month to request vouchers for the upcoming next month. The dollar amount of vouchers distributed in any given month is dependent on available funding. Effective July 2006, the maximum monthly allotment was

\$150 for Chino Valley residents, \$80 for Prescott Valley residents, and \$40 for Prescott residents. However, the maximum may increase or decrease from month to month during the fiscal year, based on NACOG estimates of funds remaining. According to NACOG staff, the objective is to fully distribute all available voucher funding on a fiscal year basis.

Consumer demand for vouchers generally were fully accommodated in past years. However, conditions appear to be changing, in part due to the fact that the City of Prescott reduced its contribution for FY 2007, and also due to increasing demand. Last year, NACOG responded by requiring that voucher recipients reapply annually for eligibility. Moreover, waiting lists have been established for the City of Prescott and the Town of Prescott Valley. As of mid-July 2006, there were 18 names on the Prescott waiting list, and seven names on the Prescott Valley waiting list. Program participation in Chino Valley continues to be relatively low.

NACOG data indicates that transportation vouchers are used for a variety of trip purposes, as shown in Figure 2-6. Travel for basic needs, medical and employment trip purposes comprised over 82% of all voucher trips taken.

Figure 2-6 NACOG Voucher Program – Annual Trips by Purpose and Jurisdiction – FY 2006

Trip Purpose	Chino Valley	Prescott	Prescott Valley	Total	Percent
Medical	699	9,002	3,565	13,266	29.9%
Basic Needs	313	9,923	3,969	14,205	32.0%
Job Search	49	2,902	464	3,415	7.7%
Work	370	6,295	2,463	9,128	20.6%
Social Service	75	916	142	1,133	2.6%
Counseling	17	1,585	336	1,938	4.4%
Education	104	997	209	1,310	3.0%
Total	1,627	31,620	11,148	44,395	100.0%
<i>Percent</i>	<i>3.7%</i>	<i>71.2%</i>	<i>25.1%</i>	<i>100.0%</i>	

Chapter 3. Peer Communities Review

Five existing transit systems serving communities with demographic characteristics similar to the Central Yavapai region are highlighted in this chapter. The purpose of this information is to illustrate the scope and breadth of existing public transportation services that have been implemented in areas that could be considered comparable to the CYMPO planning area. The transit systems reviewed include:

- Yuma, AZ Yuma County Area Transit (YCAT)
- Grand Junction, CO Grand Valley Transit (GVT)
- St. George, UT SunTran
- Flagstaff, AZ Mountain Line / VanGo
- Cottonwood, AZ Cottonwood Area Transit System (CATS)

Yuma County Area Transit, which is managed by the Yuma Metropolitan Planning Organization, runs fixed route and paratransit services for three urbanized area communities in Yuma County, Arizona. The service area encompasses the Towns of Yuma and San Luis, and the Yuma Foothills. Seven fixed routes have been operating since 2004, and an ADA complementary paratransit service with nine vehicles has been running since 2000. Predominant trip purposes are for employment and training, and major destinations include the university campus and government offices. Existing funding comes primarily from local taxes and from the FTA Section 5307 formula grant program, as well as farebox revenues and in-kind donations.

Because the paratransit service started several years prior to fixed route service, it continues to be available beyond the ¾-mile buffer required by ADA. This local policy decision has an effect on the fixed route system. For example, requests for Sunday service have not been accommodated to date due to funding constraints.

Grand Valley Transit (GVT) provides fixed route and complementary paratransit services in Mesa County, Colorado, with operations contracted to Mesability, Inc., a 501c(3) not-for-profit agency. The service area includes the City of Grand Junction and outlying Towns of Fruita and Palisade, which are part of the urbanized area, as well as unincorporated rural areas of Mesa County. The system was implemented in 2000 with three routes operating 30-minute headways, but subsequently was expanded to 11 routes operating hourly headways. Predominant trip destinations include retail centers, human services, medical facilities, employment and the Mesa State College campus.

Rapid population growth and land development occurring in the Grand Valley is paralleled by rapid ridership increases. In response, GVT is considering additional routes to meet future needs. Primary funding sources include FTA Section 5307, 5310, 5311 and 5316 (JARC) grant programs, as well as local contributions from the City of Grand Junction and Mesa County, farebox and advertising revenues.

SunTran is operated by the City of St. George in southwestern Utah. The system consists of three fixed routes and ADA complementary paratransit service. St. George is at the center of an urbanized area of around 150,000 people, which in 2005 was declared the second fastest-growing metropolitan area in the United States, after Las Vegas, Nevada. However, SunTran service presently operates strictly within the St. George city limits. The system has been operating on hourly headways since it began in 2003, during which time ridership has quadrupled. SunTran plans to improve system headways to 30 minutes within the coming year. Funding for SunTran comes from the FTA 5307 and 5309 programs, as well as local tax contributions, farebox and advertising revenues.

Mountain Line fixed route service and **VanGo** demand-responsive service operate within and just beyond the city limits of Flagstaff, Arizona. Operating since 2001, Mountain Line includes five routes, and VanGo deploys 10 vehicles in ADA complementary paratransit. System funding comes from a combination of FTA Section 5307, local taxes and farebox revenues.

The Northern Arizona Intergovernmental Public Transit Authority (NAIPTA) is a new regional authority covering parts of Yavapai and Coconino County, including Flagstaff, Cottonwood, and Sedona. NAIPTA was created on July 2, 2006 and recently assumed responsibility for operating Mountain Line and VanGo. NAIPTA will also operate the transit system in Sedona upon implementation in Fall 2006.

Cottonwood Area Transit System (CATS) runs route deviation and demand responsive services in the Cottonwood area, which includes the Town of Clarkdale and Verde Village as well as the City of Cottonwood. The service area is predominantly rural, but growing rapidly with the addition of new medical and retail facilities. The system started with one demand-responsive vehicle in 1987 and expanded gradually to the current seven-vehicle system. CATS is expected to add an eighth vehicle to peak period operations in October 2006. A one-vehicle checkpoint deviation service was added in 2003, and expanded to a second vehicle in October of 2005. CATS is funded through a combination of FTA 5311 funds and farebox revenue.

The communities chosen as peers possess various geographic and demographic characteristics making them useful for purposes of comparison. All are located in the Southwest, including three in Arizona and one each in Colorado and Utah. These states provide limited funding for local public transit systems, as opposed to much higher state funding levels found in California, for example. Service area populations range from 20,000 to 175,000, thus providing examples both smaller and larger than the CYMPO study area. Much like the Central Yavapai region, several of the areas selected are growing rapidly. Figure 3-1 below provides a demographic comparison of the peers listed in declining order of service area population.

Figure 3-1 Transit Systems Peer Analysis Service Area Information

Transit Agency	Population	Area (Sq. Mi.)	Persons/ Sq. Mi.	Location and Character
YCAT	175,000	26	6,731	Yuma County, AZ: 3 urban areas
CYMPO	105,000*	125**	840	1 city, 3 towns (see notes), growing rapidly
GVT	85,000	50	1,700	Mesa County, CO: Urbanized area serving 3 transfer centers; ridership growing rapidly
SunTran	62,629	33	1,898	St. George, UT: Rapidly growing urban area, but service only w/in city limits
MountainLine & VanGo	50,000	36	1,389	City of Flagstaff and vicinity
CATS	20,000	22	909	Cottonwood, AZ: Rural area growing rapidly, with 4 towns

Notes: (*) Assumes population estimates from 2030 Plan, excluding about one-half of unincorporated area population. (**) Approximate service area includes 87.6 square miles of Prescott, Prescott Valley and Chino Valley, plus estimated amount to include Dewy-Humboldt and nearby unincorporated area.

Figure 3-2 summarizes the basic operating characteristics of the peer systems. Generally, system size varies in proportion to service area population. It is noted that CATS and YCAT, which started out exclusively as demand-responsive services, continue to have more vehicles running paratransit service than are deployed on fixed routes.

Figure 3-2 Transit System Peer Analysis Operating Characteristics

Transit Agency	No. of Routes	Fixed Route Fleet	Paratransit Fleet	Operating Hours	Base Fare
YCAT	7	9 small buses	13 vans & small buses	6am – 10pm Mon – Sat	\$1.25
GVT	11	6 large buses 14 small buses	5 small buses	5am – 7pm M – F 8am – 6pm Sat	\$1.00
SunTran	3	2 large buses 4 small buses	1 small bus	6am – 8pm M – F 8am – 6pm Sat	\$1.00
Mountain Line & VanGo	5	2 vans 11 medium buses	10 vans	6am – 10pm M – F 7am – 8pm Sat/Sun	\$1.00
CATS	1	2 small buses	7 small buses	7am – 5pm M – F 9am – 2pm Sat	\$1.50

System ridership and productivity data for the peer systems during the most recent fiscal year available are summarized in Figure 3-3. The average number of passengers carried per revenue hour of service provided is a commonly quoted performance measure in the transit industry. Peer performance among the primarily fixed route systems ranged between 12.5 passengers per hour (Yuma) and 16.2 passengers per hour (Flagstaff). However, the productivity of the two primarily paratransit systems was considerably lower. CATS, which operates a combination of demand responsive and fixed route deviation service, carried an average of 3.4 passengers per hour, while VanGo carried 2.2 passengers per hour in purely demand responsive mode.

Figure 3-3 Transit System Peer Analysis Ridership And Productivity

Transit Agency	Total Passengers	Revenue Hours	Passengers per Hour	Revenue Miles	Passengers per Mile	Miles per Hour
YCAT	237,200	19,000	12.5	425,000	0.56	22.4
GVT	700,000	45,000	15.6	610,000	1.15	13.6
SunTran	210,000	13,398	15.7	244,389	0.86	18.2
Mountain Line	426,331	26,237	16.2	382,650	1.11	14.6
VanGo	14,920	6,687	2.2	70,572	0.21	10.6
CATS	38,886	11,581	3.4	164,293	0.24	14.2

System operating efficiency for the peer systems are summarized in Figure 3-4. Net operating cost per hour, net cost per passenger, and the percentage of gross operating expenses recovered through the farebox are three common performance measures of transit operating efficiency. The results indicate that there is a significant range of acceptable efficiency levels, and that reasonable expectations for a small fixed route system in the Central Yavapai region involved net operating costs be between \$40 and \$50 per hour, and \$3.50 to \$4.50 per passenger, with a farebox recovery level of about 10%.

Figure 3-4 Transit System Peer Analysis Operating Efficiency

Transit Agency	Gross Operating Cost	Farebox Revenue	Net Operating Cost	Farebox Recovery	Net Cost per Hour	Net Cost per Psgr.
YCAT	\$2,100,000	\$215,000	\$1,885,000	10.2%	\$99.21	\$7.95
GVT	\$2,600,000	\$208,000	\$2,392,000	8.0%	\$53.15	\$3.42
SunTran	\$546,000	\$78,858	\$467,142	14.4%	\$34.87	\$2.22
Mountain Line	\$2,001,257	\$265,904	\$1,735,353	13.3%	\$66.14	\$4.07
VanGo	\$631,231	\$29,061	\$602,170	4.6%	\$90.05	\$40.35
CATS	\$544,879	\$68,524	\$476,355	12.6%	\$41.39	\$12.25

Peer system revenue sources are summarized in Figure 3-5. It is noteworthy that all systems subsist largely on a combination of Federal and local funding assistance, and farebox revenues. Some of the systems generate additional revenues through advertising sales, contract operating revenues, and interest on investments. With the exception of CATS, which is the smallest of the peer agencies and the only one operating in a non-urbanized area, FTA Section 5307 formula grant funds comprise a substantial revenue source. CATS receives FTA Section 5311 funding rather than Section 5307. GVT receives both Sections 5307 and 5311 funds because its service area includes both urbanized and non-urbanized areas. Because they are formula allocations tied to multi-year federal transportation legislation, they are relatively stable and predictable funding sources. GVT also receives Section 5310 capital grants, while SunTran and Mountain Line have been successful in obtaining Section 5309 discretionary capital grants. Federal funding programs are described in the next chapter of this report.

Figure 3-5 Transit System Peer Analysis Revenue Sources

Agency	Local Taxes	FTA S. 5307	FTA S. 5310	FTA S. 5311	Farebox Revenue	Other Sources
YCAT	\$610,000	\$1,490,000	—	—	\$215,000	\$53,000 (in kind)
GVT	\$1,244,000	\$955,000	\$58,000	\$138,000	\$208,000	Advertising, JARC
SunTran	\$175,000	\$680,000	—	—	\$78,858	Advertising, FTA 5309
Mountain Line	\$1,723,085	\$12,268	—	—	\$265,904	Advertising, LTAF, Int, FTA 5309
VanGo	\$140,920	\$461,250	—	—	\$29,061	Contracts, Int, 5309
CATS	—	—	—	\$307,600	\$68,524	\$168,755

Chapter 4. Transit System Funding Opportunities

Regardless of what form of service a transit system operates and the entity that becomes responsible for management and service delivery, financing capital and operating costs always is a critical concern. Public transit systems typically are funded through a combination of Federal Transit Administration (FTA) grants, frequently with some form of State assistance, and contributions from participating local jurisdictions, farebox revenue, and miscellaneous non-operating revenues. This chapter provides a discussion of existing sources of federal, state and local funding that potentially could be used to help support a public transportation system in the Central Yavapai region.

Federal Funding

The FTA (previously the Urban Mass Transportation Administration) was created in 1964 by the Urban Mass Transportation Act. Over the years, federal transit funding has evolved into well-defined program of formula assistance and discretionary grants that address the needs of urban and rural communities, private not-for-profit entities and most recently, national parks. Six existing grant programs offer possible funding avenues for a future public transportation system in the Central Yavapai region.

Section 5307 Urbanized Area Formula Grants

The CYMPO planning area became an urbanized area (UZA) for federal transportation funding purposes with the formation of CYMPO in June 2003. Accordingly, the region is eligible to receive FTA formula funding assistance under Section 5307. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. FTA grants distinguish between small UZAs having a cumulative population under 200,000 residents, and large UZAs containing more than 200,000 residents. With an estimated 2004 population of 116,362, the Central Yavapai region is considered a small UZA.

Section 5307 funds typically may be used for expenses relating to planning, engineering, design and evaluation of transit projects and other technical transportation-related studies, as well as capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities. Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software similarly are allowed. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Grants made for capital purposes are funded at an 80% level, with a 20% non-federal match requirement.

One important distinction in FTA's handling of small and large UZA grant recipients that is particularly beneficial to the Central Yavapai region is that net operating expenses are allowable for small UZA grantees. When used for operating expenses, Section 5307 funds require a 50% non-federal match. This means that Federal funds could be used to cover up to one-half of transit system costs incurred for bus operations, including operator wages and fringe benefits, fuel, insurance and related expenses, as well as maintenance costs. It is noted that net operating expenses are equal to total operating expenses incurred less passenger fare revenues collected.

A second distinction between small and large UZA grantees also may be helpful to the region. Procedurally, small UZA funds are apportioned to the Governor of each state for distribution, while large UZA funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. This means that the State will act as the designated recipient on behalf of the Central Yavapai region for purposes of dealing with FTA, provided that CYMPO or another local agency yet to be identified would be willing to act as the grantee under contract to ADOT. This institutional relationship may be particularly helpful to the region during the startup phase of the transit system, since ADOT likely would provide technical assistance to CYMPO or other entity responsible for a new transit system.

More than \$2.4 million of Section 5307 funds have been authorized for potential use in the Central Yavapai region since FY 2003, as shown in Figure 4-1 below. These funds are available for application during the year in which they were apportioned, plus three subsequent years, for a total of four years. Federal regulations dictate that Section 5307 funds not applied for within the current and three prior fiscal years are subject to rescission.

To avoid the loss of the FY 2003 authorization to residents of the State of Arizona, Yavapai County brokered an arrangement with ADOT to transfer funds to Coconino County. Nevertheless, the Central Yavapai region still has available a total of \$1,851,221 of Section 5307 apportionments accumulated since FY 2004. A looming concern is that the FY 2004 apportionment will become subject to rescission if not reprogrammed or applied for prior to September 30, 2007. On the other hand, the FY 2007 apportionment likely in excess of \$600,000 should be announced in late 2006.

Figure 4-1 FTA Section 5307 Authorizations to the Central Yavapai Region: FY 2003– 2006

Fiscal Year	Authorization
2003	\$592,448
2004	\$592,381
2005	\$620,808
2006	\$638,032
Total Apportioned Since Inception	\$2,443,669
Funds Reprogrammed (FY 2003)	\$592,448
Funds Available	\$1,851,221

Section 5309 Discretionary Capital Grants

In addition to formula funding assistance, FTA also provides transit capital investment grants for three primary activities: (1) new and replacement buses and facilities; (2) modernization of existing rail systems; and (3) new fixed guideway systems. Eligible recipients include transit authorities, states, municipalities and other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Grants awards are made on a discretionary basis and frequently involve Congressional earmarks. Section 5309 grants cover up to 80% of eligible project costs, and require a minimum 20% non-federal match.

From the perspective of the short-range needs of the Central Yavapai region, there are distinct opportunities to pursue funding for transit vehicles, equipment and facilities through Section 5309. For example, the region could acquire buses needed to implement transit service, design and construct a transit operations, maintenance and administrative facility, transfer centers, transit malls, intermodal terminals and park-and-ride lots, or purchase and install passenger shelters, bus stop signs, mobile radio systems, fareboxes, computers, shop and garage equipment, and non-revenue vehicles with Section 5309 grant funds.

Recent experiences in Coconino County are illustrative of the potential for Section 5309 grants for the Central Yavapai region. Coconino County received three Section 5309 grants during FY 2006 totaling \$1,408,786 to purchase buses for Flagstaff (\$237,947) and Sedona (\$180,839), and to construct bus facilities in Flagstaff (\$990,000). During FY 2005, two grants totaling \$3,887,112 were received for buses in Flagstaff (\$1,360,489) and Sedona (\$2,526,623). During FY 2004, one grant for \$1,375,164 was received by Coconino County for transit facilities.

FTA Section 5310 Elderly and Disabled Transportation Grants

Section 5310 grants are distributed to public and private, not-for-profit entities primarily to cover 80% of the cost of purchasing vans, small buses and related capital equipment used to

transport older adults (60 years and older) and persons with disabilities. A 20% non-federal match is required. Funds are apportioned by Congress to the states for distribution to eligible subrecipients within each state. In Arizona, ADOT has administered the Section 5310 program for over 20 years. Over 150 provider agencies currently receive 5310 funds in Arizona. ADOT data indicates that 45 vehicles funded with Section 5310 funds currently are operating in Yavapai County, including 33 in the Central Yavapai region. Local agencies currently running Section 5310-funded vehicles include:

- Adult Day Care Services, Inc. (9 vehicles)
- Margaret T. Morris Center (1 vehicle)
- West Yavapai Guidance Clinic (7 vehicles)
- Yavapai Center for the Blind (1 vehicle)
- American Red Cross – Reserve-a-Ride (7 vehicles)
- Golden Age Nutrition Center (1 vehicle)
- Prescott Valley Samaritan Center (2 vehicles)
- Prescott Samaritan Village (4 vehicles)
- Territorial Transit (1 vehicle)

ADOT undertakes an annual statewide application process with assistance from COGs and MPOs to notify prospective applicants and conduct regional review processes. The application process generally begins in January with regional evaluations occurring in February and March. State and Federal approval processes typically occur during the following summer, followed by a vehicle procurement and delivery process that takes from nine to 18 months. ADOT purchases the vehicles on behalf of local recipients and holds title jointly for four years or 100,000 miles, whichever occurs first. After this period, the ADOT relinquishes its share of the title to the local recipient and the vehicle may be used for any purpose, including disposition to assist with future matching fund needs for vehicle replacement or expansion service.

Section 5316 – Jobs Access/Reverse Commute (JARC) Program

Jobs Access grants are intended primarily to implement new transit service designed to assist welfare recipients and other low-income individuals to get to jobs, training and child care services. Reverse Commute grants are designed to develop transit services to transport workers who live in inner cities to employment sites in suburban areas. Eligible expenses include capital and operating costs of equipment, facilities and associated capital maintenance items, transit vouchers for welfare recipients and eligible low income individuals, promotion of employer-provided transportation programs, transit pass benefit programs, and other marketing activities. Eligible recipients include local governmental and non-profit entities. JARC grants typically pay for 80% of eligible expenses, with a 20% non-federal match requirement.

A total of \$275,606 was apportioned the State of Arizona in FY 2006 for competitive grant awards to the four small UZAs. ADOT is still in the process of determining how these funds will be spent, but has stated in a recent report to grantees that the JARC program is becoming increasingly interrelated with the New Freedom and Arizona Rides programs, which are discussed below.

Section 5317 New Freedom Initiative Grants

This is the newest of FTA's grant programs, and is designed to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Section 5317 offers a new formula grant program source for eligible capital and operating costs. The funds are allocated through a formula based upon the population of persons with disabilities in each state and region. A total of \$148,388 is apportioned the State of Arizona in FY 2006 for competitive grant awards to the four small UZAs.

Given that FTA requires projects to be included in a locally-developed human service transportation coordination plan beginning in FY 2007, it may be assumed that future grant awards will be consistent with the statewide Arizona Rides Action Plan. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as those administered by the Department of Health and Human Services and the Department of Agriculture.

United We Ride Grants – Arizona Rides Program

Following completion of a Statewide Assessment and Action Plan, ADOT submitted a grant application on behalf of Arizona Rides to FTA for a second round of United We Ride (UWR) grants. The intent of the UWR program is to assist states with implementation of their coordination action plans. The ADOT grant, which focuses on assisting regions to form coordination councils to reinforce implementation of the Arizona Rides Action Plan at the local level, received preliminary approval in February 2006. Funds may be used for capital expenses up to 80% of the cost of the project, or for operating expenses up to 50% of the cost of the project.

State of Arizona Local Transit Assistance Fund

Funding for public transportation activities vary dramatically from state to state. Approximately 40 states provide some level of ongoing transit funding, using revenue sources ranging from dedicated sales taxes, motor fuels excise taxes, vehicle registration fees and lottery proceeds, to annual general fund appropriations by state legislatures. The State of Arizona dedicates a portion of its Powerball lottery revenues to fund public transportation through the Local Transit Assistance Fund (LTAF II).

In 1998, the Arizona State Legislature passed House Bill 2565 enacting the LTAF II Program to assist counties and incorporated communities with transportation funds based upon a tiered distribution formula. The fund initially permitted any transportation use in communities and counties, with certain exceptions applicable to larger cities in Maricopa County. In 2000, LTAF II was modified to restrict the use of funds to public transportation activities sponsored by a local governmental entity, and also to clarify the ability of Tribal governments and private, not-for-profit agencies to enter into Intergovernmental Agreements with local jurisdictions receiving LTAF II allocations.

Total funds distributed to CYMPO member jurisdictions under LTAF-II exceed \$1.9 million since FY 1999, as shown in Figure 4-2. Funding levels varied considerably from year to year, however, from zero in FY 2003 to just over \$459,000 in FY 2000. The average annual distribution to Central Yavapai governments during the six years between FY 1999 and FY 2006 (excluding FY2003) was \$320,269. Distributions are calculated on a population basis.

Figure 4-2 LTAF II Funding Distributions To Central Yavapai Communities: FY 1999–2006

	1999	2000	2001	2002	2003	2004	2005	2006
Chino Valley	\$10,280	\$27,261	\$23,471	\$9,957	\$0	\$10,795	\$21,617	\$8,658
Dewey /Humboldt	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,707
Prescott	\$49,697	\$130,768	\$111,911	\$43,128	\$0	\$47,855	\$91,553	\$36,545
Prescott Valley	\$27,625	\$77,323	\$68,692	\$29,908	\$0	\$34,357	\$65,355	\$27,792
Yavapai County	\$84,172	\$223,711	\$195,026	\$92,257	\$0	\$102,914	\$193,273	\$72,004
Total	\$171,774	\$459,063	\$399,100	\$175,250	\$0	\$195,921	\$371,798	\$148,706
Percent Change	–	167.2%	-13.1%	-56.1%	-100.0%	N/A	89.8%	-60.0%
Total County	\$208,693	\$561,081	\$447,549	\$203,692	\$0	\$237,152	\$448,136	\$181,558
Percent CYMPO	82.3%	81.8%	89.2%	86.0%	0.0%	82.6%	83.0%	81.9%

Source: Arizona DOT, Public Transportation Division

The LTAF II Program has been funded by Powerball earnings since FY 2004. Prior to 2003, the Vehicle License Tax (VLT) and the General Fund were the primary contributors. As noted earlier, no distributions were made in FY 2003.

It should be noted that LTAF II funding is neither automatic nor without cost to local governmental budgets. Local recipients must apply for a grant annually through their MPO or COG, or the Regional Public Transportation Authority (RPTA) in Maricopa County. A 25% local match is required to receive LTAF II funding. Since the expenditure of LTAF II proceeds essentially are determined by local recipients, a discussion of how current funds are spent is provided in the following section.

Local Revenues

Arizona counties, cities and towns generally are empowered to fund public transportation activities within the limitations of state law. Recent expenditures by the City of Prescott, Towns of Chino Valley, Dewey/Humboldt and Prescott Valley, and Yavapai County are highlighted in the following paragraphs.

Town of Chino Valley

Chino Valley received \$8,658 in LTAF II monies in FY 2006. The full amount was contributed to the NACOG Transit Voucher program. The Town's total annual expenditure on public transportation was \$10,823, assuming the 25% match requirement.

Town of Dewey/Humboldt

Incorporated in 2004, Dewey-Humboldt began receiving an LTAF II allocation in FY 2006. The Town recently signed a Memorandum of Understanding with NACOG to begin participating in the Transportation Voucher program effective July 1, 2006. Funding for FY 2007 is \$42,000, including \$35,700 to be spent on voucher reimbursements and \$6,300 for NACOG administrative costs. This amount is far in excess of the \$3,707 allocation of LTAF II funding received from ADOT in FY 2006.

Town of Prescott Valley

Prescott Valley has spent more than \$49,600 annually on public transportation since FY 2001. As shown in Figure 4-3 below, the Town contributed a total of \$347,340 to the NACOG Voucher Program between FY 2001 and the current FY 2007. Approximately 53% of this amount consisted of general fund appropriations, with the remainder being LTAF II funds received from the State of Arizona between FY 2000 and 2006. LTAF II contributions totaling \$162,922 represent nearly 54% of the total received from the State during this period. The remaining LTAF II funds were expended primarily on local roadway improvement projects within the Town.

Figure 4-3 Town of Prescott Valley Expenditures on Public Transportation: FY 2001–2007

Fiscal Year	LTAF II	General Fund	Total
2001	\$25,500	\$8,500	\$34,000
2002	42,900	14,300	57,200
2003	10,000	3,500	13,500
2004	0	46,000	46,000
2005	4,446	47,482	51,928
2006	52,284	17,428	69,712
2007	27,792	47,208	75,000
Total	162,922	184,418	347,340

Source: Town of Prescott Valley, Departments of Public Works, Finance (K. Moon)

City of Prescott

Prescott spent nearly \$232,000 on passenger transportation during the last four years, including \$219,941 on the NACOG Voucher program and \$12,000 for local matching funds for two vehicles purchased with FTA Section 5310 capital grant funding assistance. Expenditures on the Voucher program included 100% of the City's LTAF II allocations since FY 2004, or \$175,953 distributed annually as seen in Figure 4-4 below. The City also contributed \$43,988 in local matching funds, for a total of \$219,941 spent on the Voucher program.

Figure 4-4 City of Prescott Expenditures on Public Transportation: FY 2004–2007

Fiscal Year	LTAF II	General Fund	Total
2004	\$0	\$0	\$0
2005	47,855	11,964	59,819
2006	91,553	22,888	114,441
2007	36,545	9,136	45,681
Total	175,953	43,988	219,941

Source: City of Prescott, Department of Finance (M. Woodfill)

The City contributed \$12,000 to the American Red Cross for the 20% local match required to draw FTA Section 5310 grant funds to acquire two accessible vans used in the Reserve-a-Ride Yavapai transportation program.

It is noteworthy that the City currently levies a 2% Transaction Privilege Tax (TPT) on taxi services, railroads, shipping services, bus lines and other for-profit transportation providers doing business in the City. The tax applies to "for hire" activities involving transportation of persons or property by motor vehicle, railroad or aircraft, as well as oil, natural or artificial

gas through a pipeline or conduit. The tax is levied if the pickup of persons or property occurs within the City of Prescott and the drop off occurs anywhere in the State of Arizona. Total TPT proceeds during FY 2005 were around \$26 million. Approximately one-half of TPT proceeds in FY 2006 were spent on streets and open space, and the remaining proceeds went to general fund expenditures on municipal operating costs.

Yavapai County

In recent years, the County has contributed its LTAF II proceeds to various human and social service agencies for various needs ranging from matching funds for FTA Section 5310 capital grants to vehicle operating and maintenance expenses. The County divides the money equally between the three Board of Supervisors' districts, of which Districts 1 and 2 overlay the CYMPO study area. As seen in Figure 4-5, Total expenditures during FY 2004 and 2005 were \$207,807, including \$166,245 of LTAF II funds and \$41,562 in local match. The County currently is in the process of distributing FY 2006 and 2007 LTAF funds; hence, data is not yet available for these fiscal years.

Figure 4-5 Yavapai County Districts 1 & 2 Expenditures on Public Transportation: FY 2004–2007

Fiscal Year	LTAF II	General Fund	Total
2004	\$49,834	\$12,459	\$62,293
2005	116,411	29,103	145,514
2006	N/A	N/A	N/A
2007	N/A	N/A	N/A
Total	166,245	41,562	207,807

Source: Yavapai County, Department of Public Works (L. Bunn)

Chapter 5. Public Input

This chapter presents observations and conclusions stemming from public involvement activities undertaken by the consultant team during the study. Major activities undertaken included a series of in-depth personal interviews with stakeholders identified by the CYMPO Working Group, five focus group sessions held with potential transit users; two rounds of three open house community meetings each held in Chino Valley, Prescott and Prescott Valley; and a community survey distributed to area residents via human service agencies and the CYMPO Internet web site.

Stakeholder Interviews

The consultant team conducted personal interviews with individuals identified by the CYMPO Working Group as key stakeholders. A total of 15 individuals representing 13 organizations operating in the Central Yavapai region were interviewed. Those interviewed are listed in Figure 5-1. Detailed highlights of their comments are documented in Appendix A.

Figure 5-1 List of Stakeholders Interviewed and Agencies Represented

Stakeholder	Title	Representing
Cecil Bailey	Program Coordinator	Reserve-a-Ride Yavapai American Red Cross
Gwen James	Volunteer	Northern Arizona Interfaith Council
Doris Piatak	Volunteer	Northern Arizona Interfaith Council
Yvonne Napolitano	Director of Marketing & Admissions	Adult Day Care Services, Inc.
Steve Silvernale	Chief Operating Officer	Prescott Transit Authority
Jean Lasher	Acting Executive Director	New Horizons Independent Living Center
Michelle Alexander	Transportation Coordinator	New Horizons Independent Living Center
Richard Hothem	Program Director	Neighbor-to-Neighbor
Sarah Massey	Transportation Coordinator	Central Yavapai Corridor Interfaith Caregivers
Lindsey Bell	Executive Director	Territorial Transit
Brad Newman	Program Director	Yavapai Exceptional Industries
Ab Jackson	Director	Chino Valley Chamber of Commerce
Marni Uhl	Director	Prescott Valley Chamber of Commerce
David Maurer	Director	Prescott Chamber of Commerce
Devi Stone	Director of Planning	Yavapai Regional Medical Center

Focus Group Sessions

The consultants facilitated five focus group sessions listed in Figure 5-2 involving community leaders and residents to elicit attitudes and opinions toward various aspects of transit system planning, design, operation and financing. Detailed comments of the participants are contained in Appendix B.

Figure 5-2 List of Focus Group Sessions – July 2006

Group	Location	Date	Time	Number of Participants
1. Business and Institutional Leaders	Chino Valley Town Hall	7/11/06	4:00p – 5:30p	3
2. Older Adults (55 and older)	Prescott Valley Civic Center	7/12/06	3:30p – 4:30p	3
3. Persons with Disabilities (under 55)	Prescott Valley Civic Center	7/12/06	5:00p – 6:00p	5
4. Youth (15-19 years old)	Prescott City Hall	7/13/06	3:30p – 4:30p	6
5. Commuters and College Students	Prescott City Hall	7/13/06	5:00p – 6:00p	3

Community Meetings

Two rounds of public meetings were convened during the study process. Approximately 80 local residents attended the initial round of public meetings held in Chino Valley, Prescott Valley and Prescott on July 11-13, 2006. CYMPO staff and project consultants were on hand to listen to ideas and opinions from area residents concerning the need for a public transit system, preferred fare and service levels, and possible funding mechanisms. Following are highlights of comments made by those in attendance:

- Some attendees said better transportation is needed, particularly for people who are unable to drive, including those with disabilities, older adults, youth, visitors and others. Some people thought that a bus system should run primarily on Highway 69 between Prescott and Prescott Valley, while others felt that it should also serve the neighborhoods and extend to Chino Valley and Dewey-Humboldt.
- Most of those with an opinion about the type of bus system that should be available felt that a combination of *fixed route* and *demand responsive* service should be provided.

Fixed route service means that buses stay on defined streets and adhere to published timetables requiring that riders wait at posted bus stops for the bus to arrive.

Demand responsive or *paratransit* service means that riders call in advance to reserve a date and time for the bus to come to pick them up at their home or other location.

- When asked to prioritize the times during which a bus system should operate, many felt that daytime, weekday service for workers, students, and medical appointments should be the first priority, followed by Saturday service for shoppers, weeknight service for recreational purposes, and Sunday service for church.
- Some people who favored a bus system said that \$1.00 to \$2.00 would be a reasonable fare for one-way travel within Prescott or Prescott Valley, and that \$2.00 to \$4.00 would be reasonable for one-way travel between Central Yavapai cities and towns. There was a range from \$.50 to \$30.

- Some residents said they felt strongly that local government should not be involved in paying for the cost of running a local transit system, and that transportation should be the responsibility of the private sector and human service agencies. Others said they felt that some level of local governmental funding was appropriate, but were uncertain as to the best way to pay for it. Others said strongly that it is the government's responsibility to provide this type of service. Funding ideas mentioned include employer and retail business contributions, developer impact fees, reducing other public services, a sales tax increase, and other new taxes.

Two letters submitted for consideration by area residents during the public meetings are contained in Appendix C.

The second round of public meetings was held on November 14 -16, 2006 in Chino Valley, Prescott Valley and Prescott. The meetings were attended by approximately 90 persons. CYMPO staff and project consultants were on hand to present three conceptual service alternatives, including a fixed route transit, demand response (dial-a-ride) and a shared-ride taxi (SRT) system. Attendees were asked to express their relative preferences through an informal voting process. As summarized in Figure 5-3, nearly 71% of those responding indicated that a fixed route system would be their first preference.

Figure 5-3 Preferences for Three Service Alternatives among Open House Attendees – November 2006

	Total Number	Percent 1st Preference	Chino Valley	City of Prescott	Prescott Valley
Total Attendees	89		11	59	19
Attendees Voting	61	100.0%	10	42	9
Percent Voting	68.5%		90.9%	71.2%	47.4%
Alternative 1 - Local Fixed Route					
First Preference	43	70.5%	8	32	3
Second Preference	9		1	7	1
Third Preference	8		1	2	5
Alternative 2 - Local Dial-a-Ride					
First Preference	7	11.5%	1	3	3
Second Preference	20		4	13	3
Third Preference	29		4	22	3
Alternative 3 - Local SRT w/ USS					
First Preference	11	18.0%	1	7	3
Second Preference	28		5	18	5
Third Preference	19		4	14	1

Community Survey

A public survey was conducted to elicit attitudes and opinions toward various aspects of transit system planning, design, operation and financing. The survey questionnaire (see Appendix D) was distributed through human service agencies and was posted on the CYMPO Internet web site. A total of 1,074 responses were recorded, of which approximately 30% were from Spanish speaking respondents. A statistical summary of results follow:

Q1. In which Central Yavapai community do you live?

	Number	Percent
Chino Valley	85	7.9 %
Dewey/Humboldt	35	3.3 %
Prescott	564	52.5 %
Prescott Valley	311	29.0 %
Unincorporated Yavapai County	44	4.1 %
Out of Area	29	2.7 %
No response	6	0.6 %
Total	1,074	100.0 %

Q2. What form of transportation do you most commonly use to travel around the Central Yavapai region?

	Number	Percent
Drive my car, truck or motorcycle	840	78.2 %
Take a taxi	22	2.0 %
Ride a bicycle	17	1.6 %
Private bus/van service	25	2.3 %
Ride with friend or relative	91	8.5 %
Walk	32	3.0 %
No response	47	4.4 %
Total	1,074	100.0 %

Q3a-d. Are there other forms of transportation that you use less often?
(Multiple responses allowed)

	Number	Percent
Drive my car, truck or motorcycle	37	3.4 %
Take a taxi	152	14.2 %
Ride a bicycle	112	10.4 %
Private or agency bus or van	100	9.3 %
Ride with friend or relative	418	38.9 %
Walk	281	26.2 %
Other	8	0.7 %
No / no response	364	34.0 %
Total Responses	1,472	---
Total Respondents	1,074	(*)

Note * - Percentages add to more than 100%

- Q4. If a public transit system existed in the Central Yavapai region, how likely would you or others in your household be to use it at least once a month?

	Number	Percent
Very likely	572	53.3 %
Somewhat likely	300	27.9 %
Unlikely	132	12.3 %
Would not use	54	5.0 %
No response	16	1.5 %
Total	1,074	100.0 %

- Q5. Regardless of whether you or other family members might use it, in your opinion, would a public transit system be beneficial for the Central Yavapai region?

	Number	Percent
Yes	1,019	94.9 %
No	21	2.0 %
No opinion/Don't know	23	2.1 %
No response	11	1.0 %
Total	1,074	100.0 %

- Q6a. Which service type is best suited to the needs of Central Yavapai residents?
First choice

	Number	Percent
Fixed Route service	691	69.2 %
Dial-a-Ride service	89	8.9 %
Fixed Route on Highway 69/89 & Dial-a-Ride on neighborhood streets	142	14.2 %
Subsidized taxi fares for disabled & low income	61	6.1 %
Other	2	0.2 %
No service is necessary	3	1.3 %
Total	998	100.0 %

- Q6b. Which service type is best suited to the needs of Central Yavapai residents?
Second choice

	Number	Percent
Fixed Route service	129	15.7 %
Dial-a-Ride service	214	26.0 %
Fixed Route on Highway 69/89 & Dial-a-Ride on neighborhood streets	345	41.9 %
Subsidized taxi fares for disabled & low income	123	14.9 %
Other	10	1.2 %
No service is necessary	2	0.2 %
Total	823	100.0 %

Q6c. Which service type is best suited to the needs of Central Yavapai residents?
Third choice

	Number	Percent
Fixed Route service	69	9.7 %
Dial-a-Ride service	277	39.0 %
Fixed Route on Highway 69/89 & Dial-a-Ride on neighborhood streets	194	27.3 %
Subsidized taxi fares for disabled & low income	166	23.3 %
Other	3	0.5 %
No service is necessary	2	0.3 %
Total	711	100.0 %

Q7a. Preferred Days/Hours of Operation – First Priority

	Number	Percent
Weekday commuter service	611	56.9 %
Weekday midday hours	296	27.6 %
Weeknight service	8	0.7 %
Saturday	9	0.8 %
Sunday	7	0.7 %
No response	143	13.3 %
Total	1,074	100.0 %

Q7b. Preferred Days/Hours of Operation – Second Priority

	Number	Percent
Weekday commuter service	217	20.2 %
Weekday midday hours	448	41.7 %
Weeknight service	86	8.0 %
Saturday	50	4.7 %
Sunday	15	1.4 %
No response	258	24.0 %
Total	1,074	100.0 %

Q7c. Preferred Days/Hours of Operation – Third Priority

	Number	Percent
Weekday commuter service	18	1.7 %
Weekday midday hours	61	5.7 %
Weeknight service	396	36.9 %
Saturday	223	20.8 %
Sunday	61	5.7 %
No response	315	29.3 %
Total	1,074	100.0 %

- Q8. How much is the most that a person should be expected to pay for a one-way ride traveling within the city, town or unincorporated area that you live in?

	Number	Percent
\$0.50	141	13.1 %
\$1.00	433	40.3 %
\$2.00	275	25.6 %
\$3.00	59	5.5 %
\$5.00	50	4.7 %
\$10.00	6	0.6 %
Other	19	1.8 %
No response	91	8.5 %
Total	1,074	100.0 %

- Q9. How much is the most that a person should be expected to pay for a one-way ride traveling between cities and towns that you live in?

	Number	Percent
\$0.50	25	2.3 %
\$1.00	142	13.2 %
\$2.00	282	26.3 %
\$3.00	161	15.0 %
\$5.00	278	25.9 %
\$10.00	68	6.3 %
Other	21	2.0 %
No response	97	9.0 %
Total	1,074	100.0 %

- Q10. What source of local funding do you believe should be used to help pay for the service?

	Number	Percent
None, don't use any public funds	61	5.7 %
My city, town or county government should contribute	158	14.7 %
Increase sales tax by 1/4%	32	3.0 %
Implement a new tax	5	0.5 %
Ask employers, retail stores and colleges to contribute	27	2.5 %
Reduce other municipal services and divert funding	26	2.4 %
Multiple sources	657	61.2 %
Other	4	0.4 %
No response	104	9.7 %
Total	1,074	100.0 %

Q11a. Of the local funding methods listed in Q.10 above, which method do you believe is most appropriate?

	Number	Percent
None, don't use any public funds	64	6.0 %
My city, town or county government should contribute	496	46.2 %
Increase sales tax by 1/4%	132	12.3 %
Implement a new tax	17	1.6 %
Ask employers, retail stores and colleges to contribute	69	6.4 %
Reduce other municipal services and divert funding	42	3.9 %
Other	17	1.6 %
No response	237	22.1 %
Total	1,074	100.0 %

Q11b. Of the local funding methods listed in Q.10 above, which method do you believe is second most appropriate?

	Number	Percent
None, don't use any public funds	5	0.5 %
My city, town or county government should contribute	112	10.4 %
Increase sales tax by 1/4%	140	13.0 %
Implement a new tax	35	3.3 %
Ask employers, stores and colleges to contribute	145	13.5 %
Reduce other municipal services and divert funding	77	7.2 %
Other	23	2.1 %
No response	537	50.0 %
Total	1,074	100.0 %

Q12. Is there anything else that local decision makers should know about your views concerning public transportation service?

	Number	Percent
No comments listed	680	63.3 %
Positive comment	382	35.6 %
Negative comment	12	1.1 %
Total	1,074	100.0 %

Chapter 6. Demand Analysis

Transit patronage tends to be more difficult to estimate with precision than vehicular traffic. Although the approaches are similar to the extent that projections are calculated by applying mode share assumptions to population segments with discernable demographic characteristics, transit demand estimation involves both the behavioral characteristics of potential users as well as demographic patterns. Moreover, the precision is influenced by factors not directly related to the transit system, including population density, land use patterns, employment distribution and economic conditions, cultural values, the historical availability of transit, system image, fares, the presence of major universities and institutions – even the weather. These issues make it more difficult to derive constant ridership rates based solely on the collective experience of comparable communities.

This chapter therefore draws on multiple sources to estimate public transit demand in the Central Yavapai region. The basic data comes from 2000 Census data and locally generated 2004 population estimates developed for the 2030 Long Range Transportation Plan. Anecdotal information gathered during July 2006 community meetings, stakeholder interviews and the community survey were used to shape the transit mode share assumptions used to generate transit demand estimates. As a final measure, the calculated demand estimates were compared with actual ridership levels achieved in five peer communities.

Summary Findings

The analysis generated a range estimate of 3,250 to 4,000 persons with a high propensity to use public transit under the right conditions. The range constitutes approximately 3.0% - 3.7% of the estimated 2004 study area population of 108,485 residents. These persons comprise the core constituency for public transportation in the Central Yavapai region.

One should be mindful not to presume that high propensity individuals would gravitate to a new transit system all at once. It is more likely that consumers would transition to transit at a pace accelerated by service quality improvements ultimately leading toward a “mature” transit system. For purposes of this analysis, a mature transit system is characterized by:

1. A reasonably complete route network that provides local access to 85% - 90% of residents living in areas with population densities above 500 persons per square mile, and regional access to residents along major transportation corridors in areas with population densities above 100 persons per square mile.
2. Minimum operating schedules based on 15 & 30-minute peak headways; 30-minute midday and evening headways; 30 & 60 minute Saturday headways; and 60-minute weeknight, Saturday night and Sunday headways.

3. Service quality levels (e.g., safety, reliability, cleanliness) consistent with prevailing industry standards and locally adopted goals and objectives.
4. A generally favorable image of the transit system held by customers and the community.

Annual transit ridership is a function not only of how many high propensity individuals are willing to ride, but also how frequently they ride. If, for example, all high propensity individuals rode three weekdays per week and three Saturdays per month, the transit system would generate in the range of 998,100 to 1,228,400 passenger boardings annually. This assumes 3,705 to 4,560 boardings (one-way trips) per average weekday, 1,025 to 1,260 boardings per Saturday, and 500 to 600 boardings per Sunday. However, it is more likely that a new transit system would generate 25% to 30% of these levels assuming considerably lower level of service.

Methodology

The technical approach utilized to calculate transit demand estimates consisted of first segmenting the study area population into a matrix of subgroups and geographic zones, and then applying a range of transit mode share assumptions to the each cell in the population matrix. Initially, 2000 Census data as available was disaggregated into six identifiable population groups with varying propensity to use public transit. Using locally updated 2004 total population estimates by political subdivision, the population of Census subgroups was distributed as indicated in Figure 6-1. (Detailed assumptions used to extrapolate these numbers from the Census data are explained in Figure 6-7 at the conclusion of this chapter.)

The data was further divided into 17 geographic zones formed by compilation of Census Block Groups in relatively homogenous population density areas organized within political subdivisions. Shown in Figure 6-2, the demand analysis zones stratify the study area by population density because of a direct correlation between population density and transit ridership. It is important to distinguish relatively urbanized zones with the highest densities (e.g., central Prescott with 3,165 persons per square mile and central Prescott Valley with 2,857 persons per square mile) from lower density areas in Chino Valley, Dewey-Humboldt and unincorporated Yavapai County, nearly all of which have population densities below 100 persons per square mile.

Figure 6-1 2004 Population Distribution by Segment and Community

Segment	Chino Valley	Dewey-Humboldt	City of Prescott	Prescott Valley	Yavapai County	Total Residents
Young persons ages 13-17	1,498	297	2,034	2,485	459	6,773
Older adults 65 years and older	2,683	632	10,748	6,810	2,266	23,139
Persons with disabilities	446	224	923	1056	115	2,765
Household residents without access to a vehicle	318	107	1,295	623	39	2,383
Household residents with income below \$15,000	1,061	232	2,604	1,851	280	6,028
All other residents	12,705	2,456	24,597	22,128	5,511	67,397
Total Residents	18,711	3,948	42,201	34,953	8,670	108,485

All regional travel demand modeling is based on mode share assumptions; that is, the percentage of all trips made by various travel modes such as personal vehicles, transit, bicycles, walking and others. Mode share data typically is derived from the Census, which includes questions concerning journey to work characteristics. Predictably, the most common travel mode by a wide margin nationally and in Arizona is the single occupant vehicle (SOV). As seen in Figure 6-3, driving alone accounted for nearly 76% of all local and regional trips in the United States in 2000, and 74% of all trips in Arizona. Public transportation accounted for 4.7% nationally, and just 1.9% of all trips in Arizona. The results for Arizona reflected significantly more carpooling, motorcycle and bicycle commuting, but less public transit use than the national average.

The next step was to determine reasonable transit mode share estimates and apply them to the 2004 local population data. Rather than assigning a single value, the low and high end of a range were used. Generally, the zones with higher population densities and in geographic areas better covered by the fixed route network envisioned in a full-coverage scenario were assigned higher mode share values than lower density zones situated peripherally to the full-coverage network. Transit mode shares by community are summarized in the following paragraphs, and identified in detail in Figure 6-7.

This page intentionally left blank.

Figure 6-2 Transit Demand Analysis Zones

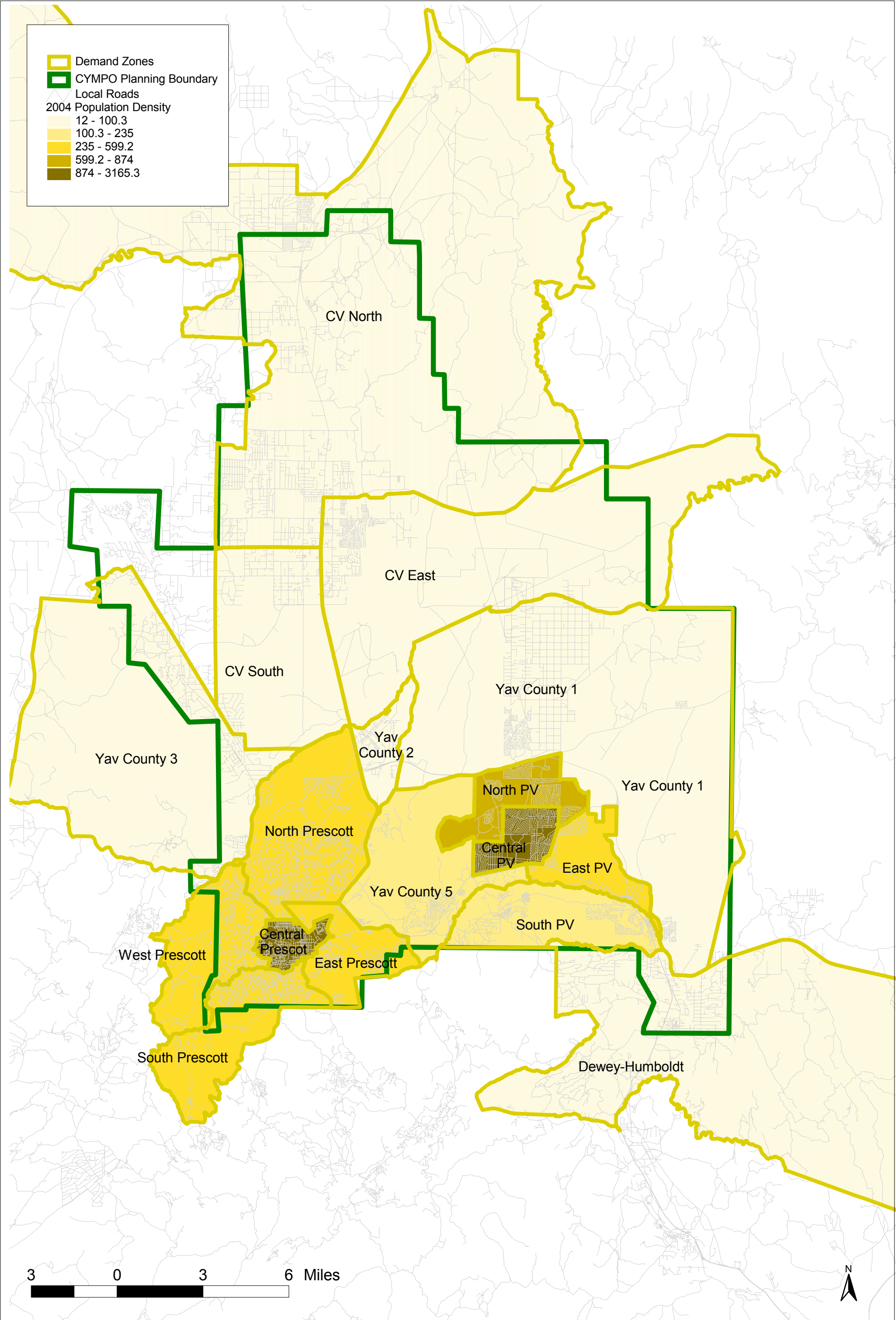


Figure 6-3 Percentage of Commute Trips by Travel Mode, 2000

Commute Mode	United States	Arizona	Difference
Drive alone (SOV)	75.7	74.1	-1.6
Carpool / Vanpool	12.2	15.4	+3.2
Public Transport	4.7	1.9	-2.8
Walk	2.9	2.6	-0.3
Bicycle, Motorcycle	1.2	2.3	+1.1
Work at Home	3.3	3.7	+0.4
Total	100.0	100.0	

Source: US Census 2000 Brief, Journey to Work, Table 5

Chino Valley – Mode share assumptions range from a low of 0.25% for the general public to a high of 6.0% among older adults, persons with disabilities and persons without automobiles who reside in the southern part of town. The population considered likely to use public transit is estimated in the range of 137 to 273 persons, as shown in Figure 6-4. This represents 0.7% and 1.5% of the estimated 2004 town-wide population of 18,710 persons.

Dewey-Humboldt - Mode share assumptions range from a low of 0.5% among the general public to a high of 5.0% among older adults. The resulting population considered likely to use public transit is estimated in the range of 41 to 82 persons, which represents between 1.1% and 2.1% of the estimated 2004 population of 3,948 persons.

Prescott – Mode share assumptions range from a low of 0.5% among the general public to a high of 40% among persons without automobiles residing in Central Prescott. The resulting population considered likely to use public transit is estimated in the range of 1,253 to 2,507 persons, which represents between 3.0% and 5.9% of the estimated 2004 population of 42,202 persons.

Prescott Valley - Mode share assumptions range from a low of 0.5% among the general public to a high of 40% among persons without automobiles residing in Central Prescott Valley. The resulting population considered likely to use public transit is estimated in the range of 934 to 1,868 persons, which represents between 2.7% and 5.3% of the estimated 2004 population of 34,953 persons.

Yavapai County - Mode share assumptions range from a low of 0.25% among the general public in outlying unincorporated areas to a high of 8.0% among persons without automobiles who reside in the Hwy 69 corridor between Prescott and Prescott Valley. The resulting population considered likely to use public transit is estimated in the range of 51 to 103 persons, which represents between 0.6% and 1.2% of the estimated 2004 population of 8,672 persons.

Figure 6-4 Transit Demand Estimates by Population Subgroup and Community of Residence

Zone	Low Ridership Estimates								High Ridership Estimates						
	Youth 13-17 years	Older Adults	Persons w/ Disabilities	Persons w/ No Vehicle	Low Income	General Public	Total		Youth 13-17 years	Older Adults	Persons w/ Disabilities	Persons w/ No Vehicle	Low Income	General Public	Total
Chino Valley															
CV North	4	13	2	5	10	19	52		9	26	3	9	19	37	104
CV East	2	17	3	2	10	8	42		4	34	6	4	20	16	84
CV South	2	16	4	0	6	15	43		4	32	8	1	11	30	86
Subtotal	8	46	9	7	25	42	137		17	92	17	14	50	84	273
Dewey-Humboldt															
	1	16	4	2	5	12	41		3	32	9	4	9	25	82
Prescott															
North Prescott	10	103	7	42	117	115	394		20	206	15	84	234	229	788
East Prescott	2	24	2	5	13	22	68		4	48	3	10	26	45	135
Central Prescott	10	89	15	149	210	93	565		21	177	30	297	419	186	1,130
South Prescott	3	62	3	6	24	39	137		5	124	7	12	48	77	273
West Prescott	3	31	2	9	22	23	90		5	62	4	18	44	47	180
Subtotal	28	308	29	211	385	292	1,253		56	617	58	421	770	584	2,507
Prescott Valley															
North PV	6	26	5	8	77	58	180		13	51	10	17	154	115	360
East PV	3	27	2	24	21	25	101		6	53	3	47	41	51	202
Central PV	26	80	21	67	213	180	587		52	159	42	134	426	360	1,173
South PV	1	45	1	2	3	14	66		2	90	2	4	7	27	132
Subtotal	37	177	29	101	314	277	934		73	354	57	201	628	553	1,868
Yavapai County															
County 1	0	1	0	0	1	2	4		0	2	0	0	1	5	8
County 2	0	2	0	0	1	2	4		0	4	0	0	2	3	9
County 3	0	5	0	0	1	5	13		1	10	1	1	3	10	26
County 5	1	12	0	1	5	11	30		2	24	1	1	10	22	60
Subtotal	2	20	1	1	8	20	51		3	39	2	2	16	40	103
TOTAL	76	567	72	321	737	643	2,416		152	1,133	144	643	1,474	1,286	4,832
Midpoint							3,624								3,624
10% below midpoint							3,262								3,986
Final Estimate							3,250								4,000

The transit modal shares selected for each population segment and analysis zone cumulatively produced a range of 2,416 to 4,832 persons with a high propensity to use a public transit system under the right conditions. To narrow this range, the number of persons calculated within 10% of the midpoint (3,624) was used to define the final estimate. The calculated range is between 3,250 and 4,000 persons.

Employment Data

Another useful data source in the transit demand estimation process is locally generated employment information. While the availability of this sort of data in the Central Yavapai region is limited, one of the largest employers – Yavapai Regional Medical Center (YRMC) – expressed a particular interest in the transit study and was willing to provide detailed information concerning its workforce. Summarized in Figure 6-5, YRMC employs 1,740 persons at its two hospital facilities in Prescott and Prescott Valley, of which about 72% work a day shift. Both facilities would be served by the route network described in Chapter 7. Assuming that 10% of an all day shift would eventually utilize the transit system to commute to and from work, this would translate into approximately 125 persons and 250 one-way trips per day.

Figure 6-5 Yavapai Regional Medical Center: Employees by Residence Zip Code and Work Shift – October 2006

Jurisdiction	Zip Code	Number of Employees			Total
		First Shift	Second Shift	Third Shift	
North/Central Prescott	86301	222	35	54	
	86302	13	3	3	
East Prescott	86303	140	28	32	
	86304	35	3	12	
North/West Prescott	86305	166	17	36	
	86313	0	2	0	
	86314	3	0	1	
Subtotal, Prescott		579	88	138	805
Prescott Valley	83612	23	3	7	
	86314	336	61	87	
Subtotal, Prescott Valley		359	64	94	517
Chino Valley	86323	163	17	37	
Subtotal, Chino Valley		163	17	37	217
Dewey	86314	0	0	1	
	86327	64	5	18	
Humboldt	86329	8	1	2	
Subtotal, Dewey-Humboldt		72	6	21	99
Subtotal, CYMPO Service Area		1,173	175	290	1,638
Out of Area		71	9	22	102
Total		1,244	184	312	1,740

Peer Systems Comparison

To provide further perspective concerning the Census-based demand estimates, the mature system and new system annual ridership numbers for a future Central Yavapai transit system were compared to actual ridership volumes generated on the five transit systems selected for peer analysis earlier in the study. The results are summarized in Figure 6-6. These data suggest that a new Central Yavapai transit system generating 25% of the mature system ridership estimate would fall into the middle of the range of annual ridership when measured in terms of annual transit trips per capita.

**Figure 6-6 Transit Ridership per Capita:
CYMPO and Five Peer Systems**

Transit System	Annual Passengers	Service Area Population	Annual Trips per Capita
CYMPO Mature – high	1,228,400	108,485	11.32
CYMPO Mature – low	998,100	108,485	9.20
Flagstaff AZ - Mountain Line	426,331	50,000	8.53
Grand Junction CO - GVT	700,000	85,000	8.24
St. George UT- SunTran	210,000	62,629	3.35
CYMPO New (25%) – high	307,100	108,485	2.83
CYMPO New (25%)– low	249,500	108,485	2.30
Cottonwood AZ – CATS	38,886	20,000	1.94
Yuma AZ – YCAT	237,200	175,000	1.36

Figure 6-7 Transit Mode Share Estimates by Population Subgroup and Analysis Zone

Area	Area Sq. Mi.	Census Population 2000	Adjusted Population 2004	Percent Increase	Pop. Density 2004	YOUTH 13-17 YEARS OLD							
						(Ages 5-17) 2000	Percent of Total	(Ages 5-17) 2004	Ages (13-17) 2004 38.5%	Transit Mode Split Low Percent	Low Number	High Percent	High Number
Note		1	2	3						6		6	
Chino Valley													
CV North	317.0	8,594	10,476		33.0	1,881	21.9%	2,293	882	0.50%	4	1.00%	9
CV East	81.1	4,234	5,161		63.7	885	20.9%	1,079	415	0.50%	2	1.00%	4
CV South	33.4	2,521	3,073		92.0	429	17.0%	523	201	1.00%	2	2.00%	4
Subtotal	431.5	15,349	18,710	21.9%		3,195		3,895	1,498		8		17
Dewey-Humboldt	123.8	3,592	3,948	9.9%	31.9	702	19.5%	771	297	0.50%	1	1.00%	3
Prescott													
North Prescott	25.8	13,543	15,453		599.2	1,850	13.7%	2,111	812	1.25%	10	2.50%	20
East Prescott	10.4	3,068	3,501		337.5	409	13.3%	467	179	1.25%	2	2.50%	4
Central Prescott	3.9	9,717	11,087		2,856.8	1,169	12.0%	1,334	513	2.00%	10	4.00%	21
South Prescott	16.9	5,802	6,620		391.2	616	10.6%	703	270	1.00%	3	2.00%	5
West Prescott	16.7	4,857	5,542		332.3	592	12.2%	675	260	1.00%	3	2.00%	5
Subtotal	73.6	36,987	42,202	14.1%		4,636		5,290	2,034		28		56
Prescott Valley													
North PV	9.7	7,030	8,506		874.0	1,379	19.6%	1,669	642	1.00%	6	2.00%	13
East PV	9.1	3,586	4,339		475.0	548	15.3%	663	255	1.25%	3	2.50%	6
Central PV	5.8	15,071	18,236		3,165.3	3,187	21.1%	3,856	1,483	1.75%	26	3.50%	52
South PV	16.5	3,200	3,872		235.0	225	7.0%	272	105	1.00%	1	2.00%	2
Subtotal	41.1	28,887	34,953	21.0%		5,339		6,460	2,485		37		73
Yavapai County													
County 1	106.5	1,119	1,277		12.0	200	17.9%	228	88	0.25%	0	0.50%	0
County 2	6.1	538	614		100.3	36	6.7%	41	16	0.25%	0	0.50%	0
County 3	75.5	2,632	3,003		39.8	401	15.2%	458	176	0.25%	0	0.50%	1
County 5	24.4	3,311	3,778		155.1	409	12.4%	467	179	0.50%	1	1.00%	2
Subtotal	212.5	7,600	8,672	14.1%		1,046		1,193	459		2		3
TOTAL	882.6	92,415	108,485	17.4%	122.9	14,918	16.1%	17,610	6,773	0.43%	76	0.86%	152
NOTES 1 - As reported for census block groups (slight differences from TAZ populations in 2030 LRTP) 2 - Calculated as 2000 Census population multiplied average jurisdiction growth reported in 2030 LRTP population estimates for 2004 3 - Growth rates from 2000 to 2004 estimated by jurisdiction in 2030 LRTP 4 - Calculated as 2000 Census population multiplied average jurisdiction growth reported in 2030 LRTP population estimates for 2004 5 - Assumes equal annual distribution of persons between age 5 and 17 6 - High end of the range is assumed to be twice the low end of the range 7 - Net population excluding youth (13-17), older adults and persons with disabilities 8 - Net population excluding youth (13-17), older adults, persons with disabilities and persons without auto access 9 - Percentage adjusted downward by 0.33 to minimize double-counting with other categories 10 - Percentage adjusted downward by 0.50 to minimize double-counting with other categories 11 - Net population excluding all other categories													

CYMPO Regional Transit Needs Study • Final Report

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION

Area	OLDER ADULTS (Ages 65 +)							PERSONS WITH DISABILITIES						
	2000 Percent Populatio of Total		2004 Low Population	Low Percent	Low Number	High Percent	High Number	2000 Percent Population	Percent of Total	2004 Low Populatio	Low Percent	Low Number	High Percent	High Number
Note	4							4						
<u>Chino Valley</u>														
CV North	1,074	12.5%	1,309	1.00%	13	2.00%	26	136	1.6%	166	1.00%	2	2.00%	3
CV East	692	16.3%	844	2.00%	17	4.00%	34	124	2.9%	151	2.00%	3	4.00%	6
CV South	435	17.3%	530	3.00%	16	6.00%	32	106	4.2%	129	3.00%	4	6.00%	8
Subtotal	2,201	14.3%	2,683		46		92	366		446		9		17
Dewey-Humboldt	575	16.0%	632	2.50%	16	5.00%	32	204	5.7%	224	2.00%	4	4.00%	9
<u>Prescott</u>														
North Prescott	3,613	26.7%	4,122	2.50%	103	5.00%	206	257	1.9%	293	2.50%	7	5.00%	15
East Prescott	694	22.6%	792	3.00%	24	6.00%	48	44	1.4%	50	3.00%	2	6.00%	3
Central Prescott	1,941	20.0%	2,215	4.00%	89	8.00%	177	328	3.4%	374	4.00%	15	8.00%	30
South Prescott	1,813	31.2%	2,069	3.00%	62	6.00%	124	96	1.7%	110	3.00%	3	6.00%	7
West Prescott	1,359	28.0%	1,551	2.00%	31	4.00%	62	84	1.7%	96	2.00%	2	4.00%	4
Subtotal	9,420	25.5%	10,748		308		617	809		923		29		58
<u>Prescott Valley</u>														
North PV	1,064	15.1%	1,287	2.00%	26	4.00%	51	199	2.8%	241	2.00%	5	4.00%	10
East PV	881	24.6%	1,066	2.50%	27	5.00%	53	57	1.6%	69	2.50%	2	5.00%	3
Central PV	2,194	14.6%	2,655	3.00%	80	6.00%	159	577	3.8%	698	3.00%	21	6.00%	42
South PV	1,489	46.5%	1,802	2.50%	45	5.00%	90	40	1.3%	48	2.50%	1	5.00%	2
Subtotal	5,628	19.5%	6,810		177		354	873		1,056		29		57
<u>Yavapai County</u>														
County 1	148	13.2%	169	0.50%	1	1.00%	2	9	0.8%	10	1.00%	0	2.00%	0
County 2	212	39.4%	242	0.75%	2	1.50%	4	15	2.8%	17	1.00%	0	2.00%	0
County 3	596	22.6%	680	0.75%	5	1.50%	10	34	1.3%	39	1.00%	0	2.00%	1
County 5	1,030	31.1%	1,175	1.00%	12	2.00%	24	43	1.3%	49	1.00%	0	2.00%	1
Subtotal	1,986	26.1%	2,266		20		39	101		115		1		2
TOTAL	19,810	21.4%	23,139	2.45%	567	4.90%	1,133	2,353	17.5%	2,765	2.60%	72	5.20%	144

Area	PERSONS WITHOUT AUTOMOBILES									
	2004 opulatio	Households w/o Vehicle	Total Households	Percent HH w/o Vehicle	Adjusted Percent	Population w/o Vehicle	Low Percent	Low Number	High Percent	High Number
Note	7				8					
<u>Chino Valley</u>										
CV North	8,119	127	3,050	4.2%	2.8%	227	2.00%	5	4.00%	9
CV East	3,752	54	1,689	3.2%	2.1%	80	2.50%	2	5.00%	4
CV South	2,212	7	962	0.7%	0.5%	11	3.00%	0	6.00%	1
Subtotal	14,083	188	5,701			318		7		14
Dewey-Humboldt	2,795	80	1,401	5.7%	3.8%	107	2.00%	2	4.00%	4
<u>Prescott</u>										
North Prescott	10,225	231	5,659	4.1%	2.7%	280	15.00%	42	30.00%	84
East Prescott	2,479	51	1,396	3.7%	2.4%	61	8.00%	5	16.00%	10
Central Prescott	7,985	591	4,254	13.9%	9.3%	743	20.00%	149	40.00%	297
South Prescott	4,172	61	2,758	2.2%	1.5%	62	10.00%	6	20.00%	12
West Prescott	3,636	142	2,309	6.1%	4.1%	150	6.00%	9	12.00%	18
Subtotal	28,496	1,076	16,376			1,295		211		421
<u>Prescott Valley</u>										
North PV	6,336	35	2,662	1.3%	0.9%	56	15.00%	8	30.00%	17
East PV	2,949	151	1,521	9.9%	6.7%	196	12.00%	24	24.00%	47
Central PV	13,400	203	5,450	3.7%	2.5%	334	20.00%	67	40.00%	134
South PV	1,917	46	1,600	2.9%	1.9%	37	5.00%	2	10.00%	4
Subtotal	24,602	435	11,233			623		101		201
<u>Yavapai County</u>										
County 1	1,010	0	446	0.0%	0.0%	0	1.00%	0	2.00%	0
County 2	339	0	325	0.0%	0.0%	0	3.00%	0	6.00%	0
County 3	2,108	18	1,088	1.7%	1.1%	23	2.00%	0	4.00%	1
County 5	2,374	15	1,483	1.0%	0.7%	16	4.00%	1	8.00%	1
Subtotal	5,831	33	3,342			39		1		2
TOTAL	75,808	1,812	38,053			2,383	13.49%	321	26.98%	643

CYMPO Regional Transit Needs Study • *Final Report*

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION

Area	PERSONS IN LOW INCOME HOUSEHOLDS (UNDER \$15K/YR)										GENERAL POPULATION (NET)			
	2004 Population	Households Low Income	Total Households	Percent HH Low Income	Adjusted Percent	Population Low Income	Low Percent	Low Number	High Percent	High Number	2004 Population	Low Percent	Low Number	High Percent
Note	9										11			
<u>Chino Valley</u>														
CV North	7,893	369	3050	12.1%	6.0%	477	2.00%	10	4.00%	19	7,415	0.25%	19	0.50%
CV East	3,671	364	1689	21.6%	10.8%	396	2.50%	10	5.00%	20	3,276	0.25%	8	0.50%
CV South	2,202	164	962	17.0%	8.5%	188	3.00%	6	6.00%	11	2,014	0.75%	15	1.50%
Subtotal	13,766	897	5,701			1,061		25		50	12,705		42	
<u>Dewey-Humboldt</u>														
Dewey-Humboldt	2,688	242	1401	17.3%	8.6%	232	2.00%	5	4.00%	9	2,456	0.50%	12	1.00%
<u>Prescott</u>														
North Prescott	9,945	886	5659	15.7%	7.8%	779	15.00%	117	30.00%	234	9,167	1.25%	115	2.50%
East Prescott	2,418	199	1396	14.3%	7.1%	172	7.50%	13	15.00%	26	2,246	1.00%	22	2.00%
Central Prescott	7,242	1,232	4254	29.0%	14.5%	1,049	20.00%	210	40.00%	419	6,193	1.50%	93	3.00%
South Prescott	4,110	319	2758	11.6%	5.8%	238	10.00%	24	20.00%	48	3,872	1.00%	39	2.00%
West Prescott	3,486	486	2309	21.0%	10.5%	367	6.00%	22	12.00%	44	3,119	0.75%	23	1.50%
Subtotal	27,201	3,122	16,376			2,604		385		770	24,597		292	
<u>Prescott Valley</u>														
North PV	6,280	435	2662	16.3%	8.2%	513	15.00%	77	30.00%	154	5,767	1.00%	58	2.00%
East PV	2,753	228	1521	15.0%	7.5%	206	10.00%	21	20.00%	41	2,547	1.00%	25	2.00%
Central PV	13,065	889	5450	16.3%	8.2%	1,066	20.00%	213	40.00%	426	12,000	1.50%	180	3.00%
South PV	1,880	112	1600	7.0%	3.5%	66	5.00%	3	10.00%	7	1,814	0.75%	14	1.50%
Subtotal	23,979	1,664	11,233			1,851		314		628	22,128		277	
<u>Yavapai County</u>														
County 1	1,010	46	446	10.3%	5.2%	52	1.00%	1	2.00%	1	958	0.25%	2	0.50%
County 2	339	52	325	16.0%	8.0%	27	3.00%	1	6.00%	2	312	0.50%	2	1.00%
County 3	2,085	78	1088	7.2%	3.6%	75	2.00%	1	4.00%	3	2,010	0.25%	5	0.50%
County 5	2,358	159	1483	10.7%	5.4%	126	4.00%	5	8.00%	10	2,232	0.50%	11	1.00%
Subtotal	5,792	335	3,342			280		8		16	5,511		20	
TOTAL	73,426	6,260	38,053			6,028	12.22%	737	24.45%	1,474	67,397	0.95%	643	1.91%

Chapter 7. Service Alternatives

This chapter presents a detailed discussion of public transportation service alternatives potentially suited to the Central Yavapai region. The study followed a multi-step process that initially presented three conceptual service alternatives to the public. These were differentiated primarily on the basis of service mode (i.e., fixed route vs. demand response) to discern the preferences of key stakeholders, including potential bus riders, community leaders and local officials. Once a modal preference was established, four preferred alternatives distinguished in terms of service area coverage and cost were designed in consultation with the Working Group.

Transit System Design

From the work documented in earlier chapters, it is evident that rapid population growth and economic activity in the Central Yavapai region is spurring new mobility challenges for residents, employees and visitors. While most trips will continue to be made in personal vehicles in the coming decades, an increasing number of persons will require public transportation for access to jobs, schools, shopping and other purposes. This section offers a vision for public transportation in the region, as well as more specific objectives, policies and design guidelines to help size and shape a transit system that is commensurate with local needs through the 2025 planning horizon. Additionally, key performance indicators and standards are suggested to measure the progress of system development over time.

It is important to recognize that the vision for public transportation should assume a long term perspective that is both sufficiently generalized and flexible to allow the system to grow and evolve with community needs over a period of years. The vision should reflect both public expectations for a quality transit system that meets their needs, as well as a realistic sense of local funding capacity, organizational structure and management philosophy for the transit system.

Several recurring themes have been heard during the study process. One is that a basic transit system is critically needed for a growing segment of the population making longer distance trips between Prescott and Prescott Valley. These trips respond to prevailing development characteristics that feature increased residential capacity in Prescott Valley and an expanding employment base in Prescott. A second theme is that the people who are mostly likely to use transit strongly prefer a fixed route service that facilitates spontaneous travel rather than demand responsive service that requires trip planning and reservations in advance. A third theme expressed by local officials and many taxpayers is that whatever public transportation system is created must be affordable to local governments. Moreover, if a transit system is implemented, it must be sustainable over time within the combination of available federal, state, local subsidies and user fees. Finally, people are hopeful that public transportation ultimately will contribute to reduced traffic congestion, a cleaner environment and a better quality of life. Considering these priorities, a suggested vision statement for public transportation in Central Yavapai is as follows:

Central Yavapai local governments aspire to build a modern, affordable and sustainable public transit system that supports the mobility needs of area residents and contributes to a livable and healthy community both now and in the future.

Realistic goals and objectives are necessary policy making and management tools for a new public transit system. Goals should provide administrative staff with general direction needed to implement the transit system and move it forward consistent with community preferences and expectations. Given that the proposed transit system is new, it should be understood that some goals may not be met for many years until development conditions in the service area and the transit system mature.

System objectives supply the structure for translating goals into action and for monitoring and evaluating system performance relative to locally defined expectations. Objectives typically are the intermediate targets that represent significant accomplishments toward more generalized goals. Ideally, they should be formulated by transit system management in consultation with community leaders or an oversight body. Particular objectives should be attainable generally within the time span of perhaps two to five years, and subsequently extended, revised or replaced as warranted by conditions.

Performance measures provide the mechanisms needed to monitor and evaluate whether adopted objectives are being achieved. When possible, performance measures should include quantifiable indicators based on frequently reported operating statistics, such as total ridership, service hours and miles operated, capital and operating costs incurred, fare revenues collected, schedule reliability, system safety, or similar parameters. Three broad measures potentially applicable to system-level evaluation at this early design stage are suggested:

- Total annual ridership and/or ridership per capita
- Passengers per revenue hour of service provided
- Percent of operating costs recovered from passenger fares.

Service standards define specific levels of attainment desired or expected relative to each performance measure. Standards should provide realistic short-range targets for the transit system to achieve and, for a mature system, should be recalibrated annually to reflect changing circumstances in the service area, financial position and other factors. Once the system is operating, monitoring and evaluating performance become essential management activities within an ongoing transit development process. All public transit systems receiving federal funding assistance typically are required to define and update their transit development plans every five years, or more frequently if necessary.

Particularly for a new transit system, design criteria are a critical part of the process of identifying a preferred service alternative. Design criteria minimally should address three aspects of a new system:

- *Service area coverage* – the number and spacing of routes, percentage of service area residents within five minutes of a transit route, and distance between bus stops.
- *Service span* – the days and hours during which buses are in operation.
- *Service frequency* – how often buses pass any given bus stop in the system.

Because design criteria have a major effect on transit system operating costs, a number of important trade-offs must be considered. For example, operating costs may be contained by limiting service coverage to the most densely populated areas of the region; or by limiting service span to weekdays only at first and deferring evening and weekend service until a later phase in transit system development; or by scheduling buses to operate less regularly at lower demand times of the day.

Ultimately, the evaluation and selection of a single preferred alternative needs to be linked to community values, as reflected by the public input received during the study and a sense of which system design best addresses the needs of local residents and businesses, and is affordable to the region. While many decisions are required at this stage of the study, others may be deferred until a preferred alternative is selected and a detailed operating and implementation plan prepared.

Conceptual Alternatives

The study process included an extensive public outreach effort designed to elicit attitudes and opinions from stakeholders, local officials and the general public concerning the characteristics of public transportation services. Three conceptual alternatives were presented for public consideration at an early stage of the study. These alternatives were intended to prompt a consensus determination of service mode and key transit system design criteria. The conceptual alternatives are described in the following paragraphs.

Fixed Route Service

As summarized in Figure 7-1, fixed route service is often thought of as a “conventional” or “regular” bus system comparable to those found in larger cities such as Phoenix, Denver or Los Angeles. Defining characteristics include standardized linear routes with posted bus stops, bus arrivals and departures occurring at even intervals, published timetables showing where and when buses travel. Study findings show that a fixed route transit system is preferred by approximately two-thirds of stakeholders and residents in the region.

Figure 7-1 Fixed Route Transit Service Characteristics

Design Characteristic	Perceived Benefits	Perceived Drawbacks
<u>Routing</u> - Buses run on designated streets.	Easy to understand for most people.	Less convenient for those who live beyond ¼-mile from the route. Transfers may be required.
<u>Schedule</u> - Buses adhere to published timetables.	Conducive to spontaneous (i.e., same day) travel.	Passengers need to conform to bus schedule.
<u>Access</u> – Buses may pick up/drop off passengers either at designated stops only (i.e., “posted” stop) or at any safe location along the route (i.e., “flag” stop).	Posted stops with signs make it clear where to catch the bus. Flag stops reduce walking distances to get to the bus. Fixed route system capacity is higher, so passengers are rarely denied service.	Additional time and expense to install bus stop signs. Flag stops sometimes cause confusion between passenger and driver.
<u>Fares</u> – A flat fare or zone fare may be charged.	Fares tend to be lower than for paratransit and hybrid services.	Flat fares tend to discourage short trips. Zone fares may be confusing or burdensome for some passengers.
<u>Cost</u> - Capital and operating expenses.	Operating cost per passenger is typically lower than for paratransit service.	Operating cost per service hour is typically higher than for paratransit service. Capital cost typically is higher.
<u>Complementary Paratransit</u> -- Service is required by ADA.	Provides an alternative for people who cannot use a regular fixed route bus.	Cost of additional vehicles and service may reduce fixed route service level.

Demand Responsive Service

As summarized in Figure 7-2, demand responsive transit may also be referred to as “dial-a-ride” or “paratransit” bus service with characteristics similar to human service agency client transportation and taxicab services currently operating in the Central Yavapai region. Defining characteristics include smaller vehicles operating on changing itineraries based on particular origins and destinations requested in advance by riders on any given day. Despite the clear public predisposition towards fixed route service, many study participants acknowledged that current demographic and land use characteristics may not fully support a conventional transit system beyond the core neighborhoods of Prescott and Prescott Valley. For example, much of the residential development in the City of Prescott north of Whipple Street is on hilly land and designed around a suburban street network that would make it difficult to traverse even for small buses. Generally, sidewalks are located along major streets only, walking distances can be lengthy, and crossing major roadways such as Willow Creek Road can be unsafe except at signalized intersections. Similarly, Prescott Valley neighborhoods generally east of Lakeshore Drive and west of Tonto Way have street networks less conducive to fixed route operations. These factors may necessitate the use of demand responsive service in portions of the transit service area.

Figure 7-2 Demand Responsive Service Characteristics

Design Characteristic	Perceived Benefits	Perceived Drawbacks
<u>Routing</u> – Buses follow a daily route custom designed to serve requested origins and destinations.	Buses go more directly to where passengers want to go, typically without requiring a transfer to complete a one-way trip.	Routing is unpredictable from day to day. Few opportunities for same-day or spontaneous travel.
<u>Schedule</u> - Buses accommodate passenger requests for service made in advance by phone.	Daily routes can be designed to maximize operating efficiency.	Passengers must schedule reservations in advance. Trips provided on a “first come, first served” basis.
<u>Access</u> – Buses pick up/drop off passengers at locations agreed upon at time of reservation. No posted stops.	Bus stop signs, shelters and benches are not needed. Passenger walk and wait times are minimized.	System capacity is lower than fixed route alternative, so passengers may be denied service during peak hours.
<u>Fares</u> – A flat fare or zone fare may be charged.	Fares are calculated for the passenger at time of reservation.	High operating cost per passenger tends to require higher fares.
<u>Cost</u> - Capital and operating expenses.	Operating cost per hour typically is lower than for fixed route service. Capital costs typically are lower.	Operating cost per passenger typically is much higher than for fixed route service.
<u>Complementary Paratransit</u> – Not required by ADA.	No additional cost to provide a separate service for persons with disabilities.	All riders receive high cost service mandated for disabled persons by ADA.

Flexible Transit Service

As summarized in Figure 7-3, flexible transit may also be referred to as “hybrid” or “route deviation” that combines aspects of both fixed route and demand responsive transportation services. Specific examples of flexible transit services include fixed route deviation, point deviation, checkpoint dial-ride, and flex route. These flexible services reflect efforts to blend the generally higher capacity and productivity of fixed route transit operations with the customer convenience benefits of demand responsive paratransit operations.

Figure 7-3 Flexible (Hybrid) Service Characteristics

Design Characteristic	Perceived Benefits	Perceived Drawbacks
<u>Routing</u> - Buses use a combination of designated streets and custom routing.	Fixed route service maintained in traditional urbanized areas. Closer access for outlying areas on demand	Relatively new form of service may be initially confusing to some people.
<u>Schedule</u> - Buses adhere to published timetables on busy route segments and accommodate passenger requests in outlying areas.	Combines the advantages of fixed route and dial-a-ride. Passengers have a choice of spontaneous or pre-arranged travel.	Some passengers must schedule reservations in advance. Deviation trips provided on a "first come, first served" basis.
<u>Access</u> - Buses use a combination of bus stops and other pick up/drop off locations.	Fewer bus stops are needed than for fixed route system. Walk and wait times are reduced for passengers in outlying areas.	System capacity is lower than fixed route alternative. Some passengers may be denied service during peak hours.
<u>Fares</u> - A flat fare or zone fare may be charged.	Fares are calculated for the passenger at time of reservation.	Fare surcharges for route deviations result in higher fares in outlying areas.
<u>Cost</u> - Capital and operating expenses.	Flexible routing concepts can be more cost-effective than fixed routes serving lower density outlying areas.	Operating cost per passenger is higher than for fixed route service.
<u>Complementary Paratransit</u> -- Not required by ADA.	No additional cost to provide a separate service for persons with disabilities.	Some general public riders receive high cost service mandated for disabled persons by ADA.

Preferred Alternatives

Upon receiving feedback from prospective transit riders and other stakeholders regarding the conceptual alternatives, the next step in the study process was to develop four detailed service alternatives that address current and projected conditions in the Central Yavapai region through FY 2025. These alternatives are described in the following pages. The first two are based on improvements to the existing Tri-City Transportation Voucher Program administered by NACOG through individual contracts with the City of Prescott and Towns of Chino Valley, Dewey-Humboldt and Prescott Valley. The latter two alternatives are based on implementing a new fixed route transit system preferred by stakeholders and a majority of residents who responded to a survey, attended an open house public meeting, or otherwise provided comments during the study process.

1. Improved Locally-Funded Voucher Program

This alternative maintains and incrementally improves the existing Tri-City Transportation Voucher Program. As described in Chapter 2, the voucher program subsidized nearly 44,400 trips in 2006 at a public cost of approximately \$225,000. The program distributes user-side subsidies in the form of vouchers to eligible individuals that may be redeemed with one of nine participating service providers. Approximately 430 persons were enrolled in the voucher program on July 1, 2006. Additionally, there was a small but apparently growing list of 18 persons waiting to be enrolled in the program.

The user-side subsidy approach relies on private transportation operators and human service agencies to deliver trips on a demand basis. Voucher recipients themselves choose which provider they want to use to make their trips based on market factors. The Central Yavapai region is fortunate to have a variety of existing transportation providers, including for-profit taxicab, limousine and shuttle companies, non-profit agency client transportation services, as well as volunteer-based services. This not only gives consumers more of a choice as to who they ride with, but also offers the potential for cost control through market competition. The existing voucher program, which has been in place for over six years, provides a solid foundation to support incremental expansion of the numbers of persons eligible for subsidy and total trips provided.

While a detailed analysis of voucher program management and procedural administration was beyond the scope of this study, the consultants did contact NACOG staff early in the process to obtain operating data and understand the basic workings of the program. A number of concerns were observed with procedural and administrative methods, and the following adjustments are suggested below to improve the effectiveness and equity of subsidy allocation. It should be noted that a more comprehensive analysis of the current program is recommended before either Alternatives 1 or 2 are implemented.

- Form of Subsidy – Currently, each voucher distributed is “good for one ride” regardless of distance traveled or total trip cost. Users are given a supply of vouchers each month determined by dividing the amount of funding available for each sponsoring community by the number of eligible persons requesting vouchers for the month. Because the actual redemption value of the vouchers put into circulation is unknown until they are redeemed by the vendors, the number of vouchers distributed each month changes during the course of the fiscal year. NACOG’s objective is to fully distribute budgeted funds by the end of the fiscal year. Alternatively, it is recommended that vouchers have a fixed face value similar to cash. This type of voucher is often called “scrip.” The scrip should be sold to customers in denominated amounts of \$1.00 and \$5.00 at a discount rate as determined by eligibility guidelines. For example, a \$20.00 book of scrip might be sold for \$10.00 to individuals eligible for a 50% discount. The use of denominated scrip likely would encourage users to consider taking shorter trips when there is a choice (e.g., grocery shopping) in order to maximize the number of trips they are able to take each month.
- User Co-pay – Currently, users are required to pay \$2.00 in cash to the selected vendor at the time a voucher is used. This is a flat fee regardless of distance traveled or total trip cost. Several anecdotal comments were heard during the public outreach process that vendors sometimes waive the co-pay in order to attract additional trips. Moreover, at least one vendor (PTA Citibus) has a cash fare of \$1.00 and presumably users are not required to pay a co-pay for this service. It is recommended that the user co-pay be dropped when scrip is introduced.
- Vendor Certification – Current vendor certification procedures are limited with few service quality standards defined and no process for negotiating rate discounts on the basis of volume pricing or other competitive factors. It is recommended that a formal

process be developed to periodically recertify vendors to ensure service quality thresholds are achieved in terms of vehicle cleanliness and reliability, driver behavior, response time, on-board travel time, schedule adherence, availability of accessible vehicles, and potentially other factors of local significance.

- Customer Service – It is suggested that NACOG implement a formal customer service process through which complaints concerning service quality or other disputes between vendors and users may be addressed.

2. Federally-Assisted Voucher Program with Local Public Shared-Ride Taxi (SRT) System

This alternative expands the existing Tri-City Transportation Voucher Program beyond its presently limited focus on the special needs population to include the general public, making it eligible for federal funding assistance under the FTA Section 5307 program. As defined in 49 U.S.C. §5302 (a)(7), “*mass transportation*” means transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or sightseeing transportation. Section 5302 (a)(14) equates “*transit*” with mass transportation. These regulations, plus informal discussions with FTA staff, confirm the link between federal funding eligibility and a transportation service that is available to the general public.

As discussed in the previous alternative, several procedural and administrative modifications to the existing voucher program are recommended. These include a conversion from open value vouchers to denominated scrip, discontinuation of the \$2.00 co-pay in favor of direct sales to users, periodic vendor recertification, and a formal customer service process. Consumer discounts would be determined by a combination of local eligibility policies and available funding. A potential source of additional funding is through institutional support for defined constituencies by major employers, area colleges, human service agencies, youth programs, philanthropic organizations or others. Here it is assumed that discounts would primarily target selected population segments with mobility challenges, but that members of the general public would purchase scrip at face value as well. Involving the general public in a user-side subsidy transportation program offers three distinct advantages:

1. It offers all residents a new travel option at a predictable cost based on fair market value of service consumed;
2. It would encourage vendor participation and renewed attention on service quality by increasing the volume of passengers and fare revenues associated with the voucher program;
3. It would qualify the program for federal funding assistance under FTA Section 5307.

An important opportunity associated with this alternative is the potential to use the larger voucher program budget to encourage local taxicab companies to adopt a “shared ride taxi” (SRT) business model. The desired outcome is to provide individuals with a new local travel option based on demand responsive service at a predictable flat rate per zone traveled. This

is in contrast to the traditional “exclusive ride taxi” (ERT) model used by the local taxi industry.

ERT employs a purely distance-based fare calculated by a taximeter inside the vehicle. The taximeter typically precludes any shared use of a vehicle by unrelated parties traveling between different origins and destinations, since it is difficult to calculate an equitable distribution of the total fare. Additionally, taximeter-based fares can be troublesome for fixed-income riders who need to carefully budget their travel resources from month to month. Zone-based flat fares for shared vehicle use are easy to calculate for customers and drivers alike. Flat fare service already is available from five of nine vendors participating in the current voucher program, including Adult Day Care Services, Neighbor-to-Neighbor, New Horizons, PTA Citibus, and Reserve-a-Ride Yavapai. Four others – Ace Cab, Discount Cab, H&M Rogers and Tri City Taxi – charge distance-based fares using taximeters.

It should be noted that the SRT and ERT business models are not mutually exclusive, so that local taxi providers willing to participate in a user-side subsidized SRT program would be free to continue providing ERT service to persons who pay with fare media other than scrip. To protect the industry, it is assumed that SRT service would be available only to those persons using scrip to pay the fare, including not only persons with mobility limitations who are eligible to purchase scrip at a discount, but also members of the general public who could purchase scrip at full face value.

Specific rates for SRT service must be determined in consultation with prospective vendors, possibly followed by a structured procurement tied to a formal vendor certification process. Additionally, a mechanism should be in place to include volunteer transportation programs seeking to recover mileage-related reimbursement expenses of volunteer drivers.

3. Limited Service Level Fixed Route Transit System with Complementary Paratransit Voucher Program

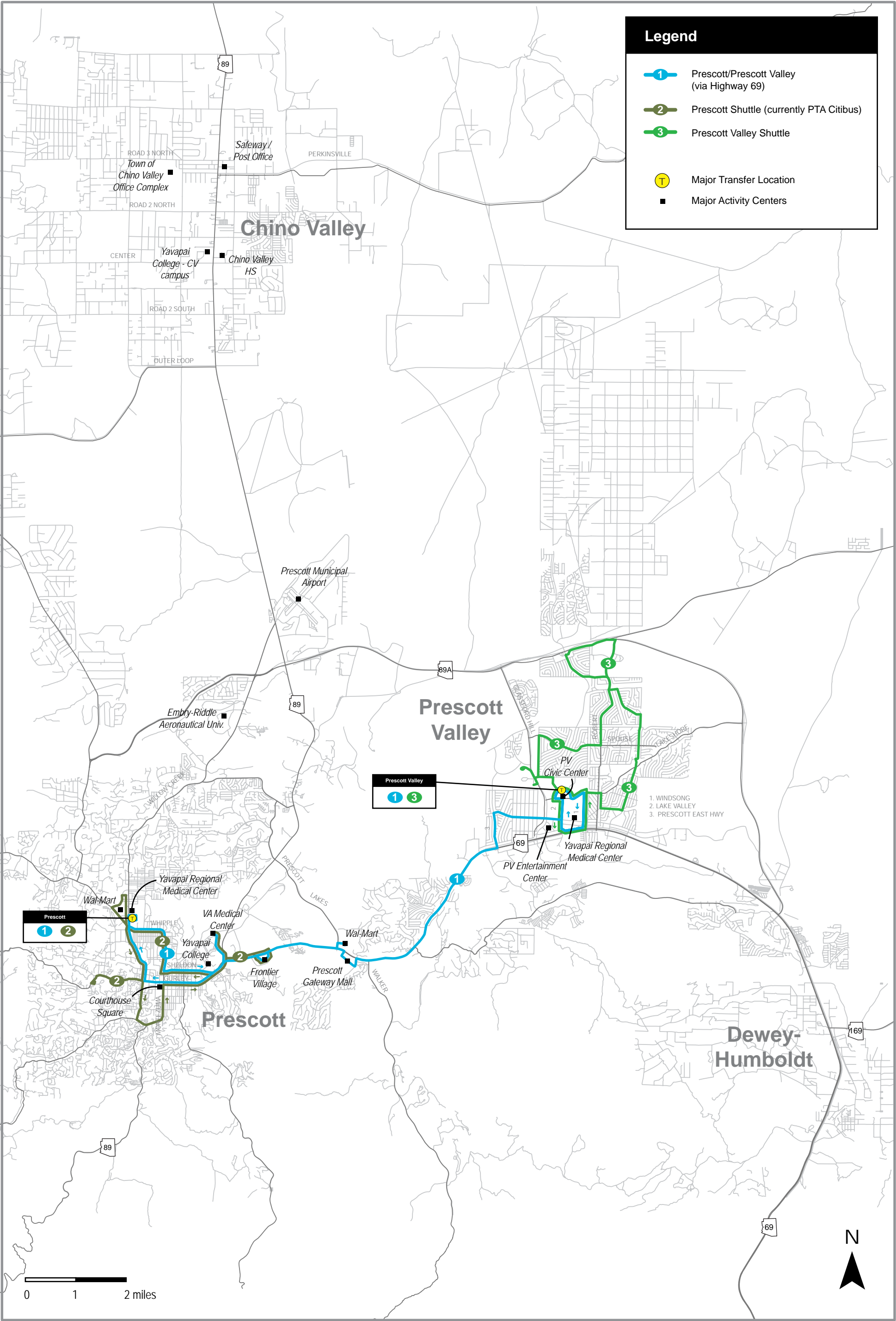
Among persons expressing support for a public transportation system for the Central Yavapai region, a majority tend to favor conventional fixed route service over a variety of flexible route and demand responsive services requiring reservations in advance. Alternatives 3 and 4 respond to this preference with a fixed route system scaled at two service levels. Alternative 3 offers a fiscally constrained fixed route network consisting of one regional route linking Prescott and Prescott Valley, and two local routes serving Prescott and Prescott Valley. These three routes comprise a basic network suited to the start-up phase of a new public transportation system in the region. Additionally, the existing voucher program would be modified to address ADA complementary paratransit service requirements and locally-defined needs outside of the fixed route service area. Displayed in Figure 7-4, the proposed route alignments are described as follows:

- #1 – Prescott/Prescott Valley via Highway 69 – operates between central transfer points at or near Yavapai Regional Medical Center (YMRC) in Prescott and the Civic Center complex in Prescott Valley. A minimum number of deviations from Highway 69 are recommended to balance the need for competitive end-to-end travel time with

direct access to major destinations in the Highway 69 corridor. Planned intermediate stops include Gateway Mall, Walmart, Frontier Village and Yavapai College along Highway 69, plus local stops on urbanized streets. Within central Prescott, the alignment and operating schedules are coordinated with the proposed #2-Prescott Shuttle to provide bi-directional service on Sheldon Street, Gurley Street, Montezuma Street and Miller Valley Road. Within the Prescott Valley central business district, the #1 operates on a common loop with the proposed #3-Prescott Valley Shuttle clockwise via Windsong Drive, Pav Way, Lake Valley Road, Lakeshore Drive and Civic Circle. Two buses are required to maintain hourly headways on weekdays and Saturdays on Route #1.

- #2 – Prescott Shuttle (currently PTA Citibus) – operates a one-way (counter-clockwise) loop alignment in central Prescott largely similar to the existing PTA Citibus route. Minor adjustments are recommended to serve the planned central transfer point near YRMC. The route follows Miller Valley Road southbound from YRMC into downtown Prescott, and continues via Gurley Street, Plaza Drive, back to Gurley Street, Park Avenue, Copper Basin Road, White Spar Road, Montezuma Street, back to Gurley Street, and Highway 69 to Frontier Village. Returning eastbound to Prescott, the proposed #2 follows Highway 69 to Yavapai College and continues via Sheldon Street, Montezuma Street, Whipple Street, Iron Springs Road, Gail Gardner Way, Ponderosa Plaza, Black Drive and Willow Creek Road to the Prescott transfer point. One bus is required to provide hourly headways on weekdays between 6:00 am and 7:00 pm, and on Saturdays between 7:00 am and 5:00 pm. It is noted that the current Citibus schedule runs on weekdays only from 9:00 am and 5:00 pm.
- #3 – Prescott Valley Shuttle – operates a one-way (counter-clockwise) loop through mostly residential neighborhoods situated south of Highway 89A and connecting to the central business district. The alignment follows Lakeshore Drive to North Glassford Hill, East Long Look Drive, North Lone Cactus Drive, East Spouse Drive, Roberts Road, Viewpoint Drive, Highway 89A, Roberts Road, Long Mesa Drive, Hondo Drive, Ranger Road, Navajo Road, Yavapai Drive and Roberts Road to Lakeshore. Within the downtown area, the alignment overlays Route #1 on a loop consisting of Windsong Drive, Pav Way, Lake Valley Road, Lakeshore Drive and Civic Circle. Selected trips operate via Spouse Drive and Lone Cactus Way to serve Bradshaw Mountain High School and Glassford Hill Middle School at bell times, and possibly at other times if there is sufficient demand among neighborhood residents. One bus is required to provide hourly headways on weekdays and Saturdays.

Figure 7-4 Alternative 3
Limited Service Level Fixed Route Transit System



It is envisioned that the Alternative 3 route network would operate on 60-minute headways between 6:00 am and 7:00 pm on weekdays, and on Saturdays from 7:00 am until 5:00 pm. Routes and schedules are designed such that buses would meet at the designated transfer points in Prescott (#1 & #2) and Prescott Valley (#1 & #3) once per hour throughout the service day. Alternative 3 requires a fleet of five buses to support daily operations, including four buses running published schedules and one spare vehicle. However, one less bus would be needed if PTA continues to operate its Citibus service under terms negotiated with CYMPO. Summary operating characteristics of Alternative 3 are displayed in Figure 7-5.

Figure 7-5 Alternative 3 Level of Service

Route	# of Buses	Revenue Hours per Weekday	Revenue Hours per Saturday	Annual Revenue Hours
1 – Prescott / Prescott Valley	2	27.7	22.6	8,040
2 – Prescott Shuttle (Citibus)	1	13.9 (8.0)*	10.9	4,110 (2,040)*
3 – Prescott Valley Shuttle	1	13.9	10.9	4,110
Subtotal	4	55.5	44.4	16,260 (2,040)
Spare Vehicle	1	–	–	–
Total	5	55.5	44.4	16,260 (2,040)

Note (*) – PTA currently operates the proposed Route 2 alignment.

4. Full Service Level Fixed Route Transit System with Complementary Paratransit Voucher Program

Alternative 4 offers a more comprehensive fixed route transit network consisting of three regional routes linking Chino Valley, Dewey/Humboldt, Prescott and Prescott Valley, and three local routes covering the more densely populated neighborhoods of Prescott and Prescott Valley. These six routes comprise a full-coverage network suited to the projected medium-range future needs of the Central Yavapai region. Displayed in Figure 7-6, the proposed route alignments are described as follows:

- #1 – Prescott/Prescott Valley via Highway 69 – operates between planned central transfer points located at or near YMRC in Prescott and the Civic Center complex in Prescott Valley. A minimum number of deviations from Highway 69 are recommended to balance the need for competitive end-to-end travel times with direct access to major destinations in the Highway 69 corridor. Suggested intermediate stops include Gateway Mall, Walmart, Frontier Village and Yavapai College along Highway 69, plus on urbanized streets in Prescott and Prescott Valley. Within central Prescott, the #1 alignment and operating schedules are coordinated with the proposed Route #2-Prescott Shuttle to provide bi-directional service on Sheldon Street, Gurley Street, Montezuma Street and Miller Valley Road. This relationship is more plainly visible in Figure 7-7. In Prescott Valley, the #1 follows a common downtown loop alignment with proposed routes #3 and #5, consisting of

Windsong Drive, Pav Way, Lake Valley Road, Lakeshore Drive and Civic Circle, as displayed in Figure 7-8. Two buses are required to maintain hourly headways on weekdays and Saturdays on Route #1.

- #2 – Prescott Shuttle (currently PTA Citibus) – operates on a one-way (counter-clockwise) loop alignment in central Prescott largely similar to the current PTA Citibus route. Minor adjustments are recommended to serve the planned central transfer point near YRMC. The bus follows Miller Valley Road southbound from YRMC into downtown Prescott, then uses Gurley Street, Plaza Drive returning to Gurley Street, Park Avenue, Copper Basin Road, White Spar Road, Montezuma Street, Gurley Street, and Highway 69 to Frontier Village. Returning eastbound to Prescott, Route #2 follows Highway 69 to Yavapai College and continues via Sheldon Street, Montezuma Street, Whipple Street, Iron Springs Road, Gail Gardner Way, Ponderosa Plaza, Black Drive and Willow Creek Road to the Prescott transfer point. One bus is required to provide hourly headways on weekdays between 6:00 am and 7:00 pm, and on Saturdays between 7:00 am and 5:00 pm. It is noted that the current Citibus schedule runs on weekdays only from 9:00 am and 5:00 pm.
- #3 – Prescott Valley Shuttle – provides bi-directional loop service through mostly residential neighborhoods south of Highway 89A and the central business district. The alignment (counter-clockwise) follows Lakeshore Drive to North Glassford Hill, East Long Look Drive, North Lone Cactus Drive, East Spouse Drive, Roberts Road, Viewpoint Drive, Highway 89A, Roberts Road, Long Mesa Drive, Hondo Drive, Ranger Road, Navajo Road, Yavapai Drive and Roberts Road to Lakeshore. Within the downtown area, the alignment follows a common loop consisting of Windsong Drive, Pav Way, Lake Valley Road, Lakeshore Drive and Civic Circle. Selected trips operate via Spouse Drive and Lone Cactus Way to serve Bradshaw Mountain High School and Glassford Hill Middle School at bell times, and possibly at other times to accommodate demand in the neighborhood. Two buses are required to provide hourly headways in both directions on weekdays. A single bus is required on Saturdays to operate in one direction only.
- #4 – North Prescott/Willow Creek Shuttle - provides new local service to mostly residential neighborhoods in north central Prescott. The alignment follows Willow Creek Road northbound from the central transfer point at YRMC to Willow Lake Road and densely populated residential subdivisions south of Willow Lake, the Yavapai County Health Services building at 1090 Commerce Drive, Willow Crossing (Fry's) Shopping Center, the American Red Cross facility on Sandretto Drive, and other businesses in the area. Southbound service returns via Willow Creek Road, Rosser Street, Demerse Avenue and Ruth Street to access Prescott High School and senior housing facilities on Ruth Street, and via Iron Springs Road and Gail Gardner Way to access Ponderosa Plaza and Walmart. Flexible routing variations could improve the effectiveness of coverage in the Willow Creek corridor. One bus is required to provide hourly headways on weekdays and Saturdays.
- #5 – Dewey-Humboldt – Prescott Valley via Hwy 69 – provides direct service between the Prescott Valley Civic Center and Main Street in Humboldt via Highway 69 and Old Black Canyon Road. On-demand pickup and drop-off service within

defined areas of Dewey and Humboldt likely would prove more effective than a conventional fixed route. One bus is required to provide hourly headways on weekdays only.

- #6 – Chino Valley/Prescott via Hwy 89 – provides direct service between the planned Prescott transfer point near YRMC and the Town of Chino Valley via Willow Creek Road and Hwy 89. Selected trips deviate into the Emery-Riddle Aeronautical University campus with a stop at the Campus Center loop. Within the more densely populated areas of Chino Valley, the alignment adheres to a counter-clockwise loop consisting of Highway 89, West Road 3N, North Road 1W, and West Road 2N back to Highway 89. Route deviations to selected residential areas situated east and west of Hwy 89 could be allowed within operating constraints and subject to customer demand. Two buses are required to provide hourly headways on Route #2 on weekdays only.

This page intentionally left blank.

Figure 7-6 Alternative 4
Full Service Level Fixed Route Transit System

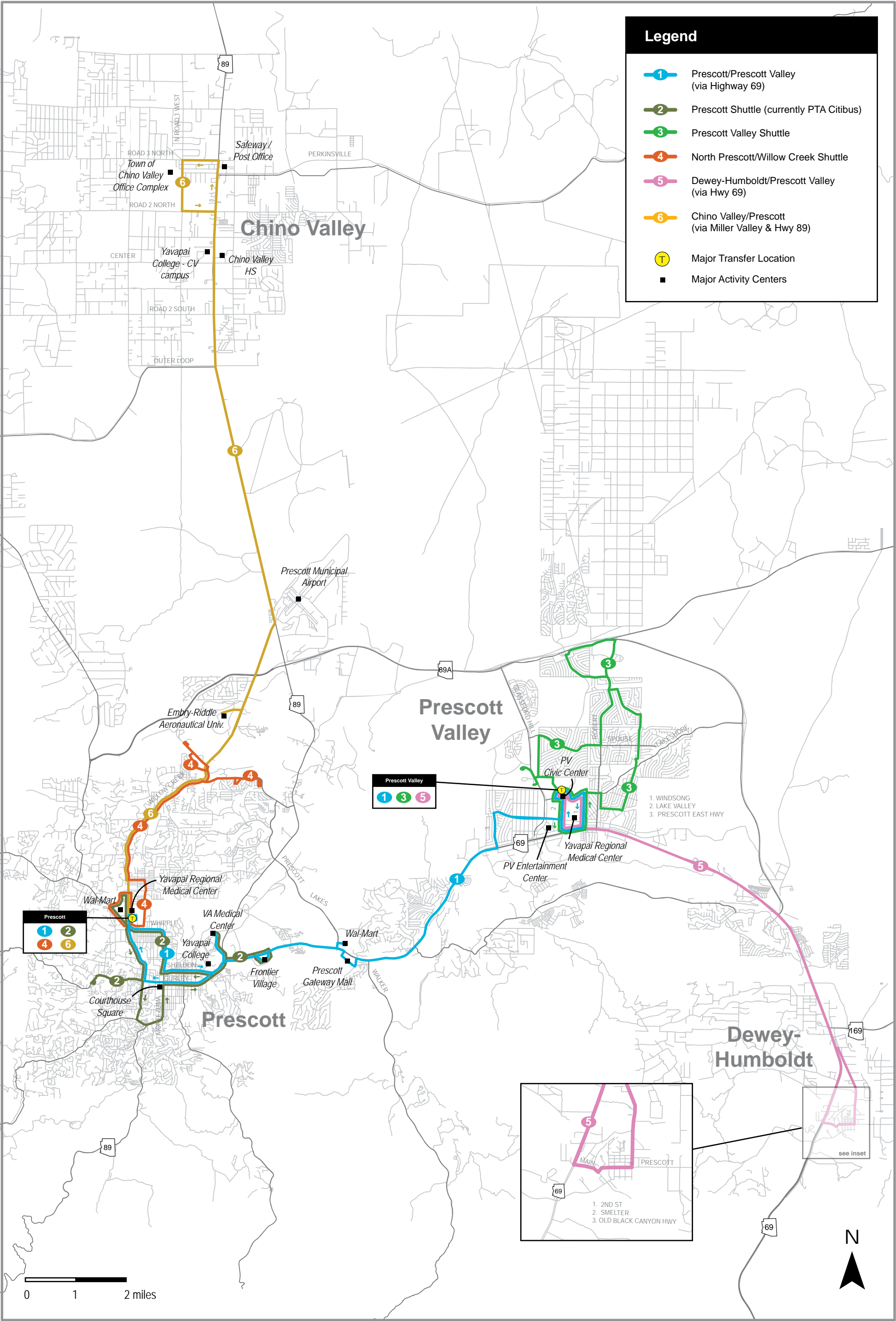


Figure 7-7 Alternative 4 (Prescott Detail)
Full Service Level Fixed Route Transit System

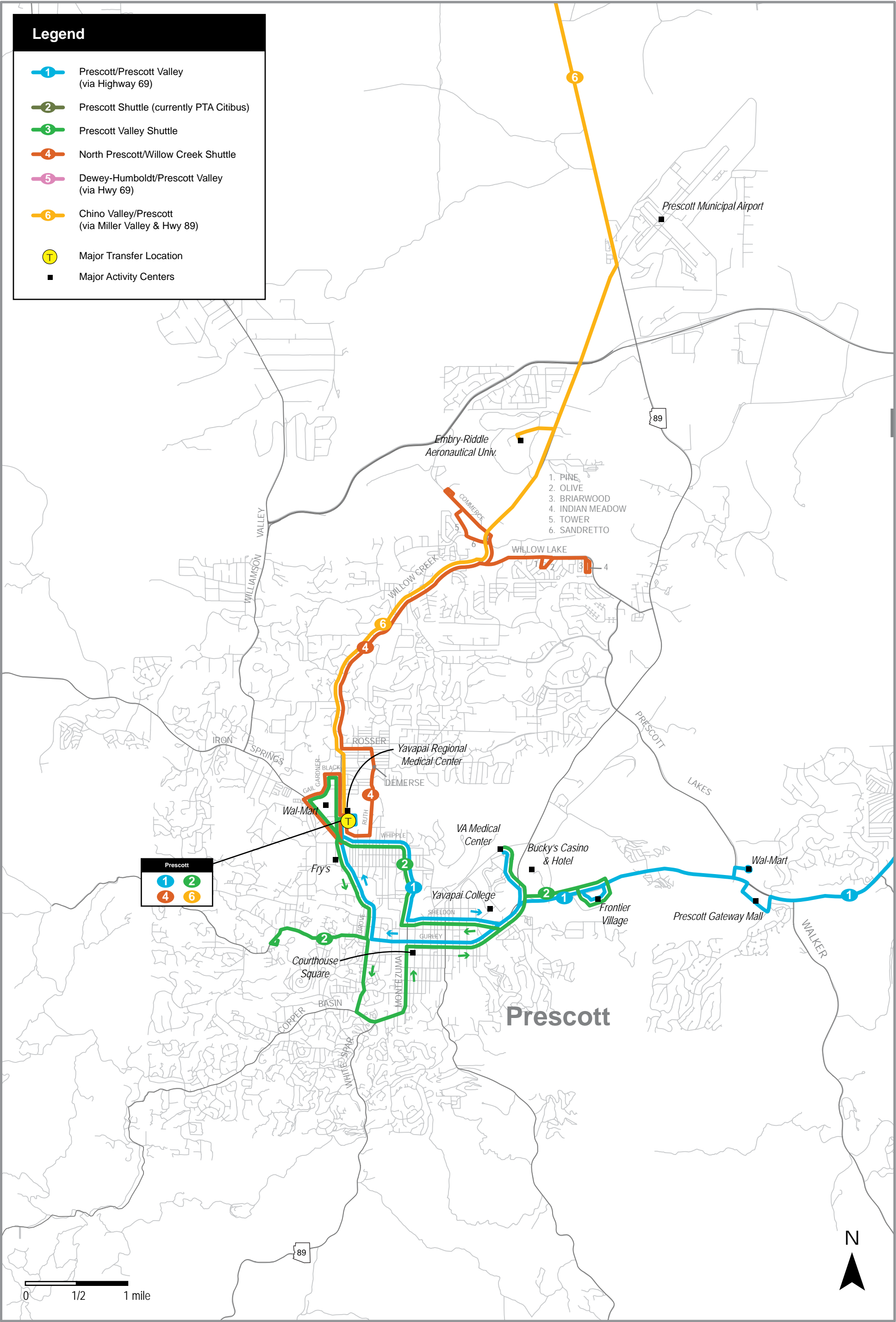
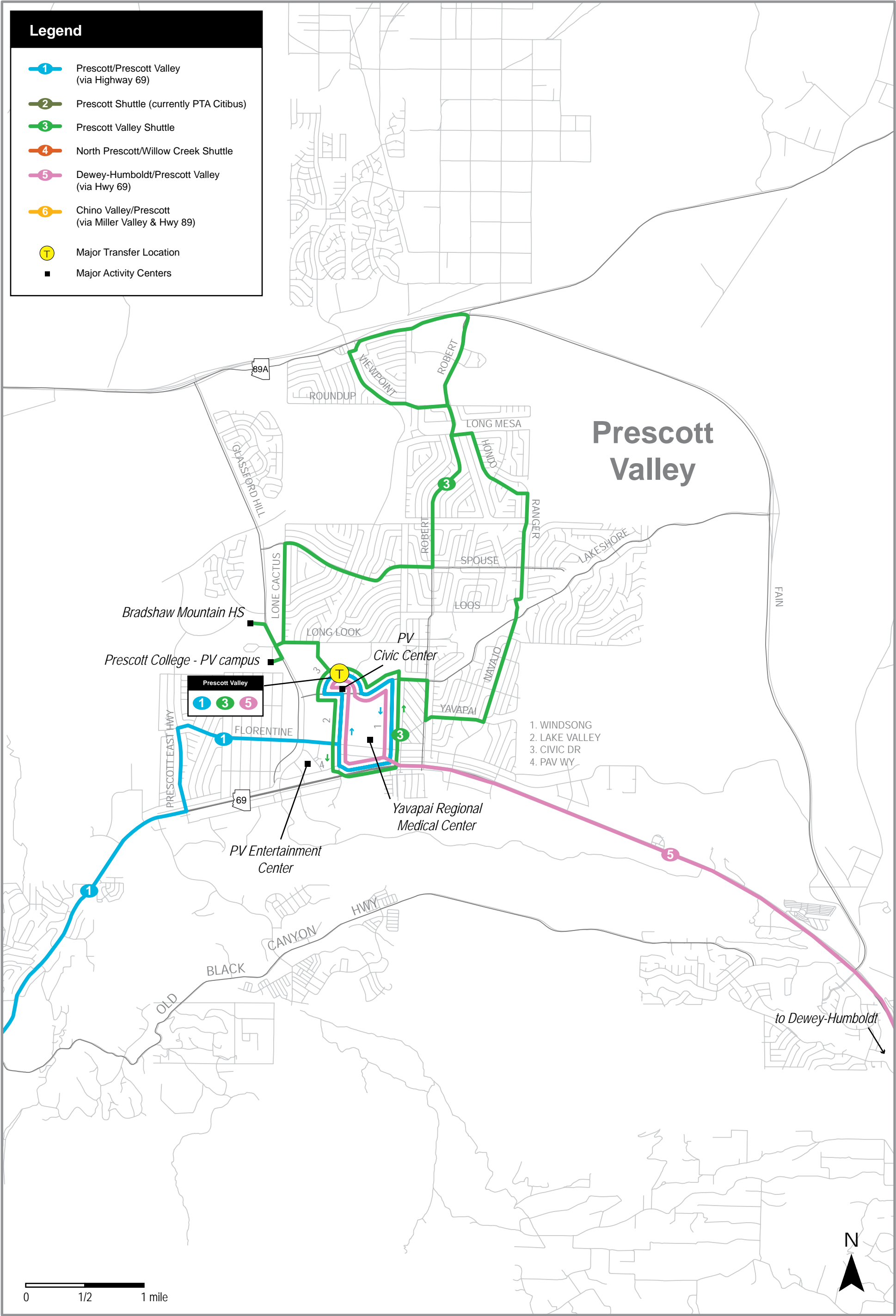


Figure 7-8 Alternative 4 (Prescott Valley Detail)
Full Service Level Fixed Route Transit System



It is envisioned that the Alternative 4 system would operate minimally on 60-minute headways between 6:00 am and 7:00 pm on weekdays, and on Saturdays from 7:00 am until 5:00 pm. Routes and schedules are designed such that buses would meet at the designated transfer points in Prescott (#1, #2, #4 and #6) and Prescott Valley (#1, #3 and #5) once per hour throughout the service day. Alternative 4 requires a fleet of 11 buses to support daily operations, including nine buses running published schedules and two spare vehicles. However, one less bus would be needed if PTA continues to operate its Citibus service under terms negotiated with CYMPO. Summary operating characteristics of Alternative 4 are displayed in Figure 7-9.

Figure 7-9 Alternative 4 Level of Service

Route	# of Buses	Revenue Hours per Weekday	Revenue Hours per Saturday	Annual Revenue Hours
1 – Prescott / Prescott Valley	2	27.7	22.6	8,040
2 – Prescott Shuttle (Citibus)	1	13.9 (8.0)*	10.9	4,110 (2,040)*
3 – Prescott Valley Shuttle	2	27.7	10.9	7,630
4 – North Prescott Shuttle	1	13.9	10.9	4,110
5 – Dewey-Humboldt / PV	1	13.9	–	3,545
6 – Chino Valley / Prescott	2	27.7	–	7,064
Subtotal	9	124.8 (118.9)	55.3	34,499
Spare Vehicles	2	–	–	–
Total	11	55.5	55.3	34,499 (32,429)

Note (*) – PTA currently operates the proposed Route 2 alignment.

Additionally, the existing voucher program would be modified to address ADA complementary paratransit service requirements and locally-defined needs outside of the fixed route service area. Consistent with ADA regulatory requirements, complementary paratransit service would be made available in the areas when and where fixed routes are operating. Generally, paratransit should be offered exclusively for trips involving origins and destinations located within $\frac{3}{4}$ -mile of a fixed route, and should be provided only to persons eligible under strict interpretation of ADA eligibility guidelines.

Financial Analysis of Preferred Alternatives

This section provides a detailed financial analysis of each of the four preferred alternatives, both for a short-term or startup phase through FY 2010, and extending through FY 2025. Understandably, the cost estimates documented in the following pages are based on assumptions that may be considered reliable in the short-term, but become increasingly conjectural as time goes on. For example, current federal funding levels are reasonably predictable through FY 2009, the final year of the current federal transportation law. Since federal transit formula funding has been in one form or another since 1970, it is fairly safe to conclude that similar funding will continue to be available in FY 2010 and beyond. However, funding levels are much more difficult to predict. Similarly, the continued availability of LTAF funds from the State of Arizona is even less predictable, based on its shorter period of existence since 1998 and historically erratic annual distributions to local governments. Concerns about the viability of LTAF tend to be supported by recent ADOT staff comments that possibly no LTAF distributions will occur in 2007.

Alternative 1, which continues the Tri-City Transportation Voucher Program at the current funding level with incremental procedural and administrative improvements, is sustainable on a year-to-year basis into the indefinite future to the extent that the State maintains LTAF and local governments continue to provide at least the required 25% local match using General Fund revenues. The procedural and administrative changes recommended should support incremental program expansion beyond the approximately 430 current enrollees to at least absorb the relatively small number of persons waiting to enroll (18 in July 2006) in the program, and perhaps by an additional 10% by achieving greater equity in subsidy distribution among enrollees. However, this alternative offers only marginal capacity to accommodate increased demand projected on the basis of rapid population growth and changing demographics. Given ongoing concerns with the stability of the LTAF program, it also is possible that additional local funding will be required to maintain the voucher program at its current level.

Alternative 2, which expands the voucher program into a general public service and continues to target subsidies toward individuals with special needs, likely would support short-term expansion from the current 430 enrollees to upwards to 700 enrollees through the infusion of federal funds. Assuming that new SRT service would become available for use by the general public on an unsubsidized basis, this alternative generally should be adequate to meet the local transportation needs of the region for the next several years. Concerns about the viability of LTAF program noted above similarly apply to this alternative, however.

Alternative 3 implements a limited fixed route system in Prescott and Prescott Valley and refocuses the voucher program on meeting ADA complementary paratransit demand and other needs in areas not covered by the fixed route network. Ridership and operating resource projections for Alternative 3 are summarized in Figure 7-10. Total capital and operating expenses are estimated slightly above \$1.1 during FY 2009, the first full year of operation, and rising to \$2.1 million by FY 2025. Projected farebox revenues would

recover about 11% of total operating costs in FY 2009, rising to 19% by FY 2025, assuming that ridership and productivity growth rates meet long-range expectations, as well as an average 10% across-the-board fare increase every four years. Local contributions to support the transit system are projected to rise from approximately \$39,000 in FY 2009 to over \$535,000 in FY 2025, as shown in Figure 7-11. Combined annual federal and non-federal revenues needed to support the transit system through FY 2025 are shown graphically in Figure 7-12.

Alternative 4 implements an expanded fixed route system throughout serving all CYMPO member jurisdictions, and refocuses the voucher program primarily on meeting ADA complementary paratransit demand. Ridership and operating resource projections for Alternative 4 are summarized in Figure 7-13. Total capital and operating expenses are estimated at nearly \$2.1 million during FY 2009, the first full year of operation, and rising to \$4.5 million by FY 2025. Projected farebox revenues would recover about 16% of total operating costs in FY 2009, rising to about 32% by FY 2025, assuming that ridership and productivity growth rates meet long-range expectations, as well as an average 10% across-the-board fare increase every four years. Local contributions to support the transit system are projected to rise from approximately \$523,000 in FY 2009 to \$1,846,000 in FY 2025, as shown in Figure 7-14. Combined annual federal and non-federal revenues needed to support the transit system through FY 2025 are shown graphically in Figure 7-15.

This page intentionally left blank.

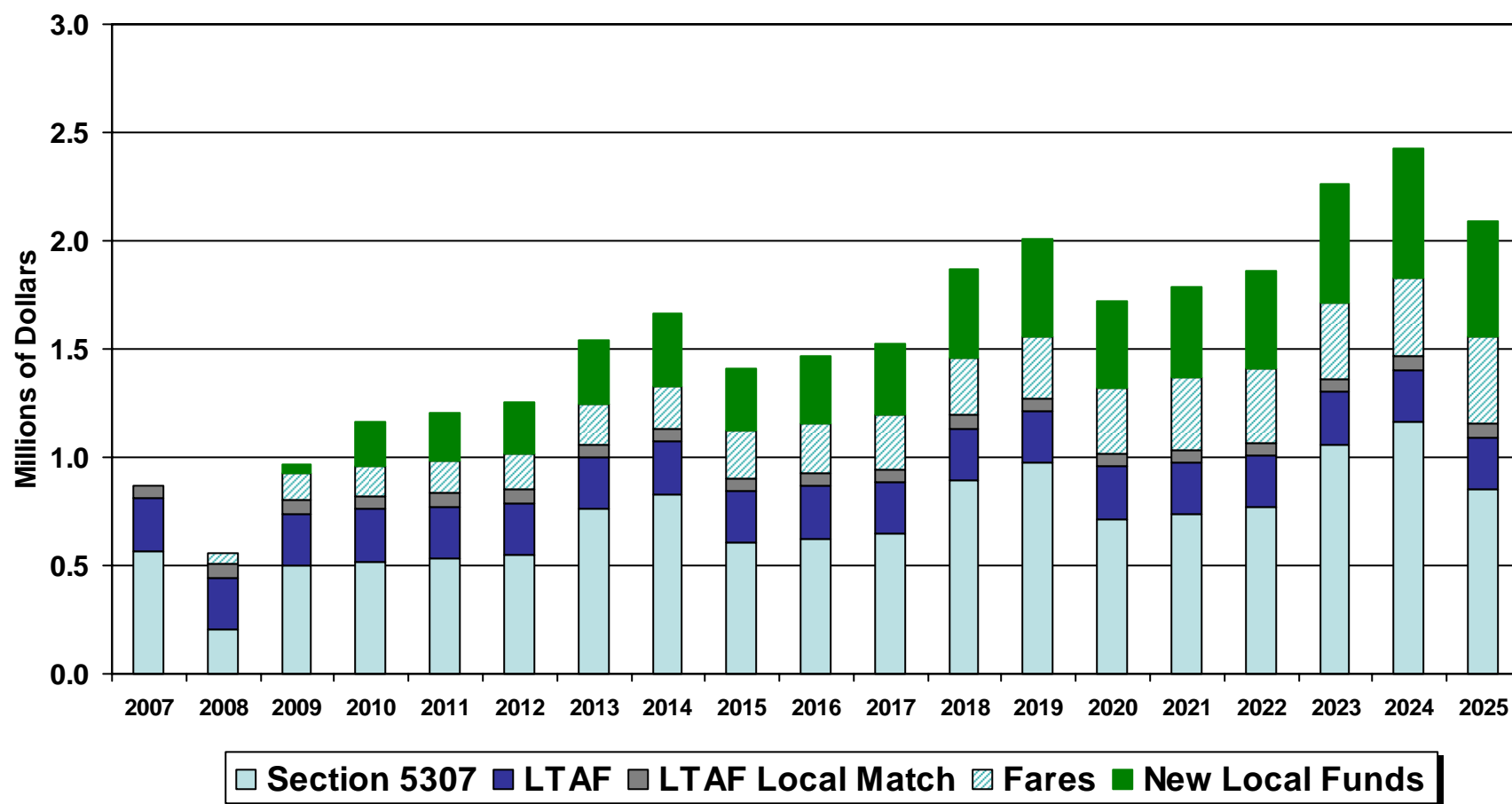
Figure 7-10 Central Yavapai Transit Program
FY 2007 – 2025 System Expenses and Revenues
Alternative 3

Expense Category	Expense Function	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	
General & Administrative																					
Salaries & Wages	Transit Manager	\$0	\$62,400	\$64,896	\$67,492	\$70,192	\$72,999		\$75,919	\$78,956	\$82,114	\$85,399	\$88,815	\$92,367	\$96,062	\$99,904	\$103,901	\$108,057	\$112,379	\$116,874	\$121,549
	Administrative Assistant	2,400	20,800	\$21,632	\$22,497	\$23,397	\$24,333		\$25,306	\$26,319	\$27,371	\$28,466	\$29,605	\$30,789	\$32,021	\$33,301	\$34,634	\$36,019	\$37,460	\$38,958	\$40,516
	CYMPO Administrator	7,280	7,571	\$7,874	\$8,189	\$8,517	\$8,857		\$9,212	\$9,580	\$9,963	\$10,362	\$10,776	\$11,207	\$11,656	\$12,122	\$12,607	\$13,111	\$13,635	\$14,181	\$14,748
	Accounting	1,250	5,408	\$5,624	\$5,849	\$6,083	\$6,327		\$6,580	\$6,843	\$7,117	\$7,401	\$7,697	\$8,005	\$8,325	\$8,658	\$9,005	\$9,365	\$9,740	\$10,129	\$10,534
	Human Resources	2,600	2,704	\$2,812	\$2,925	\$3,042	\$3,163		\$3,290	\$3,421	\$3,558	\$3,701	\$3,849	\$4,003	\$4,163	\$4,329	\$4,502	\$4,682	\$4,870	\$5,065	\$5,267
	Purchasing	0	5,408	\$5,624	\$5,849	\$6,083	\$6,327		\$6,580	\$6,843	\$7,117	\$7,401	\$7,697	\$8,005	\$8,325	\$8,658	\$9,005	\$9,365	\$9,740	\$10,129	\$10,534
	Subtotal	13,530	104,291	108,463	112,801	117,313	122,006		126,886	131,962	137,240	142,730	148,439	154,376	160,552	166,974	173,653	180,599	187,823	195,335	203,149
Fringe Benefits	FICA/Medicare	1,035	7,978	8,297	\$8,629	\$8,974	\$9,333		\$9,707	\$10,095	\$10,499	\$10,919	\$11,356	\$11,810	\$12,282	\$12,773	\$13,284	\$13,816	\$14,368	\$14,943	\$15,541
	Health Insurance	572	8,559	8,901	\$9,257	\$9,627	\$10,013		\$10,413	\$10,830	\$11,263	\$11,713	\$12,182	\$12,669	\$13,176	\$13,703	\$14,251	\$14,821	\$15,414	\$16,030	\$16,672
	Retirement	570	8,536	8,878	\$9,233	\$9,602	\$9,986		\$10,386	\$10,801	\$11,233	\$11,683	\$12,150	\$12,636	\$13,141	\$13,667	\$14,214	\$14,782	\$15,373	\$15,988	\$16,628
	Disability Insurance	68	521	542	\$564	\$587	\$610		\$634	\$660	\$686	\$714	\$742	\$772	\$803	\$835	\$868	\$903	\$939	\$977	\$1,016
Subtotal	2,244	25,595	26,619	27,683	28,791	29,942		31,140	32,386	33,681	35,028	36,429	37,887	39,402	40,978	42,617	44,322	46,095	47,939	49,856	
Services, Materials & Supplies	Training & Conferences	1,000	5,000	2,500	\$2,600	\$2,704	\$2,812		\$2,925	\$3,042	\$3,163	\$3,290	\$3,421	\$3,558	\$3,701	\$3,849	\$4,003	\$4,163	\$4,329	\$4,502	\$4,682
	Office Supplies	2,500	2,600	2,704	\$2,812	\$2,925	\$3,042		\$3,163	\$3,290	\$3,421	\$3,558	\$3,701	\$3,849	\$4,003	\$4,163	\$4,329	\$4,502	\$4,682	\$4,870	\$5,065
	Dues & Publications	1,000	1,000	1,000	\$1,040	\$1,082	\$1,125		\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$1,801	\$1,873
	Brochures & Timetables	0	20,000	10,000	\$10,400	\$10,816	\$11,249		\$11,699	\$12,167	\$12,653	\$13,159	\$13,686	\$14,233	\$14,802	\$15,395	\$16,010	\$16,651	\$17,317	\$18,009	\$18,730
	Legal Services	30,000	31,200	19,469	\$20,248	\$21,057	\$21,900		\$22,776	\$23,687	\$24,634	\$25,620	\$26,644	\$27,710	\$28,819	\$29,971	\$31,170	\$32,417	\$33,714	\$35,062	\$36,465
	Insurance	500	2,000	2,080	\$2,163	\$2,250	\$2,340		\$2,433	\$2,531	\$2,632	\$2,737	\$2,847	\$2,960	\$3,079	\$3,202	\$3,330	\$3,463	\$3,602	\$3,746	\$3,896
	Miscellaneous	1,000	1,040	1,082	\$1,125	\$1,170	\$1,217		\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$1,801	\$1,873	\$1,948	\$2,026
	Subtotal	36,000	62,840	38,834	40,388	42,003	43,683		45,431	47,248	49,138	51,103	53,148	55,273	57,484	59,784	62,175	64,662	67,249	69,939	72,736
Rent & Utilities	Office Rent	0	4,643	4,828	5,021	\$5,222	\$5,431		\$5,648	\$5,874	\$6,109	\$6,354	\$6,608	\$6,872	\$7,147	\$7,433	\$7,730	\$8,039	\$8,361	\$8,695	\$9,043
	Janitorial Services	0	1,572	1,635	1,701	\$1,769	\$1,840		\$1,913	\$1,990	\$2,069	\$2,152	\$2,238	\$2,328	\$2,421	\$2,518	\$2,618	\$2,723	\$2,832	\$2,945	\$3,063
	Telephones	1,500	1,560	1,622	1,687	\$1,755	\$1,825		\$1,898	\$1,974	\$2,053	\$2,135	\$2,220	\$2,309	\$2,402	\$2,498	\$2,598	\$2,701	\$2,809	\$2,922	\$3,039
	Subtotal	1,500	7,775	8,086	8,409	8,746	9,096		9,460	9,838	10,231	10,641	11,066	11,509	11,969	12,448	12,946	13,464	14,002	14,563	15,145
Subtotal, G&A Expenses		53,274	200,501	182,002	189,282	196,853	204,727		212,917	221,433	230,290	239,502	249,082	259,045	269,407	280,184	291,391	303,047	315,168	327,775	340,886
Purchased Transportation																					
NACOG Voucher Program		250,000	250,000	125,000	131,250	137,813	144,703		151,938	159,535	167,512	175,888	184,682	193,916	203,612	213,792	224,482	235,706	247,491	259,866	272,859
Contract Transit Services		0	0	816,686	857,521	900,397	945,416		992,687	1,042,322	1,094,438	1,149,160	1,206,618	1,266,948	1,330,296	1,396,811	1,466,651	1,539,984	1,616,983	1,697,832	1,782,724
Subtotal, Purchased Transportation		250,000	250,000	941,686	988,771	1,038,209	1,090,120		1,144,626	1,201,857	1,261,950	1,325,047	1,391,299	1,460,864	1,533,908	1,610,603	1,691,133	1,775,690	1,864,474	1,957,698	2,055,583
TOTAL, OPERATING EXPENSES		303,274	450,501	1,123,688	1,168,636	1,215,381	1,263,996		1,314,556	1,367,138	1,421,824	1,478,697	1,537,845	1,599,359	1,663,333	1,729,866	1,799,061	1,871,023	1,945,864	2,023,699	2,104,647
Passenger Fares																					
Fixed Route		0	0	\$97,945	\$111,937	\$125,929	\$139,921		\$153,913	\$169,304	\$184,696	\$200,087	\$220,096	\$237,026	\$253,957	\$266,655	\$293,320	\$305,053	\$317,255	\$326,773	\$359,450
Voucher Program		0	50,000	25,000	25,000	25,000	27,500		27,500	27,500	30,250	30,250	30,250	33,275	33,275	33,275	36,603	36,603	36,603	40,263	40,263
TOTAL, PASSENGER FARES		0	50,000	122,945	136,937	150,929	167,421		181,413	196,804	214,946	230,337	250,346	270,301	287,232	299,930	329,922	341,655	353,857	367,035	399,713
NET OPERATING EXPENSES		303,274	400,501	1,000,743	1,031,699	1,064,452	1,096,575		1,133,143	1,170,334	1,206,878	1,248,360	1,287,499	1,329,057	1,376,101	1,429,937	1,469,138	1,529,368	1,592,007	1,656,864	1,704,934
Farebox Recovery		0.0%	11.1%	10.9%	11.7%	12.4%	13.2%		13.8%	14.4%	15.1%	15.6%	16.3%	16.9%	17.3%	17.3%	18.3%	18.3%	18.2%	18.1%	19.0%
Capital Purchases																					
Revenue Vehicles		400,000	0	0	0				202,400	303,600				236,808	355,212				277,065	415,598	
Non-revenue Vehicles		30,000	0	0	0				37,950					44,402					51,950		
Bus Stop Signs		15,000	0	0	0																
Shelters / Benches		75,000	0	0	0																
Operations Center		0	0	0	0																
Office Equipment / Computers		2,500	3,500		1,500		1,620		1,750			1,890		2,041		2,204		2,380		2,571	
TOTAL, CAPITAL EXPENSES		522,500	3,500	0	1,500	0	1,620		240,350	305,350	0	1,890	0	283,250	355,212	2,204	0	2,380	329,015	418,169	0
TOTAL, CAPITAL & OPERATING EXPENSES		825,774	454,001	1,123,688	1,170,136	1,215,381	1,265,616		1,554,906	1,672,488	1,421,824	1,480,587	1,537,845	1,882,609	2,018,545	1,732,070	1,799,061	1,873,404	2,274,879	2,441,868	2,104,647
Revenues Applied by Source																					
FTA Section 5307	Operating (50%)	151,637	200,251	500,372	515,849	532,226	548,288		566,572	585,167	603,439	624,180	643,750	664,529	688,051	714,968	734,569	764,684	796,003	828,332	852,467
	Capital (60%)	418,000	2,800	0	1,200	0	1,296		192,280	244,280	0	1,512	0	226,600	284,170	1,763	0	1,904	263,212	334,535	0
	Subtotal	569,637	203,051	500,372	517,049	532,226	549,584		758,852	829,447	603,439	625,692	643,750	891,129	972,220	716,732	734,569	766,588	1,059,216	1,162,867	852,467
Non-Federal	Operating (50%)	151,637	200,251	500,372	515,849	532,226	548,288		566,572	585,167	603,439	624,180	643,750	664,529	688,051	714,968	734,569	764,684	796,003	828,332	852,467
	Capital (20%)																				

Figure 7-11 Central Yavapai Transit Program
FY2007 – 2025 Cash Flow Analysis
Alternative 3

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Net Operating Expenses	\$303,274	\$400,501	\$1,000,743	\$1,031,699	\$1,064,452	\$1,096,575	\$1,133,143	\$1,170,334	\$1,206,878	\$1,248,360	\$1,287,499	\$1,329,057	\$1,376,101	\$1,429,937	\$1,469,138	\$1,529,368	\$1,592,007	\$1,656,664	\$1,704,934
Total Capital Expenses	522,500	3,500	0	1,500	0	1,620	240,350	305,350	0	1,890	0	283,250	355,212	2,204	0	2,380	329,015	418,169	0
Total - All Expenses	825,774	404,001	1,000,743	1,033,199	1,064,452	1,098,195	1,373,493	1,475,684	1,206,878	1,250,249	1,287,499	1,612,308	1,731,313	1,432,141	1,469,138	1,531,748	1,921,022	2,074,832	1,704,934
FTA-Eligible Expenses																			
Operating (50%)	151,637	200,251	500,372	515,849	532,226	548,288	566,572	585,167	603,439	624,180	643,750	664,529	688,051	714,968	734,569	764,684	796,003	828,332	852,467
Capital (80%)	418,000	2,800	0	1,200	0	1,296	192,280	244,280	0	1,512	0	226,600	284,170	1,763	0	1,904	263,212	334,535	0
Total FTA-Eligible Expenses	569,637	203,051	500,372	517,049	532,226	549,584	758,852	829,447	603,439	625,692	643,750	891,129	972,220	716,732	734,569	766,588	1,059,216	1,162,867	852,467
Cash Flow Analysis																			
Brought Forward - Section 5307	1,851,221	1,929,412	1,995,940	2,062,427	2,113,988	2,321,947	2,376,118	2,431,643	2,488,557	2,702,144	2,761,938	2,823,228	2,886,050	2,815,674	2,881,676	2,949,328	3,018,671	2,954,923	3,027,777
Annual Authorization - Section 5307 only	670,572	687,336	704,519	722,132	740,186	758,690	777,658	797,099	817,026	837,452	858,388	879,848	901,844	924,390	947,500	971,188	995,467	1,020,354	1,045,863
Annual Grant Award	569,637	203,051	500,372	517,049	532,226	549,584	758,852	829,447	603,439	625,692	643,750	891,129	972,220	716,732	734,569	766,588	1,059,216	1,162,867	852,467
Prior Authorization Subject to Rescission	592,381	620,808	638,032	670,572	895,295	704,519	722,132	740,186	972,278	777,658	797,099	817,026	767,076	858,388	879,848	901,844	860,642	947,500	971,188
Prior Funds Lost to Rescission	22,744	417,757	137,660	153,522	0	154,936	-36,719	-89,261	0	151,966	153,349	-74,102	0	141,657	145,279	135,256	0	-215,367	118,721
Net Balance - Section 5307	1,929,412	1,995,940	2,062,427	2,113,988	2,321,947	2,376,118	2,431,643	2,488,557	2,702,144	2,761,938	2,823,228	2,886,050	2,815,674	2,881,676	2,949,328	3,018,671	2,954,923	3,027,777	3,102,452
Non-Federal Expenses																			
Operating (50%)	151,637	200,251	500,372	515,849	532,226	548,288	566,572	585,167	603,439	624,180	643,750	664,529	688,051	714,968	734,569	764,684	796,003	828,332	852,467
Capital (20%)	104,500	700	0	300	0	324	48,070	61,070	0	378	0	56,650	71,042	441	0	476	65,803	83,634	0
Total Non-Federal Expenses	256,137	200,951	500,372	516,149	532,226	548,612	614,642	646,237	603,439	624,558	643,750	721,179	759,093	715,409	734,569	765,160	861,806	911,966	852,467
Cash Flow Analysis																			
Brought Forward	0	47,462	150,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Current Year Non-Federal Funds Available	303,599	303,599	311,099	311,399	311,711	312,035	312,373	312,724	313,089	313,468	313,863	314,274	314,701	315,145	315,606	316,087	316,586	317,106	317,646
Total Non-Federal Funds Available	303,599	351,060	461,209	311,399	311,711	312,035	312,373	312,724	313,089	313,468	313,863	314,274	314,701	315,145	315,606	316,087	316,586	317,106	317,646
Non-Federal Funds Committed or Spent	256,137	200,951	500,372	516,149	532,226	548,612	614,642	646,237	603,439	624,558	643,750	721,179	759,093	715,409	734,569	765,160	861,806	911,966	852,467
Fund Balance, End of Year	47,462	150,110	-39,163	-204,751	-220,515	-236,576	-302,269	-333,513	-290,350	-311,090	-329,886	-406,905	-444,392	-400,265	-418,963	-449,073	-545,220	-594,860	-534,821
New Non-Federal Funding Required	0	0	39,163	204,751	220,515	236,576	302,269	333,513	290,350	311,090	329,886	406,905	444,392	400,265	418,963	449,073	545,220	594,860	534,821

**Figure 7-12 Alternative 3 – Limited Service Fixed Route System
 Estimated Revenues by Source
 FY 2007 – 2025**



This page intentionally left blank.

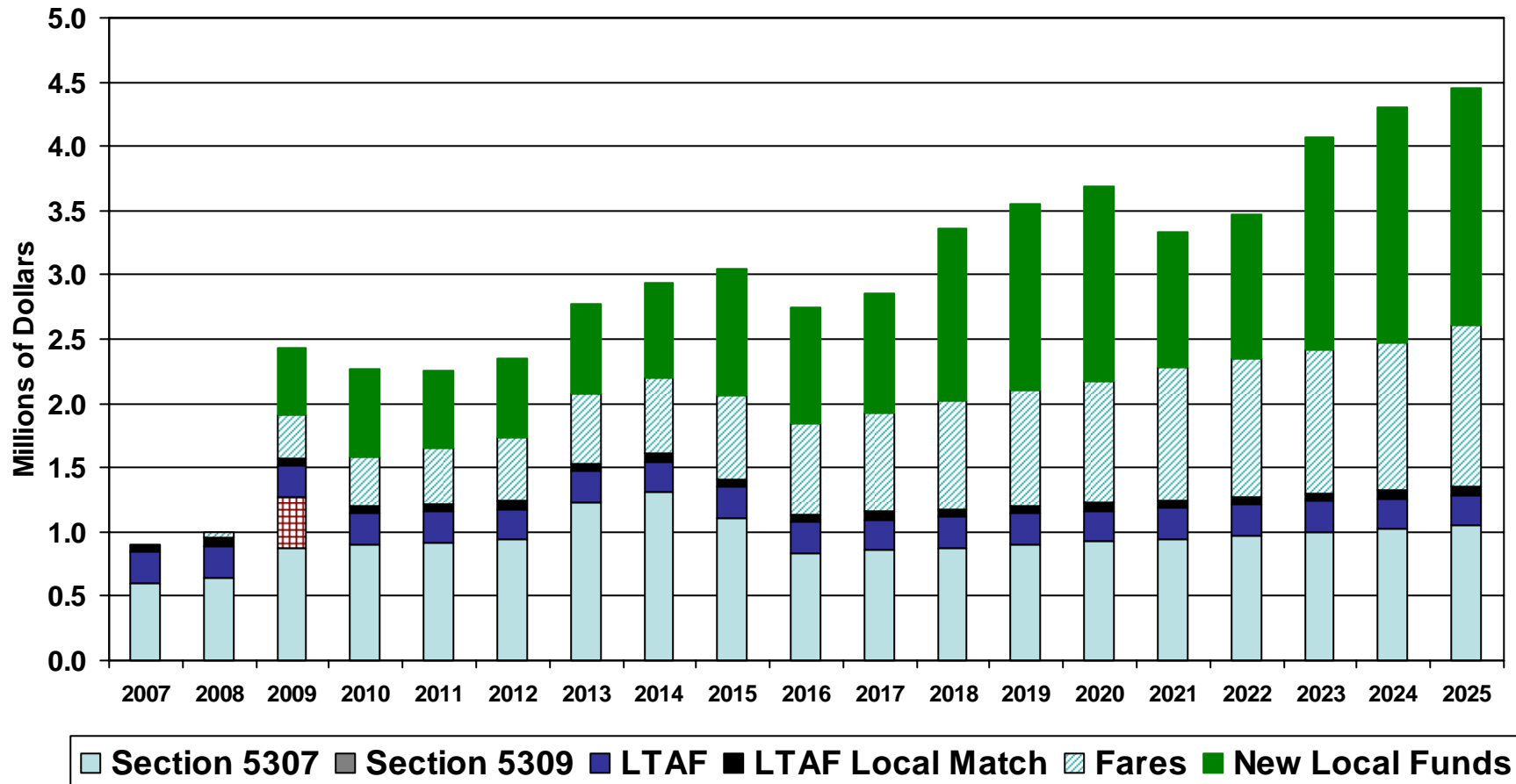
Figure 7-13 Central Yavapai Transit Program
FY 2007 – 2025 System Expenses And Revenues
Alternative 4

Expense Category	Expense Function	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
General & Administrative																				
Salaries & Wages	Transit Manager	\$0	\$62,400	\$64,896	\$67,492	\$70,192	\$72,999	\$75,919	\$78,956	\$82,114	\$85,399	\$88,815	\$92,367	\$96,062	\$99,904	\$103,901	\$108,057	\$112,379	\$116,874	\$121,549
	Administrative Assistant	2,400	20,800	21,632	\$22,497	\$23,397	\$24,333	\$25,306	\$26,319	\$27,371	\$28,466	\$29,605	\$30,789	\$32,021	\$33,301	\$34,634	\$36,019	\$37,460	\$38,958	\$40,516
	CYMPO Administrator	7,280	7,571	7,874	\$8,189	\$8,517	\$8,857	\$9,212	\$9,580	\$9,963	\$10,362	\$10,776	\$11,207	\$11,656	\$12,122	\$12,607	\$13,111	\$13,635	\$14,181	\$14,748
	Accounting	1,250	5,408	5,624	\$5,849	\$6,083	\$6,327	\$6,580	\$6,843	\$7,117	\$7,401	\$7,697	\$8,005	\$8,325	\$8,658	\$9,005	\$9,365	\$9,740	\$10,129	\$10,534
	Human Resources	2,600	2,704	2,812	\$2,925	\$3,042	\$3,163	\$3,290	\$3,421	\$3,558	\$3,701	\$3,849	\$4,003	\$4,163	\$4,329	\$4,502	\$4,682	\$4,870	\$5,065	\$5,267
	Purchasing	0	5,408	5,624	\$5,849	\$6,083	\$6,327	\$6,580	\$6,843	\$7,117	\$7,401	\$7,697	\$8,005	\$8,325	\$8,658	\$9,005	\$9,365	\$9,740	\$10,129	\$10,534
	Subtotal	13,530	104,291	108,463	112,801	117,313	122,006	126,886	131,962	137,240	142,730	148,439	154,376	160,552	166,974	173,653	180,599	187,823	195,335	203,149
Fringe Benefits	FICA/Medicare	1,035	7,978	8,297	\$8,629	\$8,974	\$9,333	\$9,707	\$10,095	\$10,499	\$10,919	\$11,356	\$11,810	\$12,282	\$12,773	\$13,284	\$13,816	\$14,368	\$14,943	\$15,541
	Health Insurance	558	8,357	8,691	\$9,039	\$9,400	\$9,776	\$10,167	\$10,574	\$10,997	\$11,437	\$11,894	\$12,370	\$12,865	\$13,379	\$13,914	\$14,471	\$15,050	\$15,652	\$16,278
	Retirement	570	8,536	8,878	\$9,233	\$9,602	\$9,986	\$10,386	\$10,801	\$11,233	\$11,683	\$12,150	\$12,636	\$13,141	\$13,667	\$14,214	\$14,782	\$15,373	\$15,988	\$16,628
	State Disability Insurance	0	521	542	\$564	\$587	\$610	\$634	\$660	\$686	\$714	\$742	\$772	\$803	\$835	\$868	\$903	\$939	\$977	\$1,016
	Subtotal	2,163	25,393	26,408	27,465	28,563	29,706	30,894	32,130	33,415	34,752	36,142	37,587	39,091	40,654	42,281	43,972	45,731	47,560	49,462
Services, Materials & Supplies	Training & Conferences	1,000	5,000	2,500	\$2,600	\$2,704	\$2,812	\$2,925	\$3,042	\$3,163	\$3,290	\$3,421	\$3,558	\$3,701	\$3,849	\$4,003	\$4,163	\$4,329	\$4,502	\$4,682
	Office Supplies	2,500	2,600	2,704	\$2,812	\$2,925	\$3,042	\$3,163	\$3,290	\$3,421	\$3,558	\$3,701	\$3,849	\$4,003	\$4,163	\$4,329	\$4,502	\$4,682	\$4,870	\$5,065
	Dues & Publications	1,000	1,000	1,000	\$1,040	\$1,082	\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$1,801	\$1,873
	Brochures & Timetables	0	30,000	15,000	\$15,600	\$16,224	\$16,873	\$17,548	\$18,250	\$18,980	\$19,739	\$20,529	\$21,350	\$22,204	\$23,092	\$24,015	\$24,976	\$25,975	\$27,014	\$28,095
	Legal Services	30,000	31,200	19,469	\$20,248	\$21,057	\$21,900	\$22,776	\$23,687	\$24,634	\$25,620	\$26,644	\$27,710	\$28,819	\$29,971	\$31,170	\$32,417	\$33,714	\$35,062	\$36,465
	Insurance	500	2,000	2,080	\$2,163	\$2,250	\$2,340	\$2,433	\$2,531	\$2,632	\$2,737	\$2,847	\$2,960	\$3,079	\$3,202	\$3,330	\$3,463	\$3,602	\$3,746	\$3,896
	Miscellaneous	1,000	1,040	1,082	\$1,125	\$1,170	\$1,217	\$1,265	\$1,316	\$1,369	\$1,423	\$1,480	\$1,539	\$1,601	\$1,665	\$1,732	\$1,801	\$1,873	\$1,948	\$2,026
	Subtotal	36,000	72,840	43,834	45,588	47,411	49,308	51,280	53,331	55,464	57,683	59,990	62,390	64,886	67,481	70,180	72,987	75,907	78,943	82,101
Rent & Utilities	Office Rent	0	4,643	4,828	5,021	\$5,222	\$5,431	\$5,648	\$5,874	\$6,109	\$6,354	\$6,608	\$6,872	\$7,147	\$7,433	\$7,730	\$8,039	\$8,361	\$8,695	\$9,043
	Janitorial Services	0	1,572	1,635	1,701	\$1,769	\$1,840	\$1,913	\$1,990	\$2,069	\$2,152	\$2,238	\$2,328	\$2,421	\$2,518	\$2,618	\$2,723	\$2,832	\$2,945	\$3,063
	Telephones	1,500	1,560	1,622	1,687	\$1,755	\$1,825	\$1,898	\$1,974	\$2,053	\$2,135	\$2,220	\$2,309	\$2,402	\$2,498	\$2,598	\$2,701	\$2,809	\$2,922	\$3,039
	Subtotal	1,500	7,775	8,086	8,409	8,746	9,096	9,460	9,838	10,231	10,641	11,066	11,509	11,969	12,448	12,946	13,464	14,002	14,563	15,145
	Subtotal, G&A Expenses	53,193	210,299	186,792	194,263	202,034	210,115	218,520	227,261	236,351	245,805	255,637	265,863	276,497	287,557	299,059	311,022	323,463	336,401	349,857
Purchased Transportation																				
NACOG Voucher Program		250,000	250,000	175,000	183,750	192,938	202,584	212,714	223,349	234,517	246,243	258,555	271,482	285,057	299,309	314,275	329,989	346,488	363,812	382,003
Contract Transit Services		0	0	1,721,534	1,807,611	1,897,991	1,992,891	2,092,535	2,197,162	2,307,020	2,422,371	2,543,490	2,670,864	2,804,197	2,944,407	3,091,628	3,246,209	3,408,519	3,578,945	3,757,893
	Subtotal, Purchased Transportation	250,000	250,000	1,896,534	1,991,361	2,090,929	2,195,475	2,305,249	2,420,511	2,541,537	2,668,614	2,802,044	2,942,147	3,089,254	3,243,717	3,405,902	3,576,198	3,755,007	3,942,758	4,139,896
TOTAL, OPERATING EXPENSES		303,193	460,299	2,083,326	2,185,624	2,273,049	2,363,971	2,458,530	2,556,871	2,659,146	2,765,512	2,876,132	2,991,177	3,110,824	3,235,257	3,364,668	3,499,254	3,639,224	3,784,793	3,936,185
Passenger Fares																				
Fixed Route		0	0	301,887	352,201	402,515	452,830	498,113	553,459	608,804	664,150	730,565	791,446	852,326	894,943	984,437	1,023,814	1,064,767	1,096,710	1,206,381
Voucher Program		0	50,000	35,000	35,000	35,000	38,500	38,500	38,500	42,350	42,350	42,350	46,585	46,585	46,585	51,244	51,244	51,244	56,368	56,368
TOTAL, PASSENGER FARES		0	50,000	336,887	387,201	437,515	491,330	536,613	591,959	651,154	706,500	772,915	838,031	898,911	941,528	1,035,680	1,075,058	1,116,010	1,153,078	1,262,749
NET OPERATING EXPENSES		303,193	410,299	1,746,439	1,798,423	1,835,534	1,872,641	1,921,917	1,984,912	2,007,991	2,059,011	2,103,217	2,153,146	2,211,913	2,293,730	2,328,987	2,424,186	2,523,214	2,631,716	2,673,436
Farebox Recovery		0.0%	10.9%	16.2%	17.7%	19.2%	20.8%	21.8%	23.2%	24.5%	25.5%	26.9%	28.0%	28.9%	29.1%	30.8%	30.7%	30.7%	30.5%	32.1%
Capital Purchases																				
Revenue Vehicles		560,000	320,000	0	0			303,600	404,800	404,800			355,212	473,616	473,616			415,598	554,131	554,131
Non-revenue Vehicles		0	30,000	0	0			37,950					44,402					51,950		
Bus Stop Signs		0	50,000	0	0															
Shelters / Benches		0	150,000	0	0															
Operations Center	Section 5309	0	0	0	250,000															
Transfer Centers (2)	Section 5309	0	0	0	250,000			</												

Figure 7-14 Central Yavapai Transit Program
FY 2007 – 2025 Cash Flow Analysis
Alternative 4

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Net Operating Expenses	303,193	410,299	1,746,439	1,798,423	1,835,534	1,872,641	1,921,917	1,964,912	2,007,991	2,059,011	2,103,217	2,153,146	2,211,913	2,293,730	2,328,987	2,424,196	2,523,214	2,631,716	2,673,436
Total Capital Expenses - S. 5307	562,500	553,500	0	1,500	0	1,620	341,550	406,550	404,800	1,890	0	401,654	473,616	475,820	0	2,380	467,548	556,701	554,131
Total Capital Expenses - S. 5309	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total - All Expenses	305,200	963,799	1,746,439	2,299,923	1,835,534	1,874,261	2,263,467	2,371,462	2,412,791	2,060,901	2,103,217	2,554,801	2,685,529	2,769,550	2,328,987	2,426,577	2,990,762	3,188,417	3,227,567
FTA-Eligible Expenses																			
Operating (50%)	151,597	205,149	873,220	899,211	917,767	936,321	960,958	982,456	782,145	835,940	858,388	558,525	522,951	543,734	947,500	969,283	621,429	574,993	602,558
Capital (80%) - S. 5307	450,000	442,800	0	1,200	0	1,296	273,240	325,240	323,840	1,512	0	321,323	378,893	380,656	0	1,904	374,038	445,361	443,305
Capital (80%) - S. 5309	0	0	0	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total FTA-Eligible Expenses	601,597	647,949	873,220	1,300,411	917,767	937,617	1,234,198	1,307,696	1,105,985	837,452	858,388	879,848	901,844	924,390	947,500	971,188	995,467	1,020,354	1,045,863
Cash Flow Analysis																			
Brought Forward - Section 5307	1,851,221	1,920,196	1,959,583	1,790,882	1,612,603	1,435,022	1,256,096	799,555	288,958	0	0	0	0	0	0	0	0	0	0
Annual Authorization - Section 5307 only	670,572	687,336	704,519	722,132	740,186	758,690	777,658	797,099	817,026	837,452	858,388	879,848	901,844	924,390	947,500	971,188	995,467	1,020,354	1,045,863
Annual Section 5307 Grant Award	601,597	647,949	873,220	900,411	917,767	937,617	1,234,198	1,307,696	1,105,985	837,452	858,388	879,848	901,844	924,390	947,500	971,188	995,467	1,020,354	1,045,863
Prior Authorization Subject to Rescission	592,381	620,808	469,332	492,292	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prior Funds Lost to Rescission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Balance	1,920,196	1,959,583	1,790,882	1,612,603	1,435,022	1,256,096	799,555	288,958	0	0	0	0	0	0	0	0	0	0	0
FTA Section 5309 Grant Award	0	0	0	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Federal Expenses																			
Operating (50%)	151,597	205,149	873,220	899,211	917,767	936,321	960,958	982,456	1,225,847	1,223,071	1,244,828	1,594,622	1,688,962	1,749,995	1,381,487	1,454,913	1,901,785	2,056,723	2,070,878
Capital (20%)	112,500	110,700	0	100,300	0	324	68,310	81,310	80,960	378	0	80,331	94,723	95,164	0	476	93,510	111,340	110,826
Total Non-Federal Expenses	264,097	315,849	873,220	999,511	917,767	936,645	1,029,268	1,063,766	1,306,807	1,223,449	1,244,828	1,674,953	1,783,685	1,845,159	1,381,487	1,455,389	1,995,295	2,168,063	2,181,704
Cash Flow Analysis																			
Brought Forward	0	40,502	29,252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Current Year Non-Federal Funds Available	304,599	304,599	321,099	321,759	322,445	323,159	323,901	324,674	325,477	326,312	327,180	328,083	329,023	330,000	331,016	332,072	333,171	334,314	335,503
Total Non-Federal Funds Available	304,599	345,101	350,350	321,759	322,445	323,159	323,901	324,674	325,477	326,312	327,180	328,083	329,023	330,000	331,016	332,072	333,171	334,314	335,503
Funds Committed or Spent	264,097	315,849	873,220	999,511	917,767	936,645	1,029,268	1,063,766	1,306,807	1,223,449	1,244,828	1,674,953	1,783,685	1,845,159	1,381,487	1,455,389	1,995,295	2,168,063	2,181,704
Fund Balance, End of Year	40,502	29,252	-522,869	-677,753	-595,322	-613,486	-705,367	-739,093	-981,330	-897,137	-917,648	-1,346,869	-1,454,662	-1,515,160	-1,050,471	-1,123,317	-1,662,123	-1,833,749	-1,846,201
New Funding Required	0	0	522,869	677,753	595,322	613,486	705,367	739,093	981,330	897,137	917,648	1,346,869	1,454,662	1,515,160	1,050,471	1,123,317	1,662,123	1,833,749	1,846,201

**Figure 7-15 Alternative 4 – Full Service Fixed Route System
 Estimated Revenues by Source
 FY 2007 -2025**



Chapter 8. Institutional Issues

This chapter provides an overview of significant institutional issues relative to the organization and management of a public transportation system in the Central Yavapai region. Clearly there is some relationship between the organizational design of the transit program and selection of one of the four preferred alternatives discussed in Chapter 7. Nevertheless, a number of basic institutional decisions are required to move beyond the planning phase into implementation, regardless of system design. Therefore, there should be concurrent local deliberations concerning transit program organization and the preferred service alternatives. At a minimum, the following institutional questions should be resolved at an early point during the implementation process:

1. What organizational relationships must exist between FTA, ADOT and local governments to create a sustainable public transportation system in the Central Yavapai region?
2. Which CYMPO member organizations are willing to participate in a regional transit system?
3. How will the participants interact with the transit program and with one another in transit-related matters?
4. How will the local share costs of a transit system be allocated among participants?
5. Aside from program management and administration, what is the most efficient method of service delivery (i.e., vehicle operations)?
6. What are the main requirements associated with the use of Federal transit funding?

Organizational Management Options

This section focuses on three alternative organizational structures that potentially could support the implementation and ongoing operation of a public transit system in the short to medium-range future. The discussion presumes that at least two, and possibly all five CYMPO member jurisdictions (including Dewey-Humboldt when it becomes a member) are interested in collaborating in a regional transit system. The number of participants is a significant factor when deciding which organizational option best accommodates the needs of the Central Yavapai region. The three options are:

1. Local Intergovernmental Agreement
2. CYMPO Management
3. Intergovernmental Public Transportation Authority

A. Local Intergovernmental Agreement

A fairly straightforward approach to transit system organization is an intergovernmental agreement (IGA) negotiated between two or more participating local governments. Arizona

Revised Code (ARC) §40-1152 permits any county, city or town to enter into contracts or to jointly form a nonprofit corporation to carry out public transportation services. Preferably, one local government would act as the lead implementing agency on behalf of the others, since no new entity would be required to “get the ball rolling.” While any of the five CYMPO member jurisdictions potentially could assume the lead role, presumably this would be less of a burden for the three larger governmental units (i.e., City of Prescott, Town of Prescott Valley or Yavapai County) to assume this responsibility. Alternatively, the participants could form a subsidiary entity to implement and administer the transit system.

The IGA should clearly define the roles and responsibilities of the participants, document management policies, provide short-range development guidance to staff, and most importantly, establish service levels and an equitable financing distribution. The agreement should also define the minimum terms of participation, such as commitment of LTAF funds received from the State and required local matching funds to the new enterprise. An oversight body should be formed with one or more representatives from each participating jurisdiction coming together to collectively refine goals and objectives, policies and management directions, determine how service would be delivered, and monitor the results of day-to-day operations.

B. CYMPO Management

Another approach to transit system organization would be for CYMPO to assume the role of lead implementing agency. This alternative is particularly attractive if all CYMPO members become willing participants, since the organization is a pre-existing intergovernmental institution with an emerging record of cooperation on transportation issues. A successful precedent for this approach is observed in the Yuma region, where the Yuma Metropolitan Planning Organization (YMPO) has overseen the Yuma County Area Transit (YCAT) system and Greater Yuma Dial-a-Ride Program for more than 20 years.

Comparable to CYMPO, the Yuma MPO is the regional forum through which transportation and air quality planning issues are addressed collectively and Federal transportation dollars are programmed. YMPO members include the Cities of San Luis, Somerton and Yuma, the Town of Wellton, the [Cocopah Indian Tribe](#), [Yuma County](#) and ADOT. YMPO was organized after the 1980 Census when the community achieved small UZA status. YMPO functions with an 11-member Executive Board, a 10-member Technical Advisory Committee (TAC), and a professional staff of four full-time persons, including an Executive Director, Contract Administrator, Transportation Planner, and an Administrative Assistant.

YMPO staff actively manages and administers the public transportation function, including fulfillment of FTA grantee responsibilities. Transit staffing consists of a full-time transportation planner and a half-time administrative assistant. YMPO contracts for vehicle operations and day-to-day system management with Saguaro Transportation Service (STS), a division of the Saguaro Foundation. Established in 1975 by a group of concerned parents of people with developmental disabilities, the Saguaro Foundation is a United Way agency that operates group homes for children and adults. STS was selected through a competitive

procurement process and currently operates both the fixed route and demand responsive components of the system..

C. Intergovernmental Public Transportation Authority

Enacted in 1998, ARC §28-9102 *et seq.* allows for creation of an Intergovernmental Public Transportation Authority (IPTA) in Arizona counties with fewer than 400,000 residents. A successful precedent for this approach is the recently formed Northern Arizona Intergovernmental Transportation Authority (NAIPTA), which began operating in July 2006. The NAIPTA service area includes portions of Coconino and Yavapai County, including the Cities of Flagstaff, Sedona, and Cottonwood, as well as Northern Arizona University. NAIPTA now administers all regional transit planning activities and operates Flagstaff's Mountain Line and VanGo services, Sedona's new RoadRunner system, and commuter bus service between Cottonwood and Sedona.

The legal basis for an IPTA is an intergovernmental agreement that meets the requirements of state law (*i.e.*, Title 11 (*Counties*), Chapter 7 (*Intergovernmental Operations*), Article 3 (*Joint Exercise of Powers*)). Formation is precipitated by the governing body of at least one incorporated city or town petitioning the County Board of Supervisors to establish an IPTA in an area within the incorporated boundaries of the municipality or municipalities. If two or more organizing municipalities are not contiguous, the unincorporated areas between the organizing municipalities must also be included by approval of the County Board of Supervisors. The law also allows incorporated cities and towns in different counties to petition their respective Boards to establish a joint authority consisting of the combined areas within their respective municipal boundaries and including any intervening unincorporated areas in the counties.

In response to the petition, the County Board of Supervisors is required to hold at least one public hearing to determine public support for the IPTA, and whether its creation is in the public interest. If the Board of Supervisors determines that establishing the authority would serve "public convenience, necessity, safety and welfare," it may establish the authority by a resolution that includes a description of the boundaries of the authority. The law specifically allows any university under the jurisdiction of the Arizona Board of Regents that is located within the designated service area to become a member of the authority.

An IPTA is a corporate body and political subdivision of the State of Arizona and entitled to act in its official corporate name with all rights and immunities of municipal corporations that are granted by the State constitution and statutes, including immunity of its property from taxation. However, an IPTA does not have the power of eminent domain.

Per ARC §28-9121, the executive director of the regional Council of Governments functions initially as the organizing director of the authority until a Board of Directors is selected and a permanent general manager is chosen. The Board must include at least five, but not more than nine members appointed by the governing bodies of the participating entities. Members serve for five-year terms ending on January 1 of the appropriate year, except that the members of the initial board serve for terms of two, three, four and five years to stagger

the appointments. Succeeding members serve full five year terms in staggered rotation. The powers and duties of the Board of Directors include:

1. Determine organizational and procedural structure, adopt, amend and repeal by-laws and rules, and prescribe a system of accounts.
2. Employ a general manager and other employees as may be necessary, and prescribe the duties, terms and conditions of employment. The general manager serves at the pleasure of the Board.
3. Manage, set policy and conduct the business and affairs of the authority.
4. Enter into contracts, including intergovernmental agreements.
5. Provide for payment of all debts and appropriate claims against the authority from the appropriate funds.
6. Issue an annual report on or before December 1 containing a full account of its transactions, activities and finances for the preceding fiscal year and other facts and recommendations. The annual report must be submitted to each member municipality, university and county, to the Secretary of State, to the Arizona state library, archives and public records and, upon request, to any member of the public.

Service Delivery Options

This section briefly highlights the range of possible arrangements that could be implemented to operate and maintain transit vehicles in the Central Yavapai region. Direct operation by the managing entity is one of several available options, but is not recommended in the implementation phase due to the complexity of starting up a new transportation operation. Instead, it is suggested that the participants focus on transit management and administration issues and contract with an existing service provider. As noted in Chapter 2, the region is fortunate to have a number of potentially qualified commercial and private not-for-profit organizations already engaged in transportation service delivery.

Two options that could be effective in the short-range future include competitive selection of contract service provider and negotiation with a closely affiliated nonprofit organization to operate the service. The latter approach would amount to having an operating subsidiary. Choosing a preferred service delivery option is strongly linked to the preferred service alternative selected by the local funding partners. For example, Alternatives 1 and 2 are well served by a competitive selection process through which multiple vendors ultimately are selected to provide transportation services. Alternatives 3 and 4 are better served by either competitive selection of a single vendor or a negotiated relationship with a nonprofit provider capable of acting in the public interest without organizational or financial conflicts. In either case, it is assumed that the service provider would be responsible for providing the operating personnel, including drivers, dispatchers, road supervision, telephone information and paratransit reservations/scheduling staff. Vehicle maintenance and repair staff could be accomplished internally or via subcontract with qualified vendors already doing business in the region.

Federal Grantee Responsibilities

This section reviews regulatory and administrative requirements associated with obtaining and expending FTA grant funds, including discussion of the legal relationship between FTA and grantees, the application process, and “next steps” required to secure Section 5307 formula grant funds authorized for the Central Yavapai region. An underlying assumption to this discussion is that CYMPO will assume the status of FTA grantee, temporarily at least.

Federal Transit Administration Overview

The FTA is headquartered in Washington D.C. and has ten regional offices located in major cities around the country. Most grant management programs, including the Section 5307 formula funding program, are administered at the regional level. Located in San Francisco, the Region IX office serves 141 grantees in the States of Arizona, California, Hawaii and Nevada, and in the Territories of American Samoa, Guam and the Northern Mariana Islands. The office is staffed by 26 persons, and two additional staff members are based in a satellite office serving the Los Angeles metropolitan area.

FTA is authorized under the Federal Transit Act, as amended, to distribute grants to “designated recipients.” Depending on the funding category, the designated recipient may be a state DOT or a local grantee. Since Central Yavapai is a small UZA, ADOT is the designated recipient for Section 5307 formula funds as well as Section 5303 (Planning), Section 5310 (Elderly & Disabled) and Section 5316/5317 (JARC/New Freedom) grants. Assuming that CYMPO serves as grantee for the region, FTA funds must be channeled through ADOT to CYMPO.

Regulatory Perspective

FTA dramatically “re-invented” its regulatory approach in the mid-1990’s, shifting from “hands-on” monitoring of grantee compliance with concurrence on major expenditures typically required in advance of project implementation, to more a facilitation role through which FTA presumes that grantees will act responsibly and reviews performance after the fact. The Federal Transit Act directs FTA to rely on grantee self-certification of compliance with many FTA requirements, and subsequently to conduct oversight reviews to ensure that all requirements are continually met. The Act establishes the statutory basis for FTA regulations that define three major steps in the grant management and oversight process:

1. Duly authorized grantee self-certifications must be submitted to FTA during the grant award phase and annually thereafter;
2. Independent audits must be commissioned annually by grantees to confirm that they are carrying out projects consistent with governmental accounting requirements and procedures; and,
3. Triennial reviews usually conducted by FTA contractors must be performed to verify specific grantee performance regarding self-certifications, projects planned and implemented, and compliance with statutory and administrative requirements.

Updated grantee certifications and compliance requirements are published annually in conjunction with apportionment notices. Much of the information provided in grant applications pertain to the determination of grantee compliance, which is later verified during the triennial review process. These certifications, annual independent audits and triennial reviews have replaced detailed pre-award scrutiny by FTA staff. The stated purposes of this approach include simplifying the granting process for local recipients, and expediting access to grant funds so as to not delay unnecessarily the completion of grant-assisted projects.

Legal Relationship between Designated Recipient, Grantee and FTA

The legal framework governing receipt of FTA grant funding is defined in a Master Agreement between FTA and the designated recipient. When the designated recipient and grantee are separate entities, as would be the case for CYMPO, all Master Agreement requirements are passed on to the grantee through a subrecipient agreement. This document contains standard terms and conditions for all grantees governing the administration of grant-funded activities.

The Master Agreement applies to Federal assistance authorized by Federal public transportation laws under 49 U.S.C. Chapter 53 or Title 23, United States Code (Highways); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109 -59, Aug. 10, 2005; as well as preceding laws including the Transportation Equity Act for the 21st Century (TEA-21), Pub. L. 105-178, June 9, 1998, as amended, the National Capital Transportation Act of 1969, D.C. Official Code, §§ 9-1111.01 *et seq.*, or other Federal legislation relevant to FTA-administered programs.

The Master Agreement does not have a specific expiration date, and its provisions continue to apply unless or until modified or superseded by subsequent Federal laws, regulations, or directives, or subsequent Grant Agreements, Cooperative Agreements, or Master Agreements.

In addition to the Master Agreement, a separate Grant Agreement is executed for each grant provided. This is a much shorter document that references the purposes for which the funds are being provided (*i.e.*, a work scope) and a project budget.

Grant Application Process

Most grantees apply for and manage grants using FTA's on-line Transportation Electronic Award Management (TEAM) system. As a new grantee, CYMPO would request a user name and password from FTA at the outset of the application process. TEAM enables users to monitor project budgets and milestones, make budget and scope revisions, and other project management activities. An on-line TEAM user's guide is available to explain how TEAM operates. Once the grantee relationship is established, communications with FTA staff outside of TEAM generally are limited to particular issues.

Detailed guidance for Section 5307 grant application and management requirements is contained in FTA Circular 9030.1C, which is available on the FTA website (http://www.fta.dot.gov/laws/circulars/leg_reg_4125.html#chapter1).

Chapter VI of the circular lists the specific grant application information that must be submitted in order to present a complete grant application under the Urbanized Area Formula Program. For a grant application to be complete, there must be a planning basis for every project or group of projects. All planning, programming, and ancillary activities must be completed. All requisite certifications and documentation must be completed, and the application must be in approvable form with all required information and submissions on hand, except for the labor protection certification, which is issued by the US Department of Labor. All intergovernmental reviews and all applicable civil rights and anti-drug requirements must have been met.

Some portions of a grant application require attention well before an actual application is submitted to FTA. Items that require early attention include appearance of the capital or operating assistance project in a metropolitan Transportation Improvement Program (TIP) that has been approved by the Metropolitan Planning Organization (MPO) and the Governor and in a state transportation improvement program (STIP) that has been approved jointly by FTA and Federal Highway Administration (FHWA); appearance of a planning project in a Unified Planning Work Program; environmental reviews; applicable civil rights requirements; and clean air program requirements for conformity with the State Implementation Plan (SIP), for non-attainment and maintenance areas.

APPENDIX A

CENTRAL YAVAPAI REGIONAL TRANSIT NEEDS STUDY STAKEHOLDER INTERVIEWS – JULY 2006

Appendix A: Central Yavapai Regional Transit Needs Study Stakeholder Interviews – July 2006

Cecil Bailey, Program Coordinator

Reserve-a-Ride Yavapai

Mr. Bailey is the volunteer coordinator of the Reserve-a-Ride Yavapai program, which provides demand responsive service primarily for older adults and persons with disabilities in Prescott and Prescott Valley. The program is operated locally, but administered by the Phoenix office of the American Red Cross.

Service is provided on weekdays from 8:00 am until 4:30 pm, with vehicles operating generally between 7:30 am until 5:00 pm. A total of 5,103 one-way trips were provided during calendar year 2005, equivalent to approximately 20 one-way passengers per average weekday. An estimated 80% of all trips accommodated were based on subscription (i.e., standing) reservations. A total of 120 unduplicated individuals are registered to use the service. Customers heard about the service primarily by word of mouth, and a few have been referred by doctors and medical centers. The most common trip purposes include medical appointments around the Yavapai Regional Medical Center and further north on Willow Creek, and shopping trips at various supermarkets, including Albertsons, Bashas, Fry's and Safeway. Riders pay \$3.00 for a one-way trip between any origin and destination in Prescott and Prescott Valley, or \$5.00 for a round trip.

While the program provides an important service, Mr. Bailey expressed concerns about its sustainability over time. His key concern is that organizational support for Reserve-a-Ride Yavapai is wavering. For example, Red Cross officials from Phoenix visited Prescott in May 2006 with intentions to close down the program out of concern that it was not recovering its costs, and that subsidizing the program was inconsistent with the Red Cross focus on disaster relief. The Red Cross covers about half of the \$42,000 annual operating budget, with the remainder paid for with passenger fares and NACOG voucher reimbursements. A final decision on discontinuation was deferred, however, and instead the fare structure was revised in the hope of increasing passenger revenues. Mr. Bailey believes that the program eventually will be discontinued.

Operationally, Mr. Bailey noted that the program is dependent entirely on volunteers and that the number of recruits supplied by the Red Cross has declined in recent years. Currently, there are 12 volunteers (including Mr. Bailey), all of whom are older adults. There were 20 volunteers several years ago. The program ceased operating to Chino Valley in 2003, due to the shortage of volunteer drivers as well as low customer demand.

Mr. Bailey believes that current passengers will be greatly inconvenienced if the program is discontinued. He believes that each town should develop its own local transit system

operating primarily demand responsive service to destinations around town and feeder trips to a regional system that should concentrate on transportation between the towns. He envisions one bus making two morning trips and two afternoon trips across the Central Yavapai region, and feels that hourly service would be excessive. Transfer points between local and regional transit could be at senior centers.

Gwen James and Doris Piatak, Volunteer Coordinators Northern Arizona Interfaith Council (NAIC)

The NAIC is a faith-based association comprised of volunteer representatives from churches located both within and beyond the boundaries of the study area. NAIC is a private, not-for-profit entity organized under Section 501(h) of the Internal Revenue Service Code. The designation is similar to Section 501(c)(3) nonprofit status, but with fewer limits on non-expenditure lobbying activities.

NAIC has a strong interest in public transportation, due in part to affiliations with local organizations including People Who Care, Neighbor-to-Neighbor, and New Horizons Independent Living Center.

Ms. James and Ms. Piatak expressed concerns with the NACOG voucher program, which they feel does not provide an equitable means of distributing limited resources to all those who need transportation. Other specific concerns include a lack of public information to publicize the program, slow response times by taxis scheduled to pick up passengers after medical appointments, and the high cost of transportation for Chino Valley residents. They generally believe that LTAF II funds currently spent on vouchers would be more equitably distributed by funding a local public transportation system.

They envision a regional transit system focused on the needs of low income persons and lower wage workers, such as those employed at nursing homes, eldercare and assisted living facilities, hospitals, Home Depot and other retail stores, government offices, the Ruger gun factory, Printpack, Betterbuilt, smaller industries on the east side of Prescott Valley and near the airport, and the new Lockheed-Martin facility. Additionally, they feel that public transportation must be made available to the Yavapai County Health Department

A preferred transit system should use a combination of fixed and flexible routing and scheduling concepts. Buses should be equipped with bicycle racks. The transit system should be attractive to young people. Yavapai College and other students potentially are an important rider group; therefore, bus schedules should serve night classes. Kids are another important group. They need public transit service to get to after-school and other recreational activities. The system could also help homeless people in transition, such as those served by the "Open Door" program.

A major marketing plan should be developed, including attractive vehicles, free rides during an introductory period, and an emphasis on highway safety (avoiding traffic accidents).

Weeknight service should be the first priority after regular weekday schedules, since many people do not like to drive at night. Weekend service is also important.

Personal safety is an issue that should be addressed in transit system design, because the perception of crime is a significant local concern. Bus stops must be well-lit and designed to be comfortable for waiting passengers.

Funding is recognized to be a key implementation issue. A combination of funding sources is suggested, possibly including:

- Incremental sales tax increase
- Diversion of some road money into transit
- Restructuring the voucher system
- Utilize part-time employees
- Community Development Block Grant funds
- Subsidy contributions from private companies

Reasonable passenger fares are \$1.00 to \$2.00 for a local one-way trip, and \$2.00 to \$3.00 for a one-way trip between Prescott and Prescott Valley.

Yvonne Napolitano, Director of Marketing & Admissions
Adult Day Care Services, Inc.

Adult Day Care Services, Inc. is a 501c(3) not-for-profit agency offering day living services to persons with a variety of debilitating physical and developmental conditions. Ms. Napolitano is responsible for marketing and admissions. The organization, which has been in business for 24 years, gradually got into transportation service delivery due to a lack of viable transportation options in the community. Currently, the program serves over 300 persons at two locations on Sunset Avenue in Prescott and on North Windsong Drive in Prescott Valley. Most clients live with family members or in small group home settings.

Ms. Napolitano indicated that ADCS is directly engaged in transportation mainly because approximately 75% of clients do not have a reliable alternative, and that the agency would consider disbanding its operation and purchasing service if viable options were available. Vehicle insurance costs were cited as a key reason.

She believes that perhaps 25% of ADCS clients would be able to utilize public transit if a system is implemented in Prescott and Prescott Valley.

Saturday service should be the first priority after regular weekday schedules, since many people would like to go shopping or tend to other personal business. Sunday service should be the next priority. Since the Prescott area is a relatively quiet community, Ms. Napolitano believes that weeknight service should not be considered as high a priority as weekends.

Reasonable passenger fares are \$1.00 for a local one-way trip, and \$2.00 for a one-way trip between Prescott and Prescott Valley.

Funding is recognized to be a key implementation issue. Suggested revenue sources include developer impact fees and possibly a sales tax increase or other special tax. However, as a parent, Ms. Napolitano believes that any future property tax increases should go to schools. She believes that a combination of new roads and a transit system would be more efficient than widening Highway 69. Many people, especially Hispanic residents currently are walking and would benefit from a transit system.

**Steve Silvernale, Chief Operating Officer
Prescott Transit Authority (PTA)**

Mr. Silvernale is the chief executive officer of a family-owned business that operates airport shuttle, limousine, taxicab and local transit services in Prescott and surrounding communities. The family has been involved in the local passenger transportation industry since 1977. PTA was established as a not-for-profit entity in 1984 to operate Citibus, a single bus fixed route service running a one-way loop in central Prescott. Citibus provided approximately 8,700 one-way passenger trips during calendar year 2005, losing an estimated \$20,000 on gross operating expenses of \$60,000. The operating loss was subsidized by profits from the other parts of the business. The local transit service has never recovered its operating costs in any year, and there are perennial discussions within the company to discontinue Citibus.

Despite its lack of profitability, Mr. Silvernale indicated that Citibus is maintained as a public service primarily for lower income customers who have few transportation alternatives. Past efforts were made to improve revenues through provision of evening and weekend service, as well connecting service between Prescott and Prescott Valley. More recently, the service was reduced to a “logical minimum” level of weekdays from 9:00 am until 5:00 pm to minimize operating losses. Mr. Silvernale stated that PTA likely would be willing to discontinue Citibus operations if a public transit alternative is implemented in Prescott.

**Jean Lasher, Acting Executive Director
Michelle Alexander, Transportation Coordinator
New Horizons Independent Living Center, Prescott Valley**

New Horizons Independent Living Center provides a number of programs and services for people with disabilities. Some of these services include:

- Skills training;
- Advocacy;
- Peer counseling;
- Assistance with Social Security benefits;

- Employment evaluation and training; and
- Transportation.

The New Horizons transportation program was started in 2002 to help meet the transportation needs of New Horizon's clients. Originally, the program had only one mini-van and relied on the support of both volunteer and part-time drivers. Over the years, the program has grown to include two mini-vans and a 10-passenger lift-equipped van, which was purchased using FTA Section 5310 funds. A second 10-passenger van is scheduled to be delivered in August 2006 and was also acquired using Section 5310 funds. A transportation coordinator was hired in 2005 and the Center now employs four part-time drivers.

The transportation service operates on a "first-come, first-served" basis and provides curb-to-curb or door-to-door service, depending on the user. Reservations are encouraged at least 48 hours prior to the trip but trips will be accommodated with less notice if space is available. Every day, the transportation coordinator prepares a list of rides for the following day and assigns those trips manually to the three vehicles. Drivers maintain records on the arrival time, departure time, fare and number of passengers for each trip and a summary for each van is produced at the end of the day. A maintenance check is performed at the beginning and ending of each shift.

Although New Horizons focuses on the needs of people with disabilities, the transportation services they provide are available to anyone. In the transportation brochure, service is specifically marketed to people with disabilities, seniors over 55, low income households and youth between 16 and 21. Although service is generally available during regular business hours, transportation is occasionally provided as needed in the evening and on the weekends.

Transportation is provided throughout the Tri-City area, including Prescott, Prescott Valley, Chino Valley, Dewey-Humboldt and surrounding parts of Yavapai County. Most of the trips are based in either Prescott Valley or Prescott where the majority of services and residents are located. Major trip destinations in the region include the hospitals, medical offices, shopping centers, the VA Hospital and the CASA Senior Center in Prescott Valley.

For service within Prescott Valley, the one-way fare is \$8 and a round trip is \$15. Service between Prescott Valley and Prescott is \$15 one-way and \$25 round-trip. Other one-way and round trip fares from Prescott Valley are:

- PCC/Dewey/Humboldt/Mayer (\$8 one-way, \$15 round-trip)
- Spring Valley/Cordes (\$30 one-way, \$58 round-trip)
- Chino Valley/Paulden (\$30 one-way, \$58 round-trip)
- Skull Valley/Wilhoit (\$40 one-way, \$75 round-trip)

New Horizons accepts the NACOG voucher as partial payment of the fare. Voucher users only pay a \$2 co-pay of the total cash fare.

According to the Executive Director and Transportation Coordinator, it has been difficult to chain trips together due to dispersed land use and long distances. New Horizons would like to provide additional transportation service to their clients but is limited by the number of vehicles and the overall agency budget. Still, the Board of Directors has continually supported the transportation program despite demand for other services. Staff feels that a fixed route bus serving major corridors in Prescott Valley, along with a longer route that connected Prescott Valley and Prescott, would greatly benefit the community. This would also help reduce the number of long-distance trips New Horizons is providing and free up vehicles for shorter, local trips.

Richard Hothem, Program Director

Sarah Massey, Transportation Coordinator

Neighbor-to-Neighbor/Central Yavapai Corridor Interfaith Caregivers

Neighbor-to-Neighbor (NtN) provides support services to elderly and disabled residents in the Highway 69 corridor between Mayer and Diamond Valley. With two full-time staff members, the organization provides a number of services, such as:

- Grocery shopping assistance
- Minor repairs for home safety
- Caregiver support
- Emergency response pendants for elders living alone
- Prescription assistance
- Transportation to medical appointments

NtN has two full-time staff members and approximately 50 volunteers. Over half of the volunteers live in Prescott Valley, and about 1/3 live in the Dewey/Humboldt area. The organization serves approximately 500 clients (or “Neighbors”), most of which are over 70 years old. Most of the Neighbors (69%) live in Prescott Valley, while 18% live in Dewey/Humboldt, 7% live in Big Bug, 3% live in Mayer and 2.5% live in Cordes Lake. All clients are required to register with NtN before utilizing their services.

Transportation is one of the largest programs offered by the NtN. In 2005, approximately 1,100 services were performed by the organization, 847 of which were related to transportation. Each transportation “service” generally refers to a round-trip rather than a one-way trip. In terms of total service hours, about 87% of the time was related to transportation. Approximately 22% of the organization’s budget can be contributed to transportation, which includes a portion of one staff member’s time and partial reimbursement of volunteer fuel costs.

Volunteers use their own vehicle for all trips provided through the organization, and they are required to carry their own valid insurance. When a request for service is received by NtN, the person’s name is recorded along with the pick-up and drop-off location and approximate time when the trip should take place. NtN staff maintains a database that

includes all volunteer and Neighbor information. Matches are conducted manually by NtN staff, usually 24 hours in advance of the trip request.

Neighbor-to-Neighbor is a 501 (c)(3) non-profit organization and receives its funding through a variety of sources such as individual contributions, member congregations, business donations, foundation grants and fundraising.

According to the Transportation Director and Program Director, there is a need for additional transportation services in the Tri-City area. Because the services provided by NtN focus on Prescott Valley and the communities east and southeast of Prescott Valley, a fixed route connection to these communities would be helpful. A service that connected Prescott Valley with Prescott would also be a valuable community asset. Because most of the trips provided by NtN are specialized and personalized, staff also feel that additional subsidized taxi trips would be helpful in meeting regional mobility needs.

Lindsey Bell, Executive Director

Territorial Transit

Territorial Transit is a recently formed not-for-profit organization that intends to eventually operate fixed route transit services throughout the central Yavapai County region. The initial focus of Territorial Transit will be on commuters between Prescott Valley and Prescott, with some midday service for shopping and other services along the corridor. Early morning commute trips will originate in Prescott Valley and end in Prescott at major employers. Evening commute trips will originate at major employers in Prescott and terminate in the residential areas of Prescott Valley.

Territorial Transit recognizes the requirement to provide a paratransit component for those who are unable to utilize the fixed route service. Territorial Transit also intends to serve as an umbrella organization for smaller non-profit agencies that need to provide transportation for their clients but are not in a position to own and operate services themselves.

Territorial Transit has established several strategic goals:

- To establish regional public transit services for the communities in the greater Prescott area.
- To partner with government agencies and other organizations in planning, creating and coordinating multi-modal transportation options throughout central Yavapai County.
- To advocate and promote awareness within the community about transit needs and transit opportunities.
- To be a valuable community resource/clearinghouse regarding area transit needs, resources, options and opportunities.

The organization has also established the following prime objectives for 2005-06:

- Secure tax exempt status through the IRS
- Design and implement PR campaign to educate the community about Territorial Transit and area need for transit service
- Secure start up funding
- Secure and capitalize three vehicles
- Prepare for operational phase

According to Lindsey Bell, Executive Director, the need for public transit in the Tri-City area is well documented, and many studies have been conducted over the past 15 years. Although a regional transit service has been tried before, she feels that the political climate has changed somewhat in previous years, and that the local jurisdictions are now ready to support a system. Implementing a regional transit service is contingent on establishing a service that meets the needs of the various user markets and securing a stable source of federal, state and local funding. Local government participation will be required, as well as better coordination among the transportation services that are already being provided.

Brad Newman, Program Director Yavapai Exceptional Industries (YEI)

Mr. Newman believes that a transit system would be helpful, but he was hesitant about use of word “need” – for example, ambulances are needed. He believes that a transit system would make a better community because more people would be able to participate in more aspects of community life.

Mr. Newman believes that transit will not keep cars off the road. Transit should not replace building bigger highways. Transit is a complement—not a replacement for new or expanded roads.

There are two key markets for transit: older adults generally 62 to 85 years old who need to get to medical and social destinations; and persons with disabilities. Commuters to work might also benefit, but people already do not carpool so was uncertain that transit would be used for work commuting or not.

Mr. Newman believes that issues of acceptance of a transit system are same as cultural issues. To be successful, the system can’t be seen as being for seniors and disabled only. These two groups don’t like being thrown into the same category. The bus can take you to church, doctor, movies—benefits quality of life and does not discriminate why the system is being used.

YEI transports 125 people at great expense. They would tie into a transit system, as they tie into New Horizons now. They carpool with their “neighbors”—employers. A transit system could mean some reduction of overhead for YEI, but he doesn’t necessarily see their fleet and scheduling going away. YEI vehicles currently travel about 170 miles a day, and that may be reduced to about 70 miles if a transit system was available.

Mr. Newman envisions a fixed route transit service supplemented by a dial-a-ride type service for those unable to use the regular bus. The system should extend across the region. The individual cities can not do it alone. Prescott Valley maybe could, but Prescott wouldn't. It should have a frequency of less than an hour between buses, although a good fixed route should have no more than an 18 minute wait. Buses should be accessible and be equipped with bicycle racks. The transit system should be viewed as "clean and green".

Weekend service is more important than evenings given the target audiences of senior citizens and persons with disabilities. Sunday service should be the first priority after weekday schedules for the benefit of church-goers.

Mr. Newman believes that the system should be financed primarily with general revenues from municipalities and government. A pooled sales tax or highway tax could be considered as well. A reasonable fare might be \$4.00 to \$6.00 per one-way ride. YEI currently charges \$8.00. Having a swipe (i.e., pre-paid debit) card is important.

Institutionally, privatization should be looked at. System operations should be contracted with long-term contracts.

Ab Jackson

Chino Valley Chamber of Commerce

Mr. Jackson believes there is not really a need for transit in Chino Valley. The community is too spread out. No one asks for transit. Prescott and Prescott Valley should consider a transit system, but it's not a problem for Chino Valley at this time.

One-half to three-fourths of Chino Valley residents go into Prescott to work. Commuter traffic is awful. More than one-third of hospital employees live in Chino Valley. The transportation need is for commuters.

The perception of Chino Valley is that it is a bedroom community for Prescott and Prescott Valley. However, housing in Chino Valley is not low budget. In 20 years, Chino Valley will be a Scottsdale, not a high density area.

There aren't many amenities in Chino Valley. Medical and disabled services are all outside of Chino Valley. There are no theaters, dining locations, malls, and only one grocery store.

The primary audiences overall for transit are senior citizens and low income people. If Californians are retiring in Chino Valley, it will be a candidate down the road for transit—more so than Prescott Valley.

Groups like Prescott People Who Care need transportation aid. They are the only such providers in Chino Valley.

NACOG vouchers pay \$10 into town and \$20 for a round trip. Mr. Jackson believes that people will pay up to double that to use it two to three times a week, primarily for medical appointments.

Transit funding should be a community effort, potentially including government and the private sector in partnership.

Mr. Jackson believes that transit helps air quality. As far as other quality of life issues, he is new to the community and is uncertain how much Chino Valley leaders and residents equate public transportation with business growth.

Marni Uhl

Prescott Valley Chamber of Commerce

Ms. Uhl believes that transit will be needed more and more as community grows and the population ages. However, a transit system will not decrease the need to widen roads.

Public transportation is a good opportunity and will be used. We can't be a community all about rich people. Prescott Valley is not a second home community, but more of a retirement community.

Transit will help attract businesses to the area—one of the components to make the area more attractive. The business community will support it. It will help bring people to their businesses, making the business community more accessible to audiences they may not have now. In the past there has been no downtown in Prescott Valley, but it is being created. There is plenty of parking in Prescott Valley.

Transit is a community benefit and quality of life issue for the community, enabling people with no vehicle to get around and participate in movies, eating, concerts, entertainment.

Prescott Valley can do it now. There's a need for it, for them to take their community to the next level. The community would embrace the opportunity. The reality is that it should be a regional service.

The primary audiences for transit are the elderly and lower income persons, as well as one car families in which both adults work and the kids are in school. Transit will be used by commuters going from Prescott Valley to Prescott to work, because it's a choice and housing is a premium in Prescott.

Availability, accessibility and dependability will affect how it is used. Surveys should be conducted to determine if there is a need for service on weekends, weekday evenings, and in the neighborhoods.

Ms. Uhl believes that funding is a delicate issue. Employers and colleges will not help with funding. A potential revenue source should be a new business regulation licensing or surcharge. A public system or a partnership with private sector/businesses is suggested. The fare should be under \$5.00 per one-way trip.

David Maurer
Prescott Chamber of Commerce

Mr. Maurer believes that transit service is needed, given the growth and growth projections. The thoroughfares between communities are limited. We can't keep piling on the cars. The reason for transit is to get people out of their cars and give them options as gas prices go up. A growing number of people will use the transit to go to work. Commuters could be a main audience.

Chamber members haven't been asked about transit, but this likely will occur in the future. The Chamber did a small sample last summer of 30 manufacturers and about half said transit would help employees. Transit service availability might help attract business, but it probably is not one of the top 10 factors.

Like most communities, only a small percentage of people would use transit. Retired persons probably would use transit. It's a broad generalization, but they're watching their pennies. There are no parking issues in Prescott so parking does not relate to transit.

Transit does not change quality of life. It is one of the many factors that make up quality of life but many people, including myself, won't use it. It wouldn't get my car off the road.

Transit would not have an impact on tourism. Visitors might use it in a limited way, but it would almost exclusively be used by locals.

Mr. Maurer envisions a regional service with a fixed route component so the average citizen sees the buses. It has to be predictable with reasonable pick-up times. The system should operate during daytime hours for workers, as there is not much demand for evening service given the demographic characteristics of worker and older persons. Weekend service would be nice, but not right away.

Funding must come from public taxpayers. Businesses and colleges shouldn't be responsible. They might subsidize the tickets of workers, but not the operation of the system. It is not clear that a tax increase for transit would pass. Water and sewer rates increased last year. The City Council just voted against increasing the sales tax rate from 8.35% to 8.65% for police and fire. If the system is regional, the County can put it on the ballot, but it is not clear that it would pass. It needs to be a regional system rather than per city. It seems to be a given that a system needs to serve the Tri City area. Cities cooperate on other issues, so they can cooperate on transit, too.

A \$1.00 one-way fare would be a good value, but it might have to be higher here. A \$2.00 fare should be the maximum for a one-way trip.

Mr. Maurer was uncertain as to who should operate the transit system, but suggested that it could be something similar to Flagstaff.

For any system to be successful, it needs to start in a reasonably developed way, with regular service, more than a few hours a day, include weekends. Piecemeal it and start slow and you won't build support to grow it.

Devi Stone, Director of Planning Yavapai Regional Medical Center

Ms. Stone believes that a transit system is needed because area population is surpassing the availability of transportation throughout the community. So many people in office jobs are in and out of their office throughout the day. There is a perception or feeling that people need their cars while at work, but there is a base of people who do not and could use transit to get to and from their workplace. Many Medical Center employees could use transit, including nurses who do not leave the facility during a shift. Nursing makes up a large percentage of our employee population. Medical records, computer records, etc., pretty much come to work and stay there as well. More than 50% of our employee base could use transit.

The Medical Center has three shifts, including two night-time shifts: 3:00 pm -11:00 pm and 11:00 pm – 7:00 a.m. If hospital employees use transit, no service would be needed from midnight until 6:00 a.m. That would be the only time that there wouldn't be any hospital employees who could potentially use it.

Ms. Stone believes that the Medical Center would be open to offering incentives for people to use transit. For example, when the Prescott Valley facility opened, the Medical Center held training at the Prescott campus. Additional parking was needed, so they leased off-site parking and put together an incentive program for employees to park off-site, carpool or ride a bike to work. Gift cards were distributed as incentives.

The Medical Center has done a study and has data to show where its employees live. Many live in Chino Valley and many live east of the Prescott campus. Routes should run from Chino Valley and Prescott Valley into Prescott, and within Prescott area all over.

Senior citizens and the working class also could use a system. That's more of a secondary use. Seniors likely would use it to obtain medical care, shopping needs and daily living activities, such as church.

The most important role of the transit system is to serve weekday work trips (morning and late afternoon), and daytime medical trips needed by senior citizens. Weekends should be a higher priority than weeknights.

Ms. Stone envisions both fixed route service for youth (who are spontaneous) and workers, if schedules are appropriate for their needs, and paratransit for seniors who have appointments and can plan ahead. We already have the second system available with taxis and voucher system. But it's not as available as it should be. A fixed route system should be added to what we already have. Workers would not want to call every day and make an appointment.

Ms. Stone was uncertain as to what fares should be charged. Reasonable fares might be just under what the Phoenix Transit charges – maybe \$0.75 to \$1.00 if Phoenix charges \$1.00.

The transit system absolutely should be a regional effort. It makes sense that there is a regional transportation study group.

Who should operate it? There are pros and cons to both public and private operation. The study should look at what is being done elsewhere. Ms. Stone's first reaction is that the private sector should operate the system.

If the municipalities were to run it, there could potentially be a tax to support it. If it were privately run, then fares would have to be higher. Government with tax and grant support appears to be the only way.

Ms. Stone believes that the community would support a tax increase for transit, although it's a tough question. It's a whole mind-set. Personally, Ms. Stone is a busy working mom and very dependent on her car. Personally, she wouldn't take public transit. But on the other hand, she knows it's a good thing, the right thing, for the community. She believes that many people feel as she does, although she is not sure that people would vote to fund it when they're not going to use it.

Ms. Stone thinks that it could be established as a lifestyle improvement in this community. Transit adds to quality of life by reducing congestion, and in our community that's an issue. Parking is an issue and transit would relieve the stress and tension of traffic and parking. That improves the lifestyle. Transit potentially could improve air quality. One possible downside is if it is not kept up well, or is unsafe because of perception of type of people who ride.

APPENDIX B

CENTRAL YAVAPAI REGIONAL TRANSIT NEEDS FOCUS GROUP SESSIONS— JULY 2006

Appendix B: Central Yavapai Regional Transit Needs Focus Group Sessions – July 2006

Focus Group No. 1: Business and Institutional Leaders

Tuesday, July 11, 2006, 4:00 pm - 5:30 pm

Chino Valley Town Hall

Attendees:

- Mike Flannery, Prescott Valley Vice Mayor/Councilmember
- Gary Marx, Prescott Valley Economic Development Foundation
- Steve Silvernail, Prescott Travel Authority

Question 1 - If we had a transit service here in the Central Yavapai area, who would use it?

"The people who live out here and work in the larger areas nearby are mostly in the service economy. Most employees of a service economy have a real need for a transit service due to the high cost of automobiles and the price of gasoline and maintenance. In addition more than 50% of these service employees would be female and they have more expenses (child care, etc)."

"I did not see this two years ago."

"The low income would mostly use it; the economically strapped, the disabled, the fixed income."

"The transportation disadvantaged, People with no car, or unable to drive even if they had a car. (DUI, Medical reasons, No Insurance) Not much wheel chair assistance would be needed."

"Without a transit system those people in the service industry have a very hard time keeping their jobs. It is vital for them to have a dependable way to get to work."

Question 2 - If we had a transit system in the region would people who can drive use it?

"Some, if their transportation was down, commuters wanting cheaper and easier transportation. Also, there would be student use."

"There would be some use I believe but on a limited basis."

"I need to follow up with what the other gentleman said. He said there would not be much need for wheel chair assistance. What would make you say that? Is it because you do not have a lot of vehicles capable of wheel chair transportation?"

"There are many people who are in wheelchairs who are not confined to them. They can transfer easily. These are special needs groups who are being taken care of by their own groups. There are very few members of the general public who need wheelchair assistance."

"I would be interested in finding out what the student count would be. I think it could be a great help there, especially for students in the outlying areas."

Question 3 - Is there a difference between who would use it and who needs it?

"Yes, I believe that the students might not need the transit service that much but that they would use it. They could really use it to enhance their education. More freedom, more time to stay and study."

"You made a really good point about students. I have often advocated using the educational complexes as an excellent method to improve the transportation of the students and pool the resources of them as well to expand a transit service."

Question 4 - You mentioned two years ago there wasn't a need. Do you think there will be a need for a transit system in the next five years?

"Well, let's talk about commuters. In 84-85 the city was offered free public transportation for the work force on a 30-day trial basis. Only ten people signed up for the service and only five of those used the service. It was felt at that time that cars were just a lot easier and more convenient. Of course, gas prices were a much lower percentage of your gross income at that time."

"Well, we cannot pave our way out of a transportation issue. I mean in terms of everybody having a car so when push comes to shove we will become denser and we will need a transit system."

"I think that in the most recent study that was done the consultant said that even with increased population in terms of a public transit it would only increase usage by 1%. I believe that will increase by more than that due to the population increase and density increase we have already had."

"Five years from now we'll all be older and need more. Also, if I go back five years and see our demographics at that time I see that at time the Spanish population has already increased from that time and it will continue to increase in the next five years. More and more Hispanics are coming."

Question 5 - Should we have a transit system?

"We do need a transit system." (all participants)

Question 6 - How important is that to the community?

"Our demographics show that we are totally different than five years ago. We do need a transportation system at this time."

"The Silvernail people have been in the transportation business for years. If it's so dynamic why should the public get involved?"

"It's just like fire and water; we need to provide more than one service."

"If you could put that on a ballot box..."

"The question does involve emotion."

Question 7 - Is providing a transit system a part of the public trust?

"No matter what we use the public is going to pay for it."

"Well, personally I don't need one; I've got my own car, my own comfort system. I do feel the need of a transit for the college. I also do have a lot of questions about that."

"Yes it is and it has been ignored for years in the Prescott area."

Question 8 - Who should provide the service; municipal, referral, private, college?

"It would have to be subsidized. Totally private would not work."

"It could be both. Both private and public funds could be used."

"I can see a partnership with both also."

"There is a plethora of special interest vehicles running around. We tried a combination of services for a while. It didn't really work."

Question 9 - What will work?

"Regional or municipal -- has to be. County will not work alone."

"If it is regional you have to get regional tax."

"We should start it at very small and then grow into regional. Regional will not work to start with. It's just too much."

"I agree. Even municipal you have to start small."

Question 10 - What area should it start in?

"There are three or four different communities."

"Prescott, Prescott Valley, maybe Chino Valley. We do have to have an administrator to administrate. The subsidy would have to be huge –\$200,000 to run a regional system. Very high. You would have a need for a regional transit alliance."

"Couldn't you do it through our MPO?"

"According to Jim Dickey (ADOT) it's just too much for an MPO to handle. There are so many tests and federal guidelines. We just couldn't do it."

"I don't really know. I don't believe only government can work."

"As I understood the partnership would be the three cities and there would be an executive board. So if the board can direct why can't it direct?"

"I've never seen an RTA work under an MPO."

Question 11 - What level of a fare would be fair?

"Many suggestions from 50 cents to five dollars."

"Kids would pay less if they go in a group. Fifty cents each or a group fare would work."

"Most people would not question a \$1.00 fare, or even \$1.50."

Question 12 - What about going grocery shopping or to a medical appointment?

"Well, that would be different. We have some services like that right now."

"Lots of discussion. No price really set. More study needed."

"There is a transit system running in Flagstaff. They just lost one election but they are still running all right. The transit system in Phoenix is doing great. They always get funding and win at the polls."

Question 13 - What type of transit do you envision working here in the valley?

"You cannot get by with just one type. You will need several."

"Start with just one fixed kind and then wait for a demand for service."

"You can't. You have to have the service in place."

"I do understand but I do believe it will work to start out slow."

"Fixed is more cost controllable. You can't start going up and down every street to begin with. A fixed service would serve on the major corridors only."

"I agree. It is important to know exactly what time a bus is going to come. You need to know what time you can go to work and come home. It has to be this way."

Question 14 - Does having a transit service affect the quality of life?

"Yes it can."

"It depends upon the financial aspect. If it is less costly than other forms of transportation it can definitely enhance the quality of life."

"Yes, flexibility and choice especially for our work force and for my employees. The bus can be helpful. Also, being able to ride the bus can allow a person who has no transportation can actually have a social life."

Question 15 - Will transit service visitors and make a difference in tourism?

"It would make a big difference in tourism." (all participants)

Facilitator: How much should tourism figure in route planning for transit?

"Don't really think it should have anything to do with planning."

"It would be important to co-ordinate route planning with event planning. You could make special routes at the times of special events."

Focus Group No. 2: Older Adults

Wednesday July 12, 2006, 3:30 pm - 4:30 pm

Prescott Valley Civic Center

Attendees:

- Fritzi Mavis, Director of "People Who Care"
- Robert Luzius, Prescott City Council
- Bob Edwards, Prescott Valley Town Council

Question 1- Do we need a transit system?

"Yes."

"Yes."

"Most certainly we do."

Question 2 - Who needs a transit system and who will use it?

"There are 423 people that are active participants in our group, and they all need and would use it. We only provide service to doctor, medical, social service or therapy appointments. There is no grocery shopping, hairdresser, clothes shopping, etc."

"Eighty percent of the handicapped people in the area would use it, in some form or another. There are many vans and buses in the area that are just sitting unused and they could be combined under one central dispatch and many more people could be served. I have been advocating this for quite some time. Most of these people are on some type of fixed income, disability and social security. A public transportation system would be invaluable to them. The homebound could really use the system."

"Many people would, people who have no cars, or cars in need of repair, students living at home and still needing transportation. Also low income people, people who cannot afford a car."

"The need is there and most people at one time or another would use the service."

"People in nursing homes, adult living homes, assisted living, predominantly seniors."

"Eventually most everyone would use the service but at the start it would be seniors, students, and medical patients."

"I am a big supporter of public transit. Some feel it is a black hole, but I don't. There are several towns in Arizona that have transit systems; Cottonwood, Flagstaff and others."

"I have talked to many school systems and they are all in need of a transit system to just get to be where they need to be. Eventually 90% of the community would take the opportunity to use a public transit system."

"Most of the low income are in areas in which people really need public transportation. The work force really, really needs it. Some cannot afford a car or the insurance or maintenance costs."

"The city of Tempe paid a substantial sum to have the school kids use the public transit and it worked really well."

"Predominantly seniors, the homebound, the disabled and students, and the low income."

Question 3 - Types of Transit Service: Which would be more appropriate for our region?

"It seems to me that the combination type would be the only kind that would work for our area."

"That is why I was mentioning partnerships. Nobody can really afford to do it by themselves. It will have to be partnerships in a Regional Transit Authority."

"I think the Transit will have to start small, say with just the municipalities. They could join together as Prescott, Prescott Valley and Chino Valley. Somebody's got to start somewhere. I don't see it starting out in a regional manner because of the cost."

"I still think It should be a monorail. It would have to be a private entity that would come in and put it in just like the shuttle that we have to the airports. That would be the starting point. Start small and it will grow. That's the way you build your system."

Question 4 – What is an appropriate level of service for the transit system? Number of trips, what kind and what times?

"Times would have to be surveyed."

"I feel it needs to be 24/7. I think we need the service at all hours."

"There would need to be more surveys. Each community would need to address their own issues and decide how many trips and what kind, etc. they would need. We do have different things that we have to address."

"We all need to come to the table separately and work out the routes and the right-of-ways, etc. That is the way you build your system and start the ball rolling, that's for sure."

Facilitator: Now for the types of trips, times of day, what about that? What's important? What would be some of the tradeoffs there? Do we need evening service? Weekend service? How frequent do the trips need to be?

"If you are just looking at each municipality doing their own, then all it is economically driven and getting the kids back and forth to school and college. And how are you going to get your back and forth from work."

"They all will have to interconnect and meet at the proper stops. If you consider the hospital and health care workers they will all need 24/7 service. There is just no way around that. If they take the bus to work they will need to take it home."

"Many people who do not have cars or cannot drive for one reason or another would use the bus not only to go to work but also to go to the movies, out for pizza, whatever. The downtown businesses could help pay for the transit. They would be making money. The same for the hospitals and the colleges."

Facilitator: Should the businesses be required (via sales or property tax) to contribute to the transit system and should the transit planners look at that, who's involved from the private sector and who's not?

"Yes I do because the people will use the system to contribute to the survival of the businesses no matter what the business contribute or not."

"Yes and No. It's a hard one. I think it has to be a public and private partnership and everyone will have to contribute."

"Yes. It will have to be a public and private partnership. You set up a Regional Transit Authority, get someone from the private sector to run it. Get money from every place that it is available, Federal, State and Municipalities; throw it all in one big pot. You cannot go collecting from businesses. It all comes down to: What is the role of Government?"

"I think we could have a tax. We could call it a bed tax or a transportation tax. I think that would be good. We could just change the name from a bed tax to a transportation tax."

"Indirectly, they are all going to contribute in one way or another."

Facilitator: How important is the time element for public transit?

"I think it is very important. Everyone who uses the transit system has a time to be somewhere at a certain time."

"Everyone wants to get to where they are going as fast as possible so it is very important."

"It's not that far from one end of the Prescott Valley to the other, no more than 30 minutes, so I don't feel it is such a big deal."

"I feel having public transit would cut down on the volume of traffic and thus the roadways would safer."

"A timely pickup is very important."

Question 5 – Funding: Who should pay and where do the operating costs come from?

“Sales Tax and perhaps some of the property tax. People will have to step up to the plate.”

“Other alternatives. Grants and loans are available. There is just too much talk and not enough action. To say that we don’t have the funding is just a cop-out.”

“What about from fares?”

“Partnership of public and private monies.”

“Contracts with nursing homes, Assisted living, etc.

“Funding is there, it is just a matter of assigning priorities. There is a social contract for helping people who have need and if you do help them you are actually helping them to get off welfare. If you want to always want to look at the bottom line then you are looking at the economic health of the community. If you provide transportation for all people then single mothers can get their kids to day care, and/or job training. The low income or the working poor need the help that a transit system could provide just to get to work. We just need to provide the basic services to the community. We can look to State and Federal funding for the money we need.”

Facilitator: Let’s talk about fares. Fares generally only bring in 10-15% of the operating budget. What do you think would be a fare that people would pay?

“\$2.00, perhaps for a round trip fare.”

“We need some type of coupon system so that a person would have a co-pay for his ride. And some type of private corporation to run the system. It would be a self sufficient corporation because we don’t want to be in the transit business. It could be a great partnership with a private corporation and a Regional Transit Authority. Everyone would pay their fair share.”

“I think a Regional Transit authority and I have considered connecting up with the Northern Arizona Transit Authority because it is already in existence and we are a part of Northern Arizona too. Why do we need to reinvent the wheel when it is already in existence? I have talked to the mayors of Flagstaff and Sedona about this and they are in agreement with me.”

“I have talked to the three colleges in Prescott and they are all interested in using public transit as a way of moving their students. They would be willing to contribute to a transit service.”

“I believe it should be no more than \$1.50.”

Question 6 - Quality of life issues: How do you feel a transit system would contribute to the quality of life?

"Well, if you mean the quality of life to individuals, it would give them the ability to get out and give them a feeling of independence."

"Well, to me the biggest issue is traffic. We need to teach people to leave their car keys at home and go a new way. That would improve the quality of life."

"Well it does, but I cannot tell you how right at this minute. People would have a lot more independence and more control over their own lives. They could just go out and have some fun."

"Learn to take your bicycle."

"You are not going to be able to make people care. It's a win for everyone in having public transportation. We can't tell them what they need. They need to find that out for themselves."

***Facilitator:* Will having a transit change the need for road building?**

"It may, but it will take awhile. We will have to have pullouts."

"We have to have a plan. If we can get some of the cars off the road it is going to help in accident handling. Less smog. It would just relieve congestion. It will make things better for everyone."

Focus Group No. 3: Persons under 55 with Disabilities

Wednesday, July 12, 2006, 5:00 pm - 6:00 pm

Prescott Valley Civic Center

Attendees:

- Mildred Adamite, New Horizons Independent Living Center
- David Fold, New Horizons Independent Living Center
- Ed Jeffrey, Yavapai Exceptional Industries
- Jean Lasher, New Horizons Independent Living
- Fritzi Mavis, Director of "People Who Care"

Question 1 - Should we have a transit system here in Prescott Valley?

"Yes." (all participants).

Question 2 - Who needs a transit system and who would use it?

"Disabled people need help. All ranges of disabilities."

"School and College Students need and would use it."

"Low Income and people who for whatever reason do not have cars."

"Elderly people who do not always want to drive or cannot drive."

"I think there is a difference. There are many seniors who can't get around too easily and could really use a transit system. Yavapai County needs it, all the little towns too. Shut-ins who cannot drive really need it."

"On weekends and holidays we have Phoenix people come here and if we had public transportation they'd use it."

"Also low income people really need the public transportation."

Question 3 - How important is it to have a transit system?

"Every year we have a survey on the things that we need here in the Prescott Valley and every year the top two things needed the most are affordable housing and transportation."

"There are so many people out here who never get out of their house. A transit system would help them so much."

"Most of the people who are shut ins would be able to access a transit system in one way or another."

"Well we know quite a number who need and would use it, especially in bad weather. I am hoping all the organizations could work together and help."

"We've got to get the state to crank out some money."

"I think 100% of the people we work with would be happy to use the transit system. Beyond the 200 we work with, I think many others would use it as an alternative."

"It is extremely important for the low income people to have a transit system. They need it to go back and forth to work. It is extremely important."

Question 4 - Does one system work for everybody? Can we all co-exist? Can people with different kinds of disabilities ride on public transit?

"No, but it can be made to work."

"In other parts of the country you see all kinds of people, all kinds of disabilities. There might be some difficulty with some people with disabilities. If you go on a subway in a big city you will see all kinds of people. You just learn that is the way of life."

"These days nobody really thinks anything of a person having a disability."

"Well, people do like personal service, and the transit could be like personal service."

"The more personal it is the more it costs."

"A bus system would build a sense of community. A bus ride could be a social event."

Question 5 - Where should the funding come from for a transit system? What do you think would work in this area?

"Funding from the government would be good to kick off the program. Also anybody who is riding public transit would expect to pay."

"We could have a special bus pas for low income, students, and elderly."

"A fare for the number of zones you go through."

"In Boston the fare was \$0.60 to \$0.75. Here it could be \$1.50. That would probably work."

"Home service would have to be a lot more."

"\$2.00 is not really high. Probably no one would complain about that."

"No matter what you do approximately 10% of the riders are going to complain anyway."

"A portion of the lottery money."

"Well, no matter what each city is going to have to kick in a portion of the money. Maybe even the State too."

"A tax on alcohol and cigarettes."

"Let's look at how other communities of our size are handling this transit thing and get some ideas of how we could handle ours."

"I want to remind you again as we have spoken of this before. The vans are here, they are just not being utilized correctly. A central dispatch center for all the vans would not be a large capital expense right now."

Facilitator: All of you here provide transportation services in one way or another. So, are you all willing to partner with the government?

"We have never taken any money from the government, no vouchers, no nothing. We are all strictly volunteer."

"Why not partner with the business here and let them contribute."

Question 6 - How important is it to the community, quality of life, to provide services like transportation?

"It is definitely a big issue because people who don't have transportation are socially isolated. Some of them haven't been out of their home for years."

"How a society treats it's elderly and disabled is the whole quality of life issue."

"At some time everyone will have a difficulty and need some help from society. There is nobody in this room that will escape that place. It may not be transit, who knows, but at some time we all need help."

Facilitator: I think one of the most important things I can get from this group is use characteristics. Which do you think is more appropriate for the Central Yavapai Region?

"Conventional bus service with the paratransit as a backup. We really need this and it needs to be done now."

"People respond well to a fixed schedule. They adjust easily to it, they know where it is and when to be there for their bus."

"Some type of feeder line may be needed for people who cannot get to the main line without help."

"I think we do need two kinds of systems, maybe all three types to serve all the people in the area."

"Well, I would hope that we could all work together to provide some personal service as needed. If a person could be picked up and driven to the bus that would help. That would really help especially in bad weather."

"I feel the public needs to provide. There is a huge senior population here and people would love to have a public transportation."

"I think we need all types of transit here. The non-profit groups have long ago stepped up to the plate, but it's time now for the government to do their job."

Facilitator: Let's talk a little bit now about hours of use. What do you think? Monday-thru-Friday? 7am-7pm? Weekends, evenings, Sundays?

"24/7." (all participants)

"If we could prioritize we'd put schedules around Normal workdays, normal weekends, normal holidays and special event activities."

"We aren't going to come up with a perfect figure here today , many surveys need to be taken to ascertain the most needed times."

"We need the system and we need it now. Hopefully no one will want to wait. We need it now."

Focus Group No. 4: Youth (15-19 years old)

Thursday, July 13, 2006, 3:30 pm – 4:30 pm

Prescott City Hall

Attendees:

- Freddi Doerstling, 16
- Janet Doerstling, (mother)
- Sabine Doerstling, 14
- Ben Kingston, age 16
- Vicki Kingston (mother)
- Cheryl Shawl, Director of Transportation, Humboldt School District
- Bob Luzius, Prescott City councilman (observing)
- Cindy Barks, The Courier (observing)

Question 1: Do you think we need a transit service in this area?

“Yes, I live in Prescott Valley and I have to ride my bike to work. I would take the bus, especially in the hot weather. It is a 20 to 30 minute ride.”

“Yes, I have no way to get to the mall unless my Mom and Sister take me.”

“Oh, yes, it’s very needed.”

“Yes, I am a teenage girl and I have my needs. I need to go shopping.”

Question 2 - If there was a transit system, which would you use first?

“I’d ask my family first.”

“I’d ask my Mom and sister first, especially for safety reasons.”

“Yes, I would. We just moved back down from Flagstaff and they have a transit system. It is mainly college kids that use the bus up there. I am not sure if it would be that way here. I think that the kids out in Prescott Valley would have a great need for a transit service.”

“We live out in the Chino valley and there is a bus, but I have to drive the kids to the bus or count on other people to pick them up for me.”

Question 3 - Would a transit service make a difference?

“Yes it would, a big difference.”

“The safety issue is a big one for me because when I was much younger and had to ride a Greyhound Bus the driver propositioned me. I was 13 or so and it scared me. That is the

safety issue that I have. I would have to know that the bus drivers and been screened and background checked.”

Question 4 - What would be the important characteristics of a transit service?

“If it would go places where I want to go.”

“I would do that instead of driving a car for convenience and gasoline savings.”

“It is much more environmentally friendly.”

Question 5 - What would be the important places that a transit system would need to serve?

“Near where people work, the mall, downtown Prescott, Movie Theatres, and schools of course.”

Facilitator: If you have a route that goes along the main road, Hwy 69, would that be enough? Would you need it to go to the shopping stores, or would you need it to go back into the neighborhoods more?

“If there was a way that I could take a bike on it and a place to chain up, that would be nice. I would like to have bike routes along the bus route.”

“I think it would work very well for me.”

“I think connectivity to the school would be very good, even if I only used it in an emergency.”

“Right now I know that all the school districts are short on drivers, so having a public transit could take a big load off all the schools.”

Facilitator: What would be a good time to start the transit system, what hours would be best, what are the most important times, and are weekend hours important? What do you guys think? We probably could not start out doing 24/7, so what do you guys think would be important to start out with?

“Well aside from the regular morning and evening buses, I would like to have the bus running at lunch time, say from 11:00 am to 2:00 pm.”

“7am to 6pm.”

“Weekends and evenings are definitely important because for students and working people as that is only time that they can go to the mall, go shopping, or even have a date or go to the movies.”

"We really need evenings and weekends in order to have any quality time with no pressure. I really think that the bus should at least run till curfew time, 10:00 pm. We need 24/7. It also might cut down on accidents if kids are not driving their cars around at night."

"There are a lot of youth camps around here and my son works at one. He has to be on the job by 7:00 am and having a transit service that starts at 6 could really help that."

Question 6 - How do you think the population would mix on the transit system?

"If we had equal respect it would probably work out OK."

"I think it would work out all right."

"The only problem I see is some of the school buses have some tough kids and some of them have knives. If they are riding the transit system I would have a bit of a problem with safety."

"Well, as a general rule teenagers hate older people. We should try to make riding the transit appealing to all people."

"I think we would all mix just fine if the vans or buses we were riding in did not look like nursing home vans. I'd like for the buses to be nice for everybody."

Question 7 - Does having a transit system contribute to the quality of life in the community and your individual quality of life?

"Yes, indeed it would. More independence and it's half-way to a car. Even if I had a car I would take the bus most of the time to save on gas money."

"People who have no transportation of any kind could get out and do things, go places. It would be the same for me. Overall just more independence."

"It would mean that the town is focusing on all the groups of people who live here and their various needs, not just the elderly or disabled. Everyone would have more of an equal opportunity to get jobs, go to the movies, shopping or whatever."

"More independence."

Question 10 - Where do you think the moneys for the transit system should come from?

"Well, at some point they are going to have to come from taxpayers."

"I know that there are grants of federal and state money to help pay for at least part."

Facilitator: How much would you pay to ride the bus?

"I hate to carry money and bring money every time I would like to be able to buy a bus pass. That would really be helpful to me."

"I'd say \$2.00, \$2.50, or \$4.00 for a long ride."

"If you could pay monthly or a flat fee I would do that."

"It would help if teenagers could get sponsors."

"It would help if your fare were based on how far you were going."

"Start low with \$1.00 and then go up to \$1.50, but never get too high."

"There are many kids who live way out cannot go anywhere and the transit system would be such a help to them and I am sure in some way they would pay whatever was needed."

Focus Group No. 5: Commuters and Students

Thursday, July 13, 2006, 5:00 pm – 6:00pm

Prescott City Hall

Attendees:

- Lisa Barnes, Prescott Alternative Transport
- Julie Moss, Yavapai College
- Jim Warren, Business owner and Citizen Activist

Question 1 - Do we need a transportation system here in Prescott and in the Central Yavapai region?

“Yes, we do.” (all participants)

“I know there is a definite need but to what extent I do not know. I really do not feel a need between Prescott Valley and Yavapai College.”

“The answer is yes, unequivocally.”

Question 2 - If there needs to be a transit system what type do you envision?

“Buses and vans and whatever is available but an infrastructure needs to be put in place.”

“A true transit system. One does not exist at this time. Dial-a-ride is here but that is all and that does not anywhere fulfill the needs of this community. We need a transit system that would provide service to everyone.”

“We have had more than one person try to operate some type of transit system in this area and it never worked. I know if was private and not public, but it still was just too expensive.”

“If it were a public system we could get grants and certain incentive programs and also taxes, a public transportation could survive. If you live in other cities that have transit systems there is information all over the place of where to get any needed funding.”

“Having lived in LA and Phoenix for many years, I never used public transportation due to my odd working hours. It would be very hard for me to use a public transit with my life style. I also would not like to see the huge buses come into the area. I do not think that the people would be there.”

“Once again, the infrastructure has to be there first. “If you build it, they will come.”

“I like the idea of public transit where buses run all the time (24/7). There are a significant number of people in the Prescott area who need public transportation. There are approximately 30% of the people here in the Prescott area that are either too young, too old, or too infirm and are incapable of driving. It is imperative for the municipalities to get

together to provide a regional transit system. If it is not regional, then we will hopscotch the development and end up with incomplete coverage. Buses would be the best."

"In order for there to be a good system, we also need new bike laws, bike lanes, bike racks on busses and sidewalks. We need to have all these things in order to have a fully comprehensive system. The bus ride is just a part of the trip."

***Facilitator:* What about parking?**

"I think we need a park and ride. I have several discussions with several city officials and they are in agreement with that."

"I think we could encourage people to walk or bike to the bus."

"I think you are asking quite a bit. I am not walking at 11:00pm. I want to park by the bus stop or be taken home."

Question 3 - Regarding your statement about a regional system, just how would it be provided? Would it be provided by the municipalities, should colleges and businesses be involved with this, how do you see this?

"I don't think you can go wrong with the community involvement. That would be needed. We need to have the transit system that can deliver students for the earliest class in the morning (7:30am) and the last class that gets out at 10:00pm at night. We would need to have a bus stop right there on campus."

"I don't know how public and private partnerships work, but in any community that I have ever lived in, having a transit system that works is elemental. It usually is county wide or at least several cities close together. I think it should be regional for all three towns in this area."

"I agree, it should be a buy-in from all three areas."

"I think that there needs to be some regional authority that could develop this co-operative venture between all these three cities that could actually influence zoning, land use planning, and creating the corridors that are necessary for transit oriented development. That is a very difficult thing to do as it runs into legal problems, some of which have already been worked out. The Prescott City Council had hired a consultant who is a legal expert on area use planning and managing the growth and it was clear that Prescott cannot do this thing by itself. There are some really sticky issues about re-zoning. There are ways that are conducive to transit that has already been done."

Question 4 - What characteristics would you envision for a transit system and what level of service? Which is more appropriate for the central Yavapai region?

"I believe it is fixed. You can rely on it and the larger population as a whole would be able to know when they needed to be somewhere, that is, if it's coming frequently enough. I think often enough here would be every 15-30 minutes on some routes."

"I think a combo of all would be necessary to have a fully functioning transit system. Right now we have 40% seniors in this area and that number is growing. I hear more and more about driving privileges being taken away. From students point of view they would need a regular bus schedule also. "

"I feel we would need all types of proposed service."

Facilitator: What times of day would you like to see transit service operating?

"Evenings, weekends and weekdays 7:00 am to 7:00 pm."

"I don't really feel like we need weekends."

"I really think that we need 24/7 but if we cannot then we have to have days, some evenings and some weekends."

"I really think we should go for the whole enchilada."

"I think the bottom line on use is convenience of schedule and cost of pickup."

Question 5 - How would you see that the local governments would be funding it?

"Change land use planning. Stop the sprawl and provide mixed use hubs."

"We would need to build more roads."

"Our municipalities around here are so accustomed to subsidizing autos that it would seem strange to them to subsidize transit. We need to educate them into a different way of thinking."

Facilitator: What would be the fare? What can the market bear?

"I have no idea."

"\$1.00 to \$1.50"

"I would pay \$1.80. That would take you pretty far."

"I would be happy to ride the bus around town. If you really compared the cost of your car, it would still be less."

Question 6 - Where does a transit system fit into quality of life? Does transit add to quality of life?

"The Prescott City Council is doing a study about what really makes quality of life in Prescott Arizona."

"Air and water quality, neighborhood cohesiveness, public health, better air and less pollution. For me, cars are not quality of life."

"My quality of life involves my car. I have odd hours, have to make several trips home each day and then go back to work. I couldn't do it without my car."

Question 7 - How important is it for the community to take care of the transit system? Should the community provide it?

"Yes it is very important."

"Without transit, it becomes a form of discrimination. So many people cannot get jobs or get to doctors. They just cannot do the basic cycles of life."

"One of the things that a transit system could provide is breathing. We see so many cars with only one person in the car. If we could just teach people to think about the community more and not just for themselves."

APPENDIX C

CENTRAL YAVAPAI REGIONAL
PUBLIC SUBMITTALS RECEIVED
DURING COMMUNITY MEETINGS

Appendix C: Central Yavapai Regional Transit Public Submittals Received During Community Meetings

7-13-2006

To: Central Yavapai Metropolitan Planning Organization (CYMPO) and Nelson
Nygaard Consulting Associates

From: Bill Richards, 425 Fairway View Drive, Prescott, Az. 86303 928-778-6738

Subject: Citizen input for the public meeting of July 13, 2006 in Prescott, of the Regional
Transit Study, for the Tri-city area of Prescott, Prescott Valley and Chino Valley.

- I favor a "private enterprise" solution to the regional transit needs of the area. I favor minimum government spending, no government loans, no subsidies and no government ownership of transit systems. But I do favor a strong governmental effort as a "facilitator" to help private enterprise do the job.
- The private sector should see the marketing opportunity, invest the capital, operate the buses and taxis, set the fares, determine the routes and schedules and make a fair profit. But it needs the cooperation of local government.
- Government should help private enterprise, as a facilitator, by publicizing marketing opportunities, bringing interested parties together, acting as an information clearing house, helping resolve problems thru information sharing and informal mediation, and helping in many other ways.
- There must be a new working partnership built between local cities and the private sector. CYMPO can play a major role as a facilitator between cities and also with the private sector. Local chambers of commerce and other business organizations can play an important role as facilitators.
- The regional transit plan should emphasize organized carpooling, informal voluntary ridesharing, taxis, Dial-a-ride, charter buses,, small bus systems, and anything else that pays its own way. Systems should start small, seek early profitability, and expand later if demand warrants.
- The two airport shuttle bus companies here in Prescott (Shuttle-U and Prescott Transit Authority) that carry passengers to Sky Harbor Airport in Phoenix, are excellent examples of private enterprise serving the public interest at a profit.
- We should study other local transit systems and see what works for them
- We transit system users (and that's most of us) must also do our part. We must be willing to pay a reasonable fare, accept some inconveniences, and help make the system work.
- In our tri-city area, we should first concentrate on establishing a profitable transit system within each of the three cities.
- Conventional wisdom suggests that no transit system can survive on "fare box" revenue, but also needs federal, state and local grant money and financial support to survive. I am not willing to accept that conclusion.
- I think we need to build better partnerships between local government and private enterprise. Lets work smarter and not be dependent on grant money and subsidies.

WAMORE Inc

1616-Iron Springs Rd. Prescott, AZ 86305 Ph (928) 541-1950 Fax (928) 717-2426 www.wamore.com

C:\Documents and Settings\Jim\My Documents\Political Action\Focus group intro.doc p.1 of 2 Jul. 13, 06

Memo to: Jody Littlehales
Nelson\Nygaard Consulting Associates
917 SW Oak Street, Suite 312
Portland, OR 97205-2806
(P) 503-227-3463
(F) 503-228-2320
jlittlehales@nelsonnygaard.com
www.nelsonnygaard.com

From: Jim Warrick

Subject: *Focus Group for Commuters, Workers, College Students*

Thanks for the opportunity to participate in this focus group.

Commuters

I moved my business to Prescott in 1997 from Phoenix because of the better quality of life here. My 8-person company performs aerospace engineering for clients across the country. My employees will benefit from public transit in many ways. I have recently purchased business property on the East side of Prescott Valley and will move my business there within 2 years for the benefit of employees who live in PV and beyond. Two of my senior engineers car-pool from north Phoenix. I have seen other cities in the US and abroad where a commute of 60 miles is done effortlessly on public transit. Although I recognize that a Phoenix-Prescott Valley commute is outside of the CYMPO region, I ask for consideration of interconnectivity between CYMPO and other MPOs.

Activism

The regional growth and traffic congestion predicted by Lima and Associates made me an activist for transportation alternatives. When I'm in town, I attend meetings of CYMPO, CYMPO TAC, and the CYMPO Executive Board. I serve on a Regional Transportation Committee operating within Prescott Alternative Transportation (PAT) an advocacy group for pedestrians and bicyclists. I support other activist groups such as the Citizens Empowerment Alliance, Open Space Alliance, and Citizens Water Advisory group.

My wife and I ride bikes regularly, and would ride more often if bike lanes were available to improve safety during busy traffic periods. My wife is co-chair of PBAC (Prescott Bicycle Advisory Committee) which coordinates bicycle infrastructure with the Prescott City Council.

Lima

I have been very discouraged by Lima's assertion that only 1% of trips in 2030 will be accommodated by alternate modes of transportation. By Patrizia Ramos' own admission, she is a planner of roads. Her associate, Robert Bohannon, studied transit, but apparently was overruled by Patrizia. All Lima's radical suggestions were extremes of roads, not transit. A 14-lane highway 69 being the most glaring example.

I am very encouraged that Nelson\Nygaard hails from a more enlightened background.



1616 Iron Springs Rd. Prescott, AZ 86305 Ph (928) 541-1950 Fax (928) 717-2426 www.wamore.com

C:\Documents and Settings\Jim\My Documents\Political Action\focus group intro.doc p.2 of 2 Jul. 13, 06

Sprawl to Smart Growth

That is the title of a very noteworthy book by Robert H. Freilich, who was hired last year by Prescott as a consultant. It is very important for the principles of that book to be applied **regionally**. In private conversation with Craig McConnell, I was told that CYMPO will have no jurisdiction over the zoning and growth control that would be necessary to perform “Smart Growth” and Transit Oriented Development. I’m searching for work-arounds to that dilemma.

This region needs to invest in public transit, bike lanes and pedestrian facilities to offer a real alternative to auto congestion and urban sprawl. I hope this is the first of many opportunities for me to offer suggestions to preserve and enhance our quality of life.

Best Regards,

Jim Warrick
president, Wamore Inc.
cell 928-925-4760
jimwarrick@wamore.com

APPENDIX D

SURVEY SAMPLE

Appendix D: Survey Sample

PUBLIC TRANSIT NEEDS SURVEY



Please take a few moments to complete the following questionnaire for a study being conducted by the Central Yavapai Metropolitan Planning Organization concerning public transportation needs. **Print the questionnaire and either fax it to CYMPO at (928) 759-3215, or mail it to 7501E. Civic Circle, Prescott Valley, AZ 86314. Thank you for your assistance.**

- (1) **In which Central Yavapai community do you live?**
☐ Chino Valley ☐ Dewey-Humboldt ☐ Prescott
☐ Prescott Valley ☐ Unincorporated Yavapai County
☐ Other (please specify: _____)
- (2) **What form of transportation do you most commonly use to travel around the Central Yavapai region? (Check only one)**
☐ Drive my car, truck or motorcycle ☐ Take a taxi ☐ Ride a bicycle
☐ Private or agency bus or van ☐ Ride with friend or relative
☐ Walk ☐ Other (please specify): _____
- (3) **Are there other forms of transportation that you use less often to travel around the Central Yavapai region? (Check all that apply)**
☐ Drive my car, truck or motorcycle ☐ Take a taxi ☐ Ride a bicycle
☐ Private or agency bus or van ☐ Ride with friend or relative
☐ Walk ☐ Other (please specify): _____
- (4) **If a public transit system existed in the Central Yavapai region, how likely would you or others in your household be to use it at least once a month?**
☐ Very likely ☐ Somewhat likely ☐ Unlikely ☐ Would not use
- (5) **Regardless of whether you or other family members might use it, in your opinion, would a public transit service be beneficial for the Central Yavapai region?**
☐ Yes ☐ No ☐ No opinion / Don't know
- (6) **Please rank from "1" to "6" the type of public transportation service that you believe is best suited to the needs of Central Yavapai residents. (Use "1" for best suited, "2" for second best suited, "3" for third, etc. - DO NOT REPEAT NUMBERS)**
☐ A "fixed route" service with published departure times and posted bus stops that you walk to
☐ A "dial-a-ride" service with buses that come to your door by advance phone reservation
☐ A fixed route on Hwy 69/89 and dial-a-ride on neighborhood streets
☐ Subsidize taxi fares for disabled and low-income residents
☐ Other (please specify: _____)
☐ No service is necessary

- (7) **Please rank from “1” to “5” the relative importance of days and hours that transit service should be available. (Use “1” for most important, “2” for second most important, “3” for third, etc. - DO NOT REPEAT NUMBERS)**
___ Weekday commuter service (early morning and late afternoon/evening)
___ Weekday service for medical appointments and shopping (8:30 am – 4:00 pm)
___ Weeknight service after 6:00 p.m.
___ Saturday ___ Sunday
- (8) **How much is the most that a person should be expected to pay for a one-way ride traveling within the city, town or unincorporated area that you live in?**
___ \$0.50 ___ \$1.00 ___ \$2.00 ___ \$3.00 ___ \$5.00 ___ \$10.00
___ Other: (please specify: _____)
- (9) **How much is the most that a person should be expected to pay for a one-way ride traveling between cities and towns across the Central Yavapai region?**
___ \$0.50 ___ \$1.00 ___ \$2.00 ___ \$3.00 ___ \$5.00 ___ \$10.00
___ Other: (please specify: _____)
- (10) **Since Federal/State funds may be expected to pay only part of the cost of providing a transit service, what source of local funding do you believe should be used to help pay for the service? (Check as many as appropriate)**
___ None, don’t use any public funds
___ My city, town or county government should contribute General Fund revenues
___ Increase the sales tax by ¼%
___ Implement a new tax (please specify: _____)
___ Ask employers, retail stores and colleges to contribute
___ Reduce other municipal services and divert funding to transit
___ Other revenue source: (please specify: _____)
- (11) **Of the local funding methods listed in Question 10 above, which two methods do you believe are most appropriate for consideration?**
Funding Source #1: _____
Funding Source #2: _____
- (12) **Is there anything else that local decision makers should know about your views concerning public transportation service?**
- _____
- _____
- _____

Optional:

Name _____

Address _____

Phone: _____

E-mail: _____

Print the questionnaire and either fax it to CYMPO at (928) 759-3215, or mail it to 7501E. Civic Circle, Prescott Valley, AZ 86314.

Thank you for your assistance.

APPENDIX E

PUBLIC COMMENTS CONCERNING DRAFT FINAL REPORT FINDINGS



April 18, 2007

The Honorable Karen Fann
Chair, Executive Board
Central Yavapai Metropolitan Planning Organization
7501 E. Civic Circle
Prescott Valley, AZ 86314

Chair Fann:

On behalf of the Prescott Chamber of Commerce and our 1,150 member businesses, I am pleased to offer our comments on the Nelson/Nygaard Public Transit Study. First, thank you for continuing to move ahead with public transit plans for our area. Employers have told us that a transit system would help some of their employees get to and from work, and we believe it will also alleviate some of the congestion on our major roads.

Our Board of Directors recently adopted a three-part position with regard to a public transit system. First, the Chamber supports the concept and need for a mass transit system in western Yavapai County. Second, we believe that this should be a fixed-route system. Third, we ask that CYMPO conduct additional research on the local costs associated with options three and four in the Nelson/Nygaard Study, and recommend options to raise the local funding needed to pay for the system. This appears to be the next important decision before implementing a public transit system.

The Prescott Chamber appreciates this opportunity to comment on the study and offer our suggestions.

Sincerely,

David Maurer
CEO

The LWVCYC public transportation position resulted from a study by a team of League members chaired by Alice Harris, education and discussion of the information by all League members, culminating in the following LWVCYC position.

PUBLIC TRANSPORTATION

Adopted by the LWVCYC Membership April 14, 2007

Summary Statement: The League of Women Voters of Central Yavapai County encourages and supports the establishment of an affordable and accessible regional public transportation system to serve the needs of residents and visitors in Central Yavapai County.

Positions:

The League of Women Voters of Central Yavapai County encourages and supports:

1. a public transportation system which meets the needs of "transportation dependent" residents and visitors, such as disabled, homebound, low-income workers and residents, non-driving seniors and youth. In addition, the system provides options for workers, shoppers, tourists and students.
2. a public transportation system based on existing research results, environmental impact, demographics, population density, community support and cost/benefit analysis.
3. a regional transportation authority.
4. the establishment of a regional transportation system beginning with intercommunity service between the quad cities, to be followed by expansion of intra-community service and eventually extending the intercommunity corridor within Central Yavapai County.
5. a transportation system which stimulates economic development through improving mobility of workforce, creating jobs, reducing traffic congestion, improving traffic safety, extending longevity of road infrastructure, increasing consumer activity, improving access to educational opportunities, attracting retirees and enhancing community business image.
6. a regional public transportation system which is funded by all appropriate federal, state and local grants and resources including use of lottery money, a dedicated tax, fare box recovery, advertisement and public/private partnerships.
7. an accessible and affordable regional public transportation system, the accountability of which is reviewed periodically against updated research, environmental impact, ongoing cost/benefit analysis, ridership and community support.
8. a public transportation system that is integrated with other aspects of the inter-modal transportation network, such as carpools, agency vans, bike lanes, and park and ride facilities.

NAIC Final Points on Transit Study

1. It is essential that the CYMPO make a decision recommending a course of action to the County and the Municipalities.
2. NAIC urges endorsement of the 5 bus fixed-route option because:
 - It represents real transit, not just vouchers
 - It is prudent in terms of cost and business risk
 - Public support and actual rider-ship will determine the pace of expansion.
3. NAIC commends to the Board the 2006 Federal Transit Administration's Study entitled Individualized Marketing Demonstration Program, which found that, in medium sized metropolitan communities, rider-ship could be significantly increased by a pro-active, targeted public education effort. This report was provided to Nelson-Nygaard, but they did not reflect the potential for improved rider-ship beyond their 3-4% estimate.
4. NAIC will continue its efforts to secure public support and municipal and county approval for a true transit system. We will oppose simply expanding the voucher system because it ignores the needs of significant segments of the community – students and workforce commuters for example.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: JO ANNE BARBANELL

Representing: SELF

Address: 390 Oakmont St. Zip: 86305

Phone Number: 928-541-7644 Email: N/A

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

Keep in mind the number of citizens who are handicapped by limited mobility and financial strain. They are prisoners of these limitations. Even free events are not possible.

Please be sure to consider the benefits of making more travel and attendance at public events and meetings available. People who care and the Red Cross can be overwhelmed with the needs and receive little compensation.

Joanne Barbanell

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

541-7644



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Betsy Barnes
Representing: Self
Address: 1716 Alpine Meadows Lane #905 Zip: Prescott AZ 86303
Phone Number: (928) 445-5300 Email: betsybarnes@cableone.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

While I prefer option 4 I'd be satisfied to begin with option 3.

Betsy Barnes
3/28/07

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: ANN T. BOPPART
Representing: MYSELF AS PROPERTY OWNER
Address: 1810 MOUNT GRANITE WAY, Prescott, AZ Zip: 86305
Phone Number: 445-0879 Email: _____

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

I am in favor of Option 4

Ann T. Boppard

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT • Chino Valley • Prescott • Prescott Valley • Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Harriet Burger
Representing: People who Care
Address: 270 Crestwood East, Prescott Zip: 86303
Phone Number: _____ Email: harrietb@yaho.com

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

Living in Prescott for 14 years, I have seen the need for public transit. We have nothing to serve all people of the Tri-city area, especially the elderly and low income individuals.

I believe, after reviewing your study, that #3, the 5-bus option, would work well for our communities.

Please consider this option as public transit is sorely lacking in this area.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net, or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: GERTRUDE CHARTER
Representing: MYSELF
Address: 356 PRESCOTT DRIVE, PRESCOTT Zip: 86301
Phone Number: 445-4904 Email: NONE

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

THE MOST COMPREHENSIVE
SOLUTION IS THE ONE THAT
INCLUDES DEWEY-HUMBOLDT.
IT IS THE AREA MOST NEEDY
OF PUBLIC TRANSPORTATION, AND THE
MOST REMOTE.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: ALVIN CHARTER
Representing: MY SELF
Address: 356 PRESCOTT DR, PRESCOTT Zip: 86301
Phone Number: 445-4904 Email: NONE

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

AT AGE 82, I AM STILL DRIVING.
COMMON SENSE, HOWEVER, DICTATES THAT
THIS CONDITION IS OF SHORT DURATION.
THEREFORE, IN THE NOT-TOO-DISTANCE,
I WILL BE DEPENDENT ON PUBLIC
TRANSPORTATION, AND THIS IS NEARLY
NON-EXISTANT IN THE AREA IN WHICH
I LIVE.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Glenn Emanuel

Representing: _____

Address: 4823 N. Wycliffe Dr. Zip: 86314

Phone Number: _____ Email: _____

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report - Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

The Town of Prescott Valley definitely needs more bike routes and sidewalks
in residential neighborhoods and connecting those neighborhoods. I live about
1 mile from my work and would like to ride my bike, but do not feel safe on
these roads with no sidewalk, no bike lane and narrow shoulders.

A few buses or shuttles like the one for the Event Center but also connect
PV and Prescott, Dewey & Chino would be nice.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



Joanne Scardina Barr

From: Jodi Rooney
Sent: Wednesday, April 04, 2007 11:36 AM
To: Joanne Scardina Barr
Subject: Fw: Transit Study

Not saved

-----Original Message-----

From: Robert Fiske
To: Jodi Rooney
Sent: Wed Apr 04 11:05:19 2007
Subject: Transit Study

TO WHOM IT MAY CONCERN AT CYMPO: Thanks for allowing us to make comment on the Central Yavapai Regional Transit Study Needs. I have been involved with the Northern Arizona Interfaith Council since the beginning of our discussions and research on the need for a regional transit system in the tri-city area. Because of the work we do in our various faith communities and other organizations in central Yavapai, we have become aware of the need of a lot of people for mobility between and within our communities. I am therefore anxious to see this process continue in the development of a comprehensive transit system, not only for our immediate needs but especially as we look into the future and consider the rising cost of gasoline and other factors which will greatly impact the ability of low income people to get around. In reviewing your study I think options 1 and 2 are seriously inadequate and I would really prefer to see that option 4 be pursued. Option 3 would be second best but would be much more favorable than either 1 or 2. I want to add also that I support the idea of some kind of regional tax to make option 3 or 4 possible and I am willing to do what I can to help others see the wisdom of such taxation should that ever become the subject of a public referendum. I also hope the business community can be encouraged to see that a regional transit system would greatly enhance their own self interest for survival and productivity. My wife and I are also cutting back to one car and, as seniors, we consider ourselves as potential candidates for using a regional transit system. Thanks again for allowing us to comment. Robert W. Fiske, 2093 Viewpoint Road, Prescott, AZ 86303-5097; 928-717-2273.

From: Janet Grossman [janetgr@cableone.net]
Sent: Wednesday, March 28, 2007 9:00 PM
To: Jodi Rooney
Subject: Re: CYMPO transit study comment form

Jodi,
I'm very unhappy that not only did the form get through to you without my comments, but it also saved on my end without my comments, into which I'd already put quite enough time. But here goes again, and I will say that I am representing myself, but am also on the board of Prescott Alternative Transportation.

I like best Transit Option 4, despite it costing the most. I choose not to own a car and get most places I need to go by walking or bicycling, though I drive a company car on the job and do pay mileage to other people who give me rides to go hiking. We really need to be able to get back and forth for work, errands and entertainment in the whole tri-city area by public transit, especially since our city officials seem determined to keep supporting unfettered growth. It is also imperative that each bus have an attached bicycle rack, and that there be sidewalks and bike lanes leading to each bus stop, as well as marked crosswalks so people can safely get to and from the bus stops.

Although the current voucher system works reasonably well for very-low-income people, it does nothing at all to encourage other people to stop driving individual cars for everything. I work full-time, and although the one time I've taken a taxi in Prescott, it was the best option, the cost was certainly a shock. I recently walked from my home in Prescott to visit a store in Prescott Valley, and although the walk was not pleasant, it was not otherwise difficult. If there'd been a bus, though, I would have used it in preference to walking back and forth on Highway 69 with all the noisy vehicles whizzing by & their associated noxious fumes.

When I lived in the Phoenix area, I commuted to work by riding my bicycle about 1/2 mile on marked bike lanes from my home in Scottsdale to the bus stop. I then put my bike on the rack on the front of the bus, rode into Phoenix, then pedaled the 1/2 mile to my office on bike lanes and residential streets. At the end of the day, when I no longer cared about getting sweaty, I would skip the bus and pedal the 12 miles home, using a combination of residential streets, bike lanes, and bike paths. Although the Prescott area, fortunately, is not yet anywhere near the size of Phoenix, something along these lines should be possible for people in this area.

If you need to reach me by phone, my daytime number is 445-5211 x177.

Janet Grossman



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Alice Harris
Representing: _____
Address: 1927 Ventnor Circle Zip: 98301
Phone Number: 778-6977 Email: harri@cableone.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

I support Alternative 3 -
limited Service Fixed
Route System with ADA
Complementary Para transit
Vouchers.

It is a good beginning

Alice Harris

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

4-2-07

Central Yavapai Regional Transit Needs Study

Name: MARIE HIGHLAND
Representing: MYSELF
Address: 1810 MT GRANITE WAY Zip: 86305
Phone Number: 928-445-0879 Email: NA

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

I AM A SENIOR CITIZEN (80 THIS MONTH!) AND I SEE A GREAT NEED FOR PUBLIC TRANSPORTATION TO CONNECT PRESCOTT, PRESCOTT VALLEY, CHINO VALLEY & DOWNEY-HUMBOLDT. THIS IS PARTICULARLY IMPORTANT FOR LOW INCOME WORKERS WHO NEED A WAY TO GET TO THEIR WORK LOCATIONS

I THINK OPTION 4, CONNECTING ALL THE AREAS, IS THE BEST

Marie Highland

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Joah E. Grossman

Representing: self

Address: 258 Rockridge Rd., Prescott Zip: 86305

Phone Number: 778-4919 Email:

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

Prefer #4 (fixed-route system w/ 11 buses)

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Christina Jan
Representing: myself, bicyclers, hikers, dog-walkers, & age group 19-55
Address: PO Box 27231, Prescott Valley, AZ Zip: 86312
Phone Number: 928-225-9289 Email: cdj-career@yahoo.com

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report - Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

I live in Prescott Valley, work in Prescott Valley, and do a majority of my shopping in Prescott, Flagstaff, and Phoenix. I most commonly use my personal vehicle for travel because there is no bus system or the current system is inconvenient. I do ride a bicycle to work in the warmer months and would ride it to stores if sidewalks or safe bike lanes were present. I would like to see a fixed level, voucher available route w/ full service between Central Yavapai urban areas. I would like to have the buses carry a bike rack so users can transport their bikes w/ them. I would like to see stops at medical, basic needs, work, and recreation trailhead, & ^{in local subdivisions!} areas in each urban area. I would ride it intracity on a weekly basis and intercity on a bi-weekly to monthly basis. I would like to see vouchers available for →

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

low-income and disabled persons to use at a local company of their choice. I would like to be able to have the choice between 1-2.00 for all day rides or buy 100 one-way (anywhere) rides for \$20/month. My preferred operation times are 5 am to 11 pm M-Sat & 6 am to 8 pm on Sundays with no more than a 20 minute gap between buses at each stop. I think local government, local businesses, local schools, and local residents should share the cost through direct funding and sales tax ^{or income} on local residents.

Local planning should require that any new or revised road be built with sidewalks and a safe bike-commuter lane. Highway 69, 169, 89A, 89, and Fair Rd should all have a wide shoulder and safe bike lane. Glassford Hill Rd and Rebut Rd in Prescott Valley should have sidewalks and a safe bike lane to encourage walking & biking to alleviate congestion on the roads.

More trail systems for multi-use purpose (other than driving or motorized vehicle) should be built for recreation, beautification, stress-reduction, and entertainment for future residents should be built in Prescott Valley, Chino Valley, and Dewey-Humboldt; these should model Flagstaff, AZ & similar towns.

Joanne Scardina Barr

From: Gwen & Mike [thowsonm@localnet.com]
Sent: Tuesday, April 03, 2007 9:33 PM
To: Joanne Scardina Barr
Subject: CYMPO memo from gj

To: CYMPO April 3, 2007

From: Gwen Janes

RE: Regional Transit Needs Study Report

After reading Nelson\Nygaard's Regional Transit Needs Study Draft Final Report, I personally recommend Alternative 3 as the only viable next step in meeting the area's transportation needs. Alternative 3 would provide a fixed route network consisting of one regional route linking Prescott and Prescott Valley, and two local routes serving Prescott and Prescott Valley. The existing voucher program would be modified to address ADA complementary paratransit service requirements.

Statements from the Report that support a fixed route system:

Executive Summary, page 2: "Study findings suggest that a moderately sized public transit system is needed in at least parts of the CYMPO planning area.... Human services agencies collectively spend about \$500,000 annually on passenger transportation services and advocate strongly for a public system around which they could better coordinate their own services."

Page 6-8&9 YRMC, with hospital facilities in Prescott and P.V., expressed particular interest in the transit study. Both facilities would be served by route network described for fixed-route alternatives. Assuming that 20% of an all day shift would eventually utilize the transit system to and from work, this would translate into approximately 125 persons and 250 one-way trips per day.

Page 7-1 "...it is evident that rapid population growth and economic activity in the Central Yavapai region is spurring new mobility challenges for residents, employees and visitors. While most trips will continue to be made in personal vehicles in the coming decades, an increasing number of persons will require public transportation for access to jobs, schools, shopping and other purposes."

"Several recurring themes have been heard during the study process. One is that a basic transit system is critically needed for a growing segment of the population making longer distance trips between Prescott and Prescott Valley...due to...increased residential capacity in Prescott Valley and an expanding employment base in Prescott."

"A second theme is that the people who are mostly [sic] likely to use transit strongly prefer a fixed route service that facilitates spontaneous travel rather than demand responsive service that requires trip planning and reservations in advance."

"A third theme expressed by local officials and many taxpayers is that whatever public transportation system is created must be affordable to local governments...and must be sustainable over time...."

"Finally, people are hopeful that public transportation ultimately will contribute to reduced traffic congestion, a cleaner environment and a better quality of life."

Funding Possibilities

The Report seems to indicate plenty of FTA funding; however, the major concern of individuals on the CYMPO Board

and local government officials is the local matching funds that are required in addition to fare revenues.

On Page A-3 of the Report, No. Arizona Interfaith Council suggests these possibilities: incremental sales tax increase, diversion of some road money, restructuring voucher system, utilize part-time employees, CDBG funds, subsidy contributions from private companies, colleges, YRMC.

On Page 4-8&9 of the Report: The 2% Transaction Privilege Tax levied on all transportation providers doing business in the City raised about \$26 million in FY 2005. The tax also applies to transporting oil, natural or artificial gas through a pipeline or conduit, and on the transport of persons or property which originates in Prescott and dropped off anywhere in the State. Approximately one-half of the tax proceeds in FY 2006 were spent on streets and open space, and the remaining proceeds went to general fund expenditures. [Comment: It seems logical that a portion of the proceeds from this tax on transportation could be used for local funding of a public transit system.]

Not mentioned in this report is that several years ago, the City of Prescott used \$60,000 of its CDBG grant money to purchase a bus for the Pioneer Home. How much more would it benefit local economy by providing public transit for a much larger segment of the population and by providing reliable transportation for workers to get to their jobs?

Page 3-2 Cottonwood Area Transit Sytem (CATS) runs route deviation and demand responsive services in the Cottonwood area, which includes Clarkdale, Verde Village and Cottonwood. It currently has a 7 or 8 vehicle system and is funded by FTA 5311 funds and farebox revenues – no local taxes! Find out more about how they do it.

Another possibility for a small amount of funding would be through advertising on the buses (and at bus stops??).

Would the malls be willing to contract with the transit system to have the buses stop at their locations?

Page 3-2 The Northern Arizona Intergovernmental Public Transit Authority (NAIPTA) is a new regional authority covering parts of Yavapai and Coconino County, including Flagstaff, Cottonwood, and Sedona. Is it possible for a local transit system to join with NAIPTA and realize some financial and management benefits?

Closing

A report from the American Public Transportation Association says miffed tank-fillers and others took 10 billion mass-transit trips last year – 2.9 percent more than in 2005, 28% more than in 1996, and the most since 1957. Cities including Philadelphia, San Francisco, Salt Lake City, and Tulsa have seen a spike in riders, and are adding buses and trains to meet growing demand. Besides outlandish fuel costs, say APTA head Bill Millar and fellow transportation officials, factors leading to the new high include a growing elderly population; an immigrant population that often can't afford cars; improved transit services; and an influx of "transit-oriented young people" in urban areas. "People are rediscovering the convenience of public transportation," says Millar. "For 50 years, we were told the most convenient thing to do is drive our cars."

All indicators in the Nelson\Nygaard Report show the need for the next step in providing public transportation to a quickly growing number of people. Alternatives 1 and 2 do not meet the needs of workers and students; they are only able to serve more of the same demographics as is being served by the current voucher program. These alternatives provide the least possibility for growth.

The 2030 Transportation Study done recently by Lima and Associates stressed that a public transit system must accompany the road systems being planned and built in the CYMPO area.

I think David Maurer's (Page A-12) comments need to be repeated here: "For any system to be successful, it needs to start in a reasonably developed way, with regular service, more than a few hours a day, include weekends. Piecemeal it and start slow and you won't build support to grow it."

To:

Page 3 of 6

Please, give public transit a chance to grow in this area by starting in a “reasonably developed way.”

4/4/2007

APPENDIX 1 - Stakeholder comments

Page A-1 Reserve-a-Ride Yavapai program will likely be eventually discontinued

Page A-2 Northern Arizona Interfaith Council (of which I am a member) believes regional transit systems should focus on needs of low-income persons and lower-wage workers, such as those employed at nursing homes, eldercare and assisted living facilities, retail stores, etc. Also public transportation must be made available to the Yavapai County Health Department.

Page A-3 Adult Day Care Services gradually got into transportation services because approx. 75% of clients did not have reliable alternative. They would consider disbanding transit operations if viable options became available.

Page A-4 Prescott Transit Authority (Citibus) operates at a loss each year, causing perennial discussions within the company to discontinue Citibus. They would likely discontinue operations if a public transit alternative is implemented in Prescott.

Page A-6 New Horizons feels that a fixed-route bus serving major corridors in Prescott Valley, along with a longer route that connected Prescott Valley and Prescott, would greatly benefit the community. This would also help reduce the number of long-distance trips New Horizons is providing and free up vehicles for shorter, local trips.

Pages A-6&7 Neighbor-to-Neighbor provides services to elderly and disabled residents in Hwy 69 corridor between Mayer and Diamond Valley. Volunteers use their own vehicles for all trips provided through the organization and must carry their own insurance. NtN believes there is a need for additional transportation services in the Tri-City area, including a service that connects Prescott Valley with Prescott.

Page A-9 Brad Newman, Program Director of Yavapai Exceptional Industries, transports 125 people at great expense and would tie into a transit system. YEI vehicles currently travel about 170 miles a day, and that may be reduced to about 70 miles if a transit system were available. A transit system should be viewed as “clean and green.”

Page A-11 Marni Uhl, P.V. Chamber of Commerce, says transit will help attract businesses to the area – one of the components to make the area more attractive. Businesses will support it. It should be a regional service. Because housing is at a premium in Prescott, public transit would be used by commuters going from P.V. to work in Prescott. Availability, accessibility and dependability will affect how transit is used.

Pages A-11& 12 David Maurer, Prescott Chamber of Commerce, believes that transit service is needed and gives people options as gas prices go up. A growing number of people will use transit to go to work. Last summer the Chamber did a small sample of 30 manufacturers, and about half said transit would help employees. It needs to be a regional system rather than per city. Cities cooperate on other issues, so they can cooperate on transit, too. For any system to be successful, it needs to start in a reasonably developed way, with regular service, more than a few hours a day, include weekends. Piecemeal it and start slow and you won’t build support to grow it.”

Pages A-12&13 Dezi Stone, Director of Planning, YRMC, believes that a transit system is needed because area population is surpassing the availability of transportation throughout the community. More than 50% of YRMC employee base could use transit. Ms. Stone believes that the Medical Center would be open to offering incentives for people to use transit. The most important role of the transit system is to serve weekday work trips (morning and late afternoon), and daytime medical trips needed by senior citizens.

Ms. Stone envisions both fixed route service for youth (who are spontaneous) and workers, if schedules are appropriate for their needs, and paratransit for seniors who have appointments and can plan ahead. She says we already have the second system available with taxis and voucher system. But it’s not as available as it should be. A fixed route system should be added to what we already have. Workers would not want to call every day and make an

—

APPENDIX 2

Why other alternatives do not fulfill the need for a moderately-sized public transit system as suggested by the Study findings:

Executive Summary – Page 3 Alternative 1 (present voucher program) is not eligible for federal funding assistance because it does not serve general public. Alternative 2 (vouchers with shared-ride taxi system) is federally eligible, but likely would offer limited benefits to the general public.

Page 2-3 The private sector transportation providers in Central Yavapai County “primarily respond to niche markets where *premium fares* are tolerated by passengers.” [italics added. Comment: The people who most need public transit cannot afford these fares!]

Page 2-4 “Citibus service consists of a single vehicle running a one-way loop in central Prescott...” [Comment: As we have often heard, one bus does not provide reliable, timely service. Customers are advised to call the office to see if the bus is down for maintenance or repairs.]

Page 2-12 Eligibility for NACOG vouchers is linked to household income and access to a personal vehicle. Recipients must call NACOG between the 20th and 25th of each month to request vouchers for the next month. Vouchers are issued on first-come, first-served basis and are dependent on available funding. These do not serve the needs of workers. Although waiting lists have been established for those needing vouchers in Prescott and Prescott Valley, the City of Prescott reduced its contribution for FY 2007.

Page 7-24 Alternative 1 (current voucher system) “Given ongoing concerns with the stability of the LTAF program...” it is “...possible that additional local funding will be required to maintain the voucher program at its current level.”

Page 7-24 Alternative 2 (expanded voucher system to general public – Shared Ride Taxi) [Comment: Because of need for passengers to schedule reservations in advance, and trips are provided on a “first come, first served” basis, this alternative would not be adequate for transportation needs of workers and students.]

Page 7-5 Demand Responsive Service: Because system capacity is lower than fixed route alternatives, passengers may be denied service during peak hours. High operating cost per passenger tends to require higher fares. Concerns about viability of LTAF program similarly apply to this alternative” (i.e., additional local funding may be required to maintain the voucher program.

Alternative 4 Of those who responded to the survey in congregations involved in No. Arizona Interfaith Council, a large majority preferred Alternative 4. However, I think we need to start with the less expensive and more viable fixed route system described in Alternative 3. I believe we can transition to the mature system described in Alternative 4 as service quality improves and ridership increases.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Sue Knaup
Representing: Prescott Alternative Transportation
Address: Personal; PO. Box 3309 Zip: 86302
Phone Number: 541-9841 Email: Sue@thunderheadalliance.org

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

Alternative #4 is the only choice. Even it will not serve the minimal needs of are residents because 60 minute intervals rule out public transit as a viable option. Once Alternative #4 is in place, everything possible must be sought in order to increase intervals to minimum 30 minutes on off hours and 15 minutes during rush hours.

Please also ensure that all bus stops are well connected to bikeways and walkways, have secure parking, and all buses include bike racks.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT • Chino Valley • Prescott • Prescott Valley • Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Ann Lourie
Representing: Individual
Address: 1520 MAJESTIC Way Zip: 86301
Phone Number: 928-445-4280 Email: Almourie@earthlink.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

If we start small with increasing transfers, the cost of expanding the transportation system will be much more expensive later.

I am in favor of #4 or at the very least #3.

The city will give huge amounts of money to big stores (Walmart, Lowe's) but always say "we don't have the money" when it comes to improving the quality of life in the city.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

fax: 928: 759-3125



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: JOHN LORANT

Representing: SELF

Address: 1185 LINWOOD AVE., PRESCOTT Zip: 86305

Phone Number: 928/717-1185 Email: johalorant@cablenet.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

ALTERNATIVE # 3 IS THE MOST
PRUDENT ONE FOR FULLER SERVICE
AS THE PRESCOTT-CHINO-PRESCOTT
VALLEY COMMUNITIES CONTINUE
TO GROW.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

-----Original Message-----

From: Chino Valley People Who Care [mailto:cvpwc@cableone.net]

Sent: Monday, April 02, 2007 2:41 PM

To: Jodi Rooney

Subject: CYMPO Comments

Dear Jodi,

As you know, People Who Care has been very actively participating in this Transit Needs Study both in Prescott and in Chino Valley. After reviewing the report, I would like to express my opinion, not as a staff member of People Who Care, but as a citizen of Chino Valley. In the 24 years that I have been here, we have improved tremendously the bus schedule and pickup points for our school children. Now, every child that needs a bus ride has one. However, we have not improved one bit the situation for the parents or guardians of these children who may need a ride to work so that they may be able to provide for their families. Nor have we assisted the elderly or homebound who no longer drive in obtaining public transportation so they might independently travel should they choose to. They must depend on neighbors, volunteer agencies or NACOG vouchers for the small amount of help can be provided. I feel as though Alternative 3 is the most logical option at this time as it would provide at least some assistance for the working people of the outlying areas a way to get into the towns that they work in. This would provide them with the opportunity to provide the basic necessities in life for their families. Alternative 4 is the ideal plan, but with the amount of funds it would take to implement that one, Alternative 3 would provide the best assistance at this time. I would urge CYMPO to provide the Alternative that provides the best outcome for the communities which provide the majority of the workforce, Alternative 3.

Sincerely,

Barbara McGirr

Chino Valley, AZ

2007

From: Jack D Wilson [jdwilson1@earthlink.net]

Sent: Friday, March 30, 2007 6:29 PM

To: Joanne Scardina Barr

Subject: Final Draft Transit Study Comments

ended the presentation on the Transit Study. I strongly favor alternative 3 or alternative 4. Given our current population and demographics of a large senior population and many students I feel these two alternatives are best.

el the difference between alternatives 3 and alternative 4 is how much funding we have available.



Jack brought "Bill" the Elk back to Prescott!

www.ElectJack.com

for by Jack Wilson for Mayor Committee

-----Original Message-----

From: Doyle Meredith [mailto:dm44@cableone.net]

Sent: Wednesday, April 04, 2007 11:00 AM

To: Jodi Rooney

Subject: COMMENT

Good morning Jodi, Doyle Meredith here stating that I support the Northern Arizona Interfaith Council Recommendation on the CYMPO Transit Study.
Best Regards, Doyle

-----Original Message-----

From: Fritzi Mevis [mailto:ppwc@cableone.net]

Sent: Wednesday, April 04, 2007 10:43 AM

To: Jodi Rooney

Subject: Comment on CYMPO Transit Study

Importance: High

Name: Fritzi Mevis
Representing: People Who Care
Address: PO Box 12977, 505 W. Gurley St
Prescott, AZ 86304
Phone: 445-2480
e-mail: ppwc@cableone.net

Dear Jody,

I was unable to use the comment form on the website and, therefore, I'm submitting my comments to you via e-mail.

People Who Care is a not for profit caregiving organization providing volunteer assistance to homebound adults to enable them to maintain their sense of independence stay in their own homes as long as prudently possible. Our geographical area of service is Prescott (including Groom Creek) and Chino Valley. Our sister organization, Neighbor to Neighbor, provides services in Prescott Valley and out to Cordes Lakes.

For the last fifteen years, we have felt the impact of not only the growth in the general population but, more specifically, the growth in the number of older adults. The older adult population in Prescott today reflects what that population will look like in our country by 2030. The aging population typically is dealing with medical conditions and disabilities that make driving unsafe or actually prohibited. Providing an alternative for older adults not to drive their vehicles will make it safer for everyone. Volunteers cannot and will not be able to meet the transportation needs of our older adult and disabled citizens.

People Who Care volunteers provide an average of 40 roundtrips rides per week during the year for our Neighbors (clients) to essential appointments (medical, business, etc) and that number does not include transportation for grocery shopping. At present, 132 volunteers take our clients to the grocery store two to four times a month! Another significant number - currently 36% of our 433 Neighbors are visually impaired (classified from legally blind to blind) and the diagnosis for the majority of them is Macular Degeneration.

I personally **support *Option #3 in the Transit Study*** simply because it is probably more politically and economically feasible at this time even though ***Option #4 would obviously be the best.*** I also support a tax to help pay for regional public transportation.

Even though I have focused my comments on the senior population, I feel that it is vitally important that we provide REGIONAL public transportation for low-income working persons who live in the outlying areas (affordable housing) and work in Prescott and Prescott Valley. Access to transportation for healthcare workers, school teachers, emergency responders, and all other persons in vital work areas should be an obvious concern to all of us!

Thank you for your dedicated and diligent work in helping us work through this long but very vital process.

Fritzi Mevis

Fritzi Mevis
Program Director

ppwc@cableone.net

People Who Care
PO Box 12977
505 W. Gurley Street
Prescott, AZ 86304

tel: 928-445-2480 ☎
fax: 928-445-0035
mobile: 928-710-3024 ☎

Joanne Scardina Barr

From: Sofia M. Mitchell [smmarizona@yahoo.com]
Sent: Tuesday, April 03, 2007 2:31 PM
To: Joanne Scardina Barr
Subject: RE: Transit Study Alternatives List

Joanne,

Thank you. I received this and printed it, because I have a meeting at which I would like to share it tonight.

And I would like to express my views about the four plans. It seems to me that the first two plans do not do much. And the third one does not include Chino Valley. Does it? So, I'm for the plan four, if it is possible. At any rate, we will need good public transit soon with so many people moving here.

Thanks for your help.

Sofia Mitchell

Joanne Scardina Barr <JBarr@pvaz.net> wrote:

I attached the March 21, 2007 Transit Study presentation in Adobe Reader for you. It has a general overview of the 4 alternatives.

Hope this helps.

Joanne Scardina Barr
Administrative Assistant
Central Yavapai MPO
7501 E. Civic Circle
Prescott Valley, AZ 86314
(928) 759-5520 (o) (928) 759-3125 (f)
www.cympo.com
jbarr@pvaz.net

From: Sofia M. Mitchell [mailto:smmarizona@yahoo.com]
Sent: Tuesday, April 03, 2007 1:51 PM
To: Joanne Scardina Barr
Subject: Re: Transit Study Alternatives List

Actually what I need is a description of each. Is that possible?

Joanne Scardina Barr <JBarr@pvaz.net> wrote:

1. Improved Locally Funded Voucher Program
2. Federally Assisted Voucher Program
with General Public Shared Ride Taxi (SRT) System
3. Limited Service Fixed Route System

-----Original Message-----

From: JMorley236@aol.com [mailto:JMorley236@aol.com]

Sent: Monday, April 02, 2007 2:47 PM

To: Jodi Rooney

Subject: CYMPO comment form

Hi Jody, I just read the Transit report at the Prescott Library.

I feel strongly that we need to proceed with the introduction of a fare based, route based, bus mass transportation alternative.

I understand a driving force is to obtain the federal funds available to us on an annual basis but we would be very short sighted if we merely put that into the existing voucher process. Once we have to open voucher availability up to all citizens the voucher process will be overwhelmed with requests which I believe we would be compelled to fund even if it exceeded the amount of the federal money.

I believe many senior 2 car families would consider eliminating the many costs associated with keeping a second vehicle (financing, registration fees, insurance, gas and maintenance) if a reliable mass transportation alternative existed.

Thanks for your efforts in this area and I look forward to the introduction of sound mass transit alternative in the upcoming future.

Joe Morley

5724 Foxglove Place

Prescott

2007

-----Original Message-----

From: Kenneth D. Briefer [mailto:briefer@northlink.com]

Sent: Sunday, April 01, 2007 3:44 PM

To: Jodi Rooney

Subject: CYMPO transit comment

I believe that the quad-city area needs a good transit system. Moreover I think that it must address the needs of seniors and disabled members of the community. If the demographers are correct, in just a few more years, the area will be the third largest metropolitan area in Arizona. Plan now! Retrofitting busses with wheelchair lifts is very expensive. Provide rides for Veterans living at the VA Hospital to get into town for shopping, and into Prescott Valley for entertainment. Reduce the number of cars on the roadways. Provide transportation to the airport so that when a good feeder airline becomes available, the community will have access to it, and cars won't jam parking lots at the airport.

Kenneth D. Briefer

34 Woodside Drive

Prescott, AZ 86305-5090

Home: 928-778-0820

Cell: 928-713-0820

Central Yavapai Metropolitan Planning Organization (CYMPO)

CYMPO needs input from people regarding pursuing a transit system for the Prescott, Prescott Valley & Chino Valley area.

The Central Yavapai Regional Transit Needs Study is finalizing their study at noon on Wed., April 4 They would like comments and/or a show of interest in which alternative would be best. This information will then be included in their report. You can get additional information from Jodi Rooney at 759-5516 or Joanne Barr at 759-5520 at CYMPO.

Name	Address/City	Alt.#
Lorissa Hamilton-Tang	427 Beach Av Prescott 86303	3
Rebekah Thompson	611 Alder St. Prescott 86301	3
PATRICIA Bolgria	19 Walking Diamond Dr. Prescott Az. 86301	3
Marcia Sorey	19 Walking Diamond Dr, Prescott, AZ 86301	#3
CAROLE HANN	1258 GARDENIA LN, PRESCOTT AZ 86305	#3
JAS. C. Fouch	1610 W. Lindley DR - PRESCOTT, 86303	-3
Doris Stradman	7945 E Crooked Cr. Jr. PV. AZ 86314	#3
Jane Ideis	1896 Interpoint East, Prescott 86303	#3
LEE E. EAST	1225 Timber Point North, Prescott 86303	#3
Evelyn David	715 Malia Way 86303	#3
Brianna Simon	1667 Constable St. Prescott, AZ 86301	#3

4/3/07
Evelyn David
Called - All
signed petitioners
want the COP,
PV, Chino
Alternative.
Request that
all be changed
to #4 - full
service -
There was a
miscommunication

Central Yavapai Metropolitan Planning Organization (CYMPO)

CYMPO needs input from people regarding pursuing a transit system for the Prescott, Prescott Valley & Chino Valley area.

The **Central Yavapai Regional Transit Needs Study** is finalizing their study at noon on Wed., April 4 They would like comments and/or a show of interest in which alternative would be best. This information will then be included in their report. You can get additional information from Jodi Rooney at 759-5516 or Joanne Barr at 759-5520 at CYMPO.

Name	Address/City	Alt.#
QUENTIN DAVID	715 MALIA WAY	#3
Joan CORWELL	72950, PENN AV.	#3
Elizabeth YET	229 So. Penn Ave	#3 Prescott
Mary J Hansen	1926 Timber Point West	86303 #2
Volm Hansen	" "	" #3
Robert Holleran	1909 Timber Pt. West	86303 #3
Dianna Lazzari	3155 Graham Pl	#4
Kim Buehl	261 Lobo Ln Chino Valley	#3

-----Original Message-----

From: Doris Piatak [mailto:dorispatak@cableone.net]
Sent: Sunday, April 01, 2007 5:02 PM
To: Jodi Rooney
Subject: Coimment on Transit Study

Doris Piatak, 1095 Northwood Loop, Prescott 86303
928-771-2266 dorispatak@cableone.net

Thank you for this opportunity to state my reaction to the Transit Study.

I believe that the time is here for an enthusiastic adoption of an inter-city and intra-city transit system, one that will do much to improve quality of life in our region for people at all economic and age levels. After considerable study of the report, I want to register that my preference for now is # 3, the Limited Service Fixed Route System, with the assurance of the following:

1. That it be managed by a government entity, preferably CYMPO, Yavapai County, PV, or Prescott, and not contracted out to the current operator of the Citibus;
2. That provision for transporting bicycles be built onto all the buses;
3. That routes be designed with as much flexibility as possible, especially to accommodate students of all ages, as well as low-income workers;
4. That specific review dates be built into the program so that needs for expansion or alteration of routes and schedules can occur without going back to taxpayers;
5. That due attention be paid to environmental quality when selecting buses;
6. That efforts be made to arrange for convenient park-and-ride sites in conjunction with bus stops.

Alternatives # 1 and # 2 are delaying strategies which would do nothing to improve life for working people, especially unskilled workers and single parents who struggle to keep a car in running condition. Those are the people employed in the restaurants, schools, hospitals, nursing homes, and other facilities the more affluent taxpayers among us need or enjoy.

I would much prefer to see # 4 in operation, but I recognize the risk involved in promising to support the system for the next decade or two and the difficulty posed by getting multiple communities and governmental bodies involved before the system has been tried on a smaller scale. It is my hope that within 3 or 4 years a smooth transition can be made to an expanded system including Chino Valley and then including Dewey-Humboldt as soon as the density along the Rt. 69 corridor warrants the change.

From: Lisa Anders [pizzie@cableone.net]
Sent: Friday, March 23, 2007 10:49 AM
To: Joanne Scardina Barr
Subject: Final Draft Transit Study Comments

think we need to adopt the first option in the study which links the quad-city area.

Thank you,
Lisa Anders, RN
pizzie@cableone.net



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: DAVID W. POLHEMUS
 Representing: _____
 Address: 208C CREEKSIDE CIRCLE Zip: 86303-5608
 Phone Number: 928-717-8824 Email: dypolh@cabbone.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

IN LIGHT OF THE COST OF GASOLINE, A GOOD BUS SERVICE
THROUGHOUT THE TRI-STATE AREA, WOULD BE A
RESPONSIBLE WAY TO ADDRESS ENERGY CONSERVATION. IT
WOULD ALSO CUT DOWN THE NEED FOR FURTHER
PARKING. IF WE HAD A GOOD ECONOMIC BUS
SERVICE, I WOULD BE ABLE TO SELL ONE CAR.
THIS WOULD ALSO CUT BACK ON CO₂ EMISSIONS.
WITH THE NEW SERVICES BEING ESTABLISHED IN THE
"OLD EYES" AT THE INTERSECTION OF GURLEY &
THUMB BUTTE ROAD, TRANSPORTATION WOULD BE
NEEDED TO SERVICE THE CLIENTS.

I WOULD SUPPORT A TAX TO SUBSIDIZE THIS SERVICE.

CHECK RIDES GIVEN BY PEOPLE WITH CAR, BLIND CENTER, VA &
REGARDS TO SEE NEED.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

Central Yavapai Regional Transit Needs Study

Name: Lisa Barnes

Representing: Prescott Alternative Transportation

Address: 1513 Linwood Ave, Prescott **Zip:** 86305

Phone Number: 708 0911 **Email:** lisa@prescottbikeped.org

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

Of the four alternatives presented, I prefer number 4 – the most comprehensive one.
There are a few things I must note, though: * Buses must be more frequent than once an hour. If this system is not convenient for the public, including more frequent service, then it will never get used. Perhaps some of the routes, at certain times of the day, once an hour would be fine. And Saturdays perhaps makes sense. But some of the routes carrying commuters must be more frequent – at least every half hour, if not more; especially during rush hour. * Buses must be equipped with racks to accommodate bicycles. Studies around the country have shown including these racks increases ridership.
* Comprehensive, safe facilities for pedestrian and bicycle access to bus stops must be part of the implementation of any transit plan (sidewalks, bike lanes, bike racks at major stops, adequate crosswalks and intersections to access stops on busy streets, etc). Again, a transit system must be convenient for all users in order for it to be successful.
* Constructing and implementing a transit system is the first half of making this work. The second half has to include education and encouragement of residents to use the system. This should be considered part of the total transit plan.
To start up a transit system from scratch, we need to do it right; make it a complete plan – one that will succeed. By not making it as convenient – desirable – as possible to the public, it will certainly fail.
For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

March 22, 2007

Please include my vote and concerns regarding public transit to CYMPO and Prescott City Council.

I am requesting CYMPO and the City Council take action on public transit now! This issue has been studied for years now. It is time to take action.

The option I would like to see implemented involves the fixed route system that would link Chino Valley, Dewey, Prescott, and Prescott Valley. Although this option is more expensive than the others being considered, it is also more comprehensive and serves the people of West Yavapai County who need public transportation more adequately.

Thank you.

Paula Burroughs
778-3137



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: ROBERT E GROSSMAN
Representing: SELF
Address: 258 Rockridge Dr. Prescott Zip: 86305
Phone Number: 728 4919 Email:

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

Although more costly I prefer the fixed
route system over the BRTS.

Includes up to a \$100 cost should also
factor in the resultant lower car purchase
costs. For example, a 2 person retired family
with 2 cars is paying maybe \$400/yr for
insurance & registration. Selling 1 car would \$400/yr
to pay for use of public transportation.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: ROGER ROBISON
Representing: UNITARIAN UNIVERSALIST FELLOWSHIP OF PRESCOTT & NAIC
Address: 275 WESTGATE, PRESCOTT Zip: 86305
Phone Number: 928-778-4136 Email: prob2834@commspeed.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

IN THE BUSINESS SECTION OF THE COURIER FOR APRIL 1ST
THE CENTRAL ARIZONA PARTNERSHIP ADVOCATING RESPONSIBLE
GROWTH ~~PER~~ SURVEY SHOWED THAT 46% FELT THAT
LACK OF MASS TRANSIT WAS A MAJOR TRANSPORTATION
PROBLEM. THIS SUGGESTS TO ME THAT INTEREST
IN PUBLIC TRANSIT REACHES CONSIDERABLY HIGHER
THAN THE 3% OR SO THAT THE TRANSIT STUDY SHOWS.
THEY ARE TALKING MASS TRANSIT RATHER THAN A FEW
BUSES ON THE ROAD. IT IS MY OPINION THAT OPTION
4 WOULD BE THE MINIMUM THAT WOULD ACCEPTABLE
TO THE 46% IN THE ABOVE SURVEY. ALSO, THE SIGHT
OF BUSES ON THE ROAD COULD AFFECT THE ATTITUDES
OF FRUSTRATED DRIVERS CAUGHT IN THE GRIP OF MORE

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

TRAFFIC & HIGHER GAS PRICES,



Joanne Scardina Barr

From: Nancy Reynolds [nancypwc@cableone.net]
Sent: Wednesday, April 04, 2007 11:17 AM
To: Joanne Scardina Barr
Subject: Central Yavapai Regional Transit

Nancy Reynolds
People Who Care

I support option 3.

Public transit is very important for all people and this area needs it. Our elders could be much more independent. The working poor would have more opportunities for jobs if they could rely on public transit to get them further than walking. Public could and should be used by all including visitors getting around our wonderful Tri-city area.

Nancy Reynolds
Program Manger
People Who Care

4/4/2007



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Thelma Robison
Representing: UU Fellowship + NAIC
Address: 275 Westgate, Prescott, AZ Zip: 86305
Phone Number: (928) 778-4136 Email: rrr062834@commspeed.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

I want to choose the 4th alternative for transportation ^{because} ~~because~~ the 3rd would eliminate Chino Valley. The 1st two, I believe, do not do anything for public transportation. When the city of Prescott can give thousands of dollars to Lowes plus buying a hill, I don't see what they can't give money for transportation for poor people to go to work.

Thelma Robison

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: Jane Ruth
Representing: Self
Address: 1030 South Dr C7 Zip: 86301
Phone Number: 771-1249 Email: JRuth2212@comcast.net

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report – Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

The League of Home Voters Central Yavapai County
did a study on senior needs. Transportation
was found to be a big need, and I was
asked to attend transportation meetings.
I have attended most of the CYMPO & TAC
meetings since May 2005.
Logan, Utah, has a wonderful transit
system free to users. Could we do the
same to serve our community with electric
buses to reduce pollution & traffic
problems? I vote for #3 to start
the process.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.

Much of the rationale of building an inter/intra city transportation system is two-fold:

- a) to meet the transportation needs of those area residents who either do not possess private means of transportation or are unable to drive because of physical reasons
- b) at this time of global warming it is incumbent on every citizen to do his/her utmost to minimize emissions and further environmental damage to our planet by reducing the number of vehicles on our road system.

I strongly urge the adoption and implementation as quickly as is humanly possible of option # 3 (the Limited Service Fixed Route System) and congratulate the many public-spirited and hardworking individuals who worked on this study and prepared the final report.

Thank you for your consideration,

Susan Lorant

Joanne Scardina Barr

From: Susan Lorant [susanlorant@cableone.net]
Sent: Tuesday, April 03, 2007 9:44 PM
To: Jodi Rooney
Cc: Joanne Scardina Barr
Subject: Comment on CYMPO study and final report
Importance: High

Dear Jody,

I was unable to print out the official form so will reproduce it here:

Name: Susan Lorant
Address: 1185 Linwood Avenue, Prescott, AZ 86305
Representing: Self (taxpayer)
E-mail: susanlorant@cableone.net
Telephone number: 928-717-1185

Comments:

I have lived in Prescott since 1997 and have witnessed the considerable growth in the Tri-City area over those years. There is every reason to expect that growth to continue at an unabated pace. On reading the report I was amazed (and horrified) by the population figures projected for the area by the year 2030.

As a past Board member of People Who Care, I am aware of the great and ongoing need for an extensive, coordinated public transportation system. After careful reading of the final draft, **I recommend adoption of option # 3.**

I believe that public transportation between Chino Valley and Prescott is desperately needed, as is the option of buses to the County Health Building, ADOT and Red Cross and Embry Riddle, all at the northern end of Prescott, as would be included under option #4.

However the financial data presented in this draft raise real questions as to the feasibility of initiating such service in the immediate future. I therefore am endorsing option # 3 as the best option at this time.

I would like to see any final decision tempered with the following provisos:

- 1) Specific review dates should be built into the program so that future needs for expansion or alteration of routes and schedules can be answered without going back to the taxpayers.
- 2) Efforts be made to arrange for convenient park-and-ride sites in conjunction with bus stops, so that the maximum ridership needs may be answered.
- 3) Environmental impact be considered when vehicles are selected.

4/4/2007

Comments to CYMPO Transit Study from Stephen L. Silvernale, Prescott Transit.

First, the amount of time to receive comments is too short.

157 pages including: (Some of which are blank)

4 Appendixes

52 Charts or Graphs (Not easily readable or understandable)

(*I would like a copy of the individual surveys.)

Chapter 1 Area Characteristics

For the most part accurate. I would question growth estimates however. If Dewey Humbolt area is to experience that size growth Public Transit would require significant resources as will Chino Valley. The unincorporated areas projected growth for outpaces the others and will be less dense and harder to serve if at all.

The density maps are in my estimation accurate and depict a difficulty in serving most areas with fixed route due to accessibility, redundant mileage and deadhead trips. These characteristics cause a poor time table as well as routing.

The regional Journey to Work Data shows another point not considered. Many people are living in Prescott because they work here and have no transportation to do otherwise. If cost effective services were available the demand demographics would change to greater populations living outside of Prescott.

The Summary of Future Development indicates a “tipping point” in the next two to three years in favor of a modest fixed route system. I disagree with that assessment. We have a current need for a modest fixed route system. And the sooner we open our eyes and are proactive the less it will cost.

Historical Overviews

- Correct “Silvernail” to Silvernale

-Correct pg 36 par 2 line 6 to 21 month not “year”

-As for the discontinuation of Tri-City Transit the unit cost was excessive and caused funding to be withdrawn.

-pg 37 Private Sector Transportation Providers. Where I agree that they provide a “vital” function I take exception to the term “premium fares tolerated by passengers.” The cost of a trip to Phoenix (100 miles) at \$22.00 one way is hardly excessive when a trip from a Phoenix household to the Phoenix airport could be as much as \$35.00 one way in similar equipment.

-pg 38 Ace City Cab, Allstate, and Discount are no longer in service. Prescott Transit Dial-a-ride is and has not been included.

-pg 41 Interesting Note: Vehicles acquired with 5310 money are not supposed to charge a fare. Has this changed?

-pg 65 Community Survey. Distributed through human service agencies essentially means the people responding already are served by an agency. If this is the data used to determine system demand and projections wouldn't the projections be unreasonable as these potential riders are being served currently? A large concern of tax payers is implementing a service that overlaps existing services and fails financially.

-Pg 71 Demand projections for a “mature system” are based on a range of headways from 15 minutes to 30 minutes during peak, 30 minutes mid-day Saturday and Sunday and night service. Huge cost with little to no return. Boarding’s are way out the feasible range in my opinion.

-Pg 79 Fig. 6-6 suggests annual trips/capita for CYMPO @ 11.32 with mature system. Flagstaff’s system only receives 8.53 I would project 4 if entire area population is counted due to inaccessibility.

-Pg 84 Absolutely correct that the vision must be long term perspective with realistic expectations.

-Pg 89 Voucher program statistics are fairly impressive with a \$4.36 cost/user/month and a \$5.00 average fare. I submit that this could be even better with greater controls and less waste by eliminating the production and administration costs of “script” and substituting an electronic charge/debit type of card. This would eliminate fraud, abuse and the “no change policy creating waste.

-Pg 90 “Open value script” is not being used but rather denominated script is currently in use.

-Pg 91 I agree with elimination fo the co-pay and create sales to general public based on discount table of eligibility. Shared ride taxi service however is questionable as it would be similar to a deviated fixed route or van type of Para transit. Additionally the “Meter” would get in the way.

-Pg 92 – 102 The fixed route proposed Revenue hours are far too high for line service to Prescott Valley, Chino and Dewey. This will create an unsustainable financial burden. While I agree that line service is necessary, lets be proactive not reactive and tailor the service to a sustainable level.

-Pg 103 – 113 Financial analysis assumes a contracted provider which could relieve the operational burden but fails to identify expenses in item of expense or amount. Are we asked to comment on a “pig in a poke?” Is CYMPO to manage at a cost of \$200K per year?

-Chapter 8 Institutional Issues, was not available in the on line copy of the Study and is of extreme interest to Prescott Transit Authority. Why was this not available?

-Pg 117 The comments of Steve Silvernale, the only true provider of Public Transit Services in the region serving the entire state of Arizona with multimodal services. The only provider with an existing infrastructure of facilities, equipment, communications, software, trained personnel and in house maintenance. After a lengthy discussion on both an historical background and future vision for the area tempered by hands on, currently operating experience, received 2 short paragraphs that in essence states he is willing to discontinue service is extremely lacking. Further, could not be further from the truth. Operational data in detail was provided to the consultant yet it would appear that his operations are insignificant.

Respectfully Submitted,

Stephen L. Silvernale
820 E. Sheldon St.
Prescott, AZ 86301
928-445-5466 / 445-5470

-----Original Message-----

From: Guamex7@aol.com [mailto:Guamex7@aol.com]

Sent: Friday, March 30, 2007 2:00 PM

To: Jodi Rooney

Subject: Comment on Transit Study

Hello. My name is Lucinda Skousen, and I have been a resident of Prescott since 1977. I live on 3186 Maranatha Road, off of Willow Lake Road. I've obviously seen many changes in Prescott, especially lately. The need for a decent public transit system in this city is not only overdue, it is imperative. I read about the transit study in the newspaper, unfortunately, I don't have that issue anymore, and when I attempted to see your last presentation and the study on the CYMPO website, the files were damaged so I could not read it so bear with me, please

The voucher system or any increase of the vouchers that are given out by NACOG just doesn't work, and does not serve the majority of the population in this city that desperately need to get around town. A fixed route system that is on time, that begins at least by 6:30 am and ends by 6:30 pm so that most people can get to work, school, appointments, etc., has to be provided. I believe starting out with 6 or 7 buses that concentrate in the Prescott/Prescott Valley areas would be a very good start. Where I live, I do not have a car and cannot really look for work in town because I can't walk "up the hill" on Willow Creek Road everyday. I've done it on occasion, and that walk is not for the weak hearted. My mother is 82, and will be giving up her driving privileges next year. If it wasn't for the nearby Fry's food store, we would starve. Getting a taxi at \$12.00 one way to KMart is out of the question on our incomes.

We have the elderly who don't and should not drive, we have students on a shoe string budget, we have two large low income apartment buildings on Sandretto, the Motor Vehicle Dept. and the Health Dept. have moved out to this area, the Adult Center is now on Rosser, all these places are for people who need their services who for the most part don't or can't drive and don't have much money to get around. My mother, for example, loves to go shopping, but does not like to drive anymore than she has to, and can't get out to the Mall anymore, and refuses to drive out to Prescott Valley to enjoy the shopping and entertainment they provide because it's just too far for her. She would gladly take a city bus that was reliable. I really feel for a lot of people who are just stuck out on this side of town, let alone all the others who are stuck in other parts.

When the minimum wage law increased with the new law, people said there would no longer be any more jobs in town. That is not the case. At the Gateway Mall and all over town I see help wanted signs, but who can afford to work with gas skyrocketing to work at a part time retail job? No one. I would be happily employed if I had some kind of reliable, reasonably priced transportation.

As far as the money needed, the City can find other grants and ways to get it. How on earth did Cottonwood and Flagstaff get their public transit going long time ago? They have smaller populations and tax bases than Prescott and Prescott Valley! There has got to be a way, even if the public has to give up some other taxed based projects that only serve a few people in this city.

To me, the voucher system shouldn't even be on the table for discussion. It simply is not a feasible option now or anytime in future. A fixed route system with a minimum of 6 to 7 buses, reliable ones, is the only way to go.

Thank you.

CC:

Northern Arizona Interfaith Council

Ms. Karen Fann, Chairperson
Central Yavapai Metropolitan Planning Organization
7501 E. Civic Circle
Prescott Valley, Arizona 96314

Dear Karen,

As you know from our prior discussions, NAIC is keenly interested in the outcome of the CYMPO Transit Study and the CYMPO Board decision as to next steps. In view of the CYMPO invitation for public comment upon the draft final report from Nelson-Nygaard, NAIC presented ballots to the congregations of several area churches. The completed ballots have been tabulated as follows:

#4
Big Ticket Voting for the MOST COMPREHENSIVE OPTION: 444

#3 Voting for the SECOND MOST COMPREHENSIVE OPTION: 141

Vouch/Fed Voting for the THIRD MOST COMPREHENSIVE OPTION: 31

Overhauled Voting for the LEAST COMPREHENSIVE OPTION: 24

Invalid Ballots (multiple options marked): 26

Ballots with NO PREFERENCE INDICATED: 10

Total Ballots: 676

As you can see, a large majority returned ballots in favor of the most comprehensive option. This is, perhaps, natural, as there was little time for in-depth discussion of costs and implementation details. NAIC agrees that this option responds best to the needs of the community. Nevertheless, having costs and business risks in mind, **NAIC urges the CYMPO Board to endorse the second most comprehensive option**, i.e. the five bus initial configuration. We believe this is a prudent place to start and that ridership and public response can guide subsequent decisions to grow this option further over time. We believe that the options for voucher-based rides, basic or expanded, are no response at all to the demonstrated public need – especially that of workforce commutation.

As we have previously stated, a "no decision" by the CYMPO Board would be the worst of all outcomes, rendering the study a waste of public funds, and demonstrating a lack of courage by the Board.

We, at NAIC, pledge to continue a proactive campaign, along with other community organizations, to secure the municipal and taxpayer support necessary to a proper implementation of a true transit solution. **We will proactively oppose a voucher-based option.**

The afore-mentioned ballots have been delivered to Ms. Jodi Rooney and are available for inspection.

Thank you for your leadership on this important issue.



David M. Quinn
NAIC
April 3, 2007

cc: Ms. Jodi Rooney

✓

Joanne Scardina Barr

From: Jodi Rooney
Sent: Wednesday, April 04, 2007 9:42 AM
To: Joanne Scardina Barr
Subject: FW: CYMPO

-----Original Message-----

From: Wes Vesey [mailto:vesey.wes@gmail.com]
Sent: Wednesday, April 04, 2007 7:16 AM
To: Jodi Rooney
Subject: CYMPO

We support option #3 the 5 Bus option. We would prefer option #4 but understand the financial arguments against that. We are certainly willing to increase our taxes to support inter-city transportation!

Wesley and Phyllis Vesey
1266 Los Arcos Drive
Prescott, AZ 86305-5280

Phone: 928-776-4328

Joanne Scardina Barr

From: jwarrick@cableone.net
Sent: Wednesday, April 04, 2007 2:11 PM
To: Jodi Rooney; Joanne Scardina Barr
Subject: comment on transit study

April 4, 2007

Mrs. Jodi Rooney
Administrator, CYMPO
(928) 759-5516
jrooney@pvaz.net

Subject: Central Yavapai Regional Transit Needs Study--Comment

I support alternate 4 and urge you to add more buses to the lines as soon as possible to increase the convenience by reducing the wait time. This will encourage more ridership.

Some people will object to the cost of transit, but they need to consider the COST-BENEFIT and the cost of doing nothing. The cost of doing nothing will be urban sprawl and degradation of our quality-of-life as more automobiles crowd into what was once a rural region.

Most people are not aware that the IRS allows 48.5 cents/mile for business use of automobiles. (and the IRS has never been known to be generous) About a third of this is fuel; the rest is finance charges, depreciation, insurance, maintenance. Please help the public become aware of the costs of automobile use to compare to the cost of transit. I will also be involved in a similar public education campaign that Iâ€™m proposing to Prescott Alternative Transportation, of which I am a board member.

I hope to discuss this with more at a later date.

Thanks you for your efforts to improve our community.

Best regards,

Jim Warrick
jwarrick@cableone.net
1899 Meadowridge Road,
Prescott, Arizona 86305
928-925-4760 (cell)
928-541-1950 (office)

Msg sent via CableONE.net MyMail - <http://www.cableone.net>

4/4/2007

Jodi Rooney

Received
4-5-07 1:48 PM

I am writing this on the behalf of all the Yavapai County Seniors, How many about Fifty Nine Thousand Four Hundred Twenty Nine (59,429) registered voters and older in Yavapai County. We hear at the NACOG office for the Area Agency On Aging are reaching out to those that are in need of our services. One is to assist them in Job traing and placement in a job they can fill to supplement their income this program is called Secept. There are those that want to give of their selves in and through out the County of Yavapai. We have many that would like to volunteer their time and many talents that come not only from the U.S.A. but from Foreign places. Many would like to go to our classes at the Yavapai College but can't drive because of a disability or lost their drivers licenses. With being a place that more and more Senior choose to live .we need to prepare to take care of the ones we have. I am taking about the older people not even touching the youth in our County that can't get to many things that we do not have in Prescott, that are in Prescott Valley or other place in our County. We now have a Community Center that we waited for a long time, we now have it . The question now is how do we get to it? Their was nothing put into the planning when it was all put together how to get people their to use what we all were waiting for. No transportation what's new. We all don't have the money to take a taxi cab even one way, because is to high, as for the red cross van services you have to book two days in advance and than only if they can fit you in for a ride if the are not booked up because they don't have enough volunteer workers to drive the vans. Our seniors have said when you get the buses up and running Don't for get that we will need a place to sit at the bus stops and that place to sit needs covering it is called a shelter from our weather, we are old and can't take the Hot Sun or the Cold Snow or the Rain we will all be filling up the Hospital because we will be sick from being out in the weather. Don't do poor Planning like the Community Center and leave out the important things and by the way some trash cans to keep the shelters clean. You see we older ones do still have minds to think and plan with you who are doing the bigger JOB SO LET US HELP. We are here and do give into many coummity needs to help others, and we still are part of the Yavapai County and still pay Taxes, so let us live out the years we all have left with less stress and a little respect.

This is how it has been told to me over and over by many Seniors through out our County and I will not turn a deaf ear to their needs for we shall all be their some day and it will be their for us when we need Transportation so please help us to make it happen for all concerned Young and old alike as we have worked together more than once to make things happen in time past just like the Library we all use it and it is great and our Bus services will be like wise.

Nacog
Area Agency on Aging
Secept Program
Patricia Perez

4-04-07



ADOT•Chino Valley•Prescott•Prescott Valley•Yavapai County

CYMPO COMMENT FORM

Central Yavapai Regional Transit Needs Study

Name: LARRY PRENTICE
Representing: TOWN OF PRESCOTT VALLEY - CITIZEN
Address: 9541 TOWNGO DR, PRESCOTT VALLEY, AZ Zip: 86314
Phone Number: 928-759-9227 Email: lprentice@aol.com

We appreciate your interest in the Central Yavapai Regional Transit Needs Study: Draft Final Report - Preferred Service Alternatives dated March 21, 2007, and welcome your participation. Comments may be mailed to CYMPO, 7501 East Civic Circle, Prescott Valley, AZ, 86314 or via email at the addresses below and must be received no later than April 4, 2007.

I AM IN FULL SUPPORT OF HAVING A TRANSIT SYSTEM FOR THE
REGIONAL AREA. I WOULD LIKE TO SEE A TROLLEY SYSTEM FOR EACH
LOCAL MUNICIPALITY & A BUS SYSTEM TO TRANSPORT YOU BETWEEN THE
CITIES & TOWNS (PV, PRESCOTT, CHINO VALLEY, DEWY). I RECENTLY MADE A
VISIT TO DURANGO, CO AND I WAS REALLY IMPRESSED WITH THE TROLLEY
TRANS. THEY DEVELOPED THERE. IT WAS A SIMPLE SYSTEM THAT HAD DESIGNATED
STOPS & PICK-UP LOCATIONS. YOU COULD BE PICKED UP AT ANY OF THESE
LOCATIONS WITHIN 15 MIN MAX. THE CHARGE WAS ONLY \$0.60 TO RIDE.
WE DIDN'T HAVE TO DRIVE ANYWHERE BECAUSE THE TROLLEY TOOK US EVERYWHERE
WE NEEDED TO GO. I THINK A SIMPLE SYSTEM LIKE DURANGO HAS COULD
BE IMPLEMENTED HERE FAIRLY EASILY. I THINK WE NEED TO START
SIMPLE & SMALL BEFORE WE CAN TACKLE BIGGER SYSTEMS LIKE MONORAIL
OR LIGHTRAIL.

For additional information, please contact Jodi Rooney, Administrator, Central Yavapai Metropolitan Planning Organization (CYMPO) at 759-5516 or email jrooney@pvaz.net; or Joanne Barr, CYMPO Administrative Assistant, 759-5520 or jbarr@pvaz.net.