



TRANSPORTATION ADVISORY COMMITTEE AGENDA

DATE:	December 15, 2016	TIME:	2:00 PM
PLACE:	Casa Grande Public Safety Complex (Rm 128) 373 E. Val Vista Blvd, Casa Grande, AZ 520-705-5153 Jason's Cell		
TAC MEMBERS	Duane Eitel, Casa Grande - Chair Lance Dunagan, Eloy - Vice Chair Matt Rencher, Coolidge	Jason Bottjen, ADOT Kathy Borquez, Pinal County	
Shaded items are action items: Action may be taken on any item on the agenda, or items brought up at the meeting.			
ITEM	AGENDA ITEM	PRESENTER	PAGE
1	Call to Order and Introductions	Duane Eitel	
2	Approval of Minutes from October 27, 2016 TAC Meeting	Duane Eitel	1-8
3	RTAC Update	Kevin Adam	
4	ADOT Planner Report	Jason Bottjen	9-13
5	ADOT Southcentral District Report	Emily Dawson	
6	FHWA Report	Ed Stillings	
7	Safety Plan Update	Lance Dunagan	
8	Casa Grande Transit Development Plan Update	Duane Eitel	
9	Traffic Count, Data Collection and Mapping Project Update	Jason Hafner	
10	Pinal County RTA Update	Kathy Borquez	
11	Air Quality Update	Jason Hafner Michael Sundblom	
12	MPO Update • MPO Progress Report (12.0) • Ledger (12.1)	Jason Hafner	14-26
13	Recommend approval to send the DRAFT CAG/SCMPO Human Services Transportation Coordination Plan out for the 30 day public comment period	Jason Hafner	27-119
14	Recommend approval of Loan for FY17 STP	Jason Hafner	120-121
15	Recommend Approval of Contract Amendment for HPMS Data Collection	Jason Hafner	122-125
16	Recommend Approval of 2016-2025 TIP Amendment #4	Jason Hafner	126-132
17	Local Government Project Report; Casa Grande, Coolidge, Eloy, Pinal County	Duane Eitel	

Anyone needing accommodations, please contact Jason Hafner at 520-705-5153 48 hours prior to the meeting.



ITEM	AGENDA ITEM	PRESENTER	PAGE
18	Announcements and Other Items to Discuss: <ul style="list-style-type: none"> • Arizona State Transportation Board Meeting, Dec 16, Surprise • Trans Funding Task Force, Dec 21, Phoenix • SCMPO FHWA FIRE Audit, January, Casa Grande • Executive Board Meeting, January 10, Casa Grande • Rural Transportation Summit, January 18-20, Prescott • State Transportation Board Mtg, January 20, Prescott • State Transportation Study Session, January 31, Phoenix 	Duane Eitel	
19	Call to the Public	Duane Eitel	
20	SCMPO TAC Meeting Date - February 23, 2017	Duane Eitel	
21	Adjourn	Duane Eitel	



TRANSPORTATION ADVISORY COMMITTEE MEETING MINUTES

DATE:	October 27, 2016	TIME:	1:00 PM
PLACE:	Casa Grande Public Safety Complex (Rm 128) 373 E. Val Vista Blvd, Casa Grande, AZ		
	520-705-5153 Jason's Cell		
Shaded items are action items: Action may be taken on any item on the agenda, or items brought up at the meeting.			
	<i>TAC Members</i>	<i>Guests/Staff</i>	
Attendees:	Susanna Struble, Coolidge Duane Eitel, Casa Grande Lance Dunagan, Eloy Kathy Borquez, Pinal County	Jason Hafner, ADOT Charla Glendening, ADOT Clark Clatanoff, AMEC Mike Sundblom, Pinal County	Randall Overmyer, CivTec Dan Marum, Wilson Co. Brent Crowther, Kimley Horn Vamshi Yellisetty, Jacobs Irene Higgs, SCMPO
ITEM	AGENDA ITEM		
1	Call to Order and Introductions		1:01 PM
2	Approval of Minutes from August, 25 2016 TAC Meeting		APPROVED 5 - 0
	<i>The TAC approved the Meeting Minutes from August 25, 2016.</i>		
3	RTAC Update		
	<i>Kevin Adam was unable to attend. Irene Higgs updated the TAC on Kevin Adam's presentation to the Arizona Surface Transportation Funding Task Force on October 26, 2016.</i>		
4	ADOT Planner Report		
	<i>Charla Glendening was unable to attend. Irene Higgs commented that interviews had been completed for Charla's replacement and was anticipating an announcement soon.</i>		
5	District Engineer Report		
	<i>Jerry James provided an update on the status of District projects within the MPO Region (see attached).</i>		
6	Local Public Agency Report		
	<i>Jason Bottjen provided the following update:</i> <ul style="list-style-type: none"> • FHWA has provided new guidance on Right of Way Issues to ADOT. ADOT is working on the communication to share with Local Public Agencies and should be provided soon. • Please make sure you are signed up for GovDelivery.com in order to get all of the ADOT communication. • State FY18 HSIP call for projects should be coming in January 2017. • Initial framework for the call for projects for both TAP and Off System Bridge funding has been submitted to the State Engineer's Office for review. ADOT LPA hopes to present this information at the COG/MPO Planner's Meeting on November 4th. 		
7	Safety Plan Update		
	<i>Lance Dunagan provided the following update. Over the last two weeks, the Safety TAC has been reviewing the DRAFT Safety Plan. At the Safety meeting, the adjusted schedule for the project was discussed as well as going over any issues that may have come up during the review.</i>		
8	Casa Grande Transit Development Plan Update		



Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEETING MINUTES

	<i>Duane Eitel provided the following update. The scope of work for the project has been reviewed, discussed and is finalized.</i>	
9	Traffic Count, Data Collection and Mapping Project Update	
	<i>Jason Hafner provided the following update. With consent from the TAC, SCMPO staff will move forward with required steps to increase the contract amount for this project so that the Region can get all traffic counts completed and not be limited to the amount in the original scope of work.</i>	
10	Pinal County RTA Update	
	<i>Kathy Borquez provided an overview of the Pinal RTA (see attached).</i>	
11	MPO Update • MPO Progress Report (11) • Ledger (11a)	
	<i>Jason Hafner provided updates on the activities of the Sun Corridor MPO as well as the current status of the Ledger. The OA amount has changed from nearly 95% to 90%, causing some changes to the Ledger.</i>	
12	Election of Officers for 2017	APPROVED 4 - 0
	<i>The TAC elected Duane Eitel as the TAC Chair and Lance Dunagan as the TAC Vice Chair.</i>	
13	Recommend approval of the Professional Agreement between Sun Corridor MPO and CivTech	APPROVED 4 - 0
	<i>The TAC approved the Professional Service Agreement between Sun Corridor MPO and CivTech and to submit to the Executive Board for review and approval.</i>	
14	Recommend approval of the Project Nominations for FY2022 - 2025 STP Projects	APPROVED 4 - 0
	<i>The TAC approved the Coolidge Ave; 9th St - Skousen Rd, Maricopa Casa Grande Hwy & Val Vista Blvd Intersection and Vah Ki Inn Rd; 9th St - Kenworthy Rd projects to receive STP funding and send to the Executive Board for review and approval.</i>	
15	Recommend approval to apply for 5304 Transit Grant for the City of Eloy	APPROVED 4 - 0
	<i>The TAC approved the request to apply for 5304 Transit Grant funds for the City of Eloy and to submit to the Executive Board for review and approval (pending approval of the City of Eloy City Council for the matching funds for the Grant).</i>	



Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEETING MINUTES

16	Recommend approval to send the DRAFT Safety Plan out for the 30 day public comment period.	APPROVED 4 - 0
	<i>The TAC approved the DRAFT Regional Safety Plan being sent out for the 30 day public comment period and to submit to the Executive Board for review and approval.</i>	
17	Local Government Project Report; Casa Grande, Coolidge, Eloy, Pinal County	
	<p><i>Kathy Borquez, Pinal County discussed:</i></p> <ul style="list-style-type: none"> • <i>The County sign project is expected to Advertise in December;</i> • <i>The County is working on a Safety and Mobility Study. The DRAFT Map will be presented to the Board of Supervisors and eventually at each City Council Meeting.</i> <p><i>Lance Dunagan, Eloy discussed:</i></p> <ul style="list-style-type: none"> • <i>The City is completing the Final Inspection of Phase I of the Sign Procurement project;</i> • <i>Phase II is expected to go to bid in October;</i> • <i>Kick Off for the Toltec Road PARA study is scheduled (November 9)</i> <p><i>Susanna Struble, Coolidge discussed:</i></p> <ul style="list-style-type: none"> • <i>Still trying to resolve the issues on Central Avenue with ADOT. The progress seems to have stalled;</i> • <i>TCEs and Utility issues are still outstanding on the Main Street project. The IGA is completed and the Invoice on the project for the Local Match are en route;</i> • <i>Randolph Rd- Currently working through some Title Company issues and pursuing adding street lighting to the Design;</i> • <i>Ruins Drive is moving into Stage III of Design. Susanna recently met with the National Parks Service to give them an idea of the goals of the project;</i> • <i>Kickoff for the Vah Ki Inn PARA study is scheduled (November 10);</i> • <i>City Concil voted to fund local road projects. These improvements will focus on streets pointing downtown.</i> <p><i>Duane Eitel, City of Casa Grande discussed:</i></p> <ul style="list-style-type: none"> • <i>The Pedestrian Hybrid Beacon on Florence Blvd is on pace to construct this summer;</i> • <i>The City is working on a DCR on the widening of Thorton to 4 lanes</i> • <i>The City is working on the Final Design of Soma;</i> • <i>PhoenixMart has stated that they will begin tilting up walls on Monday (October 31);</i> • <i>A proposed Amusement Park is considering construction along I-8 and Henness.</i> 	
18	<p>Announcements and Other Items to Discuss:</p> <ul style="list-style-type: none"> • Arizona State Transportation Board Study Session, Nov 1, Phoenix • SCMPO Executive Board Meeting, Nov 8, Casa Grande • Transportation Funding Task Force, Nov 9, Phoenix • Arizona State Transportation Board Meeting, Nov 18, Safford • Trans Funding Task Force, Dec 7, Phoenix (tentative) • Arizona State Transportation Board Meeting, Dec 16, Surprise • Trans Funding Task Force, Dec 21, Phoenix (tentative) • Rural Transportation Summit, Jan 18-20, Prescott 	
19	Call to the Public	



TRANSPORTATION ADVISORY COMMITTEE MEETING MINUTES

	<p><i>Ed Stillings, FHWA discussed:</i></p> <ul style="list-style-type: none"> • <i>Asset Management Performance Measures have been released;</i> • <i>In December there will be an all day training on Target Setting. FHWA would like to see a coordinated effort so all Agencies are on the same page for Target setting efforts;</i> • <i>Kelly LaRosa has left FHWA Arizona. She is still housed in the same office, but is now an employee of Washington. FHWA is close to filling her position;</i> • <i>FHWA has a vacant ITS staff position that has yet to be advertised.</i> <p><i>Mike Sundblom, Pinal County discussed:</i></p> <ul style="list-style-type: none"> • <i>ADOT is working on Design Plan for 1-10 Marana area for DMS and Video Systems;</i> • <i>The County is currently working on mitigation strategies for off highway properties;</i> • <i>The County has paved 17 miles of dirt roads so far this year, their goal was 15 miles.</i> 	
20	SCMPO TAC Meeting Date - December 15, 2016	
21	Adjourn	2:01 PM



SUN CORRIDOR MPO
TRANSPORTATION ADVISORY COMMITTEE (TAC)
SIGN IN SHEET

MEETING HELD AT:	Casa Grande Public Safety Complex (Rm 128) 373 E. Val Vista Blvd, Casa Grande, AZ	DATE OF MEETING:	October 27, 2016
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Sign in	NAME	Representing/Agency	City/County	Phone	EMAIL
	VOTING TAC MEMBERS				
	Charla Glendening	Planning Program Mang	ADOT	602-712-7376	cglendening@azdot.gov
	Duane Eitel	Transportation Engineer	Casa Grande	520-421-8625	deitel@casagrandeaz.gov
	Kathy Borquez	Senior Trans Planner	Pinal County	520-866-6406	kathy.borquez@pinalcountvaz.gov
	Lance Dunagan	Town of Eloy PW	Eloy	520-466-3083	ldunagan@ci.elay.az.us
	Susanna Struble	Coolidge PW Director	Coolidge	520-723-4882	sstruble@coolidgeaz.com
	GUESTS				
	Amy Moran	Wilson & Company	Phoenix	602-283-2722	Amy.Moran@wilsonco.com
	Travis Ashbaugh	Trans Planning Manager	CAG	480-474-9300	tashbaugh@cagaz.org
	Clark Clatanoff	AMECFW	Phoenix	602-733-6026	clark.clatanoff@amecfw.com
	Dale Miller	Rick Engineering	Phoenix	602-522-0330	dmiller@rickengineering.com
	Dean Giles	MAG	Phoenix	602-254-6300	dgiles@azmag.gov
	Ed Stillings	FHWA	FHWA	602-382-8966	ed.stillings@fhwa.dot.gov
	Emily Dawson	ADOT Tucson District	Tucson	520-318-4209	edawson@azdot.gov
	Eric Boyles	ADOT LPA Section	Phoenix	602-712-4428	eboyles@azdot.gov
	Greg Stanley	County Manager	Pinal County	520-866-6201	gregory.stanley@pinalcountvaz.gov
	Harvey Krauss	City Manager	Eloy	520-466-9201	hkrauss@ci.elay.az.us
	Jason Bottjen	ADOT LPA Section	Phoenix	602-712-6166	jhafner@azdot.gov
	Jerry James	ADOT Tucson District	Tucson	520-388-4219	james@azdot.gov
	Kevin Adam	RTAC Director	Phoenix	480-577-7209	kadam@rtac.net
	Kevin Louis	Casa Grande PW Dir	Casa Grande	520-421-8625	klouis@casagrandeaz.gov
	Larry Talley	ADOT Traffic Safety	Phoenix	602-712-7709	ltalley@azdot.gov
	Marta Gerber	Baker	Phoenix	602-279-1234	mgerber@mbakercorp.com
	Melanie Lakovich	Rick Engineering	Phoenix	602-957-3350	mlakovich@rickengineering.com
	Michael Blankenship	AMECFW	Phoenix	602-733-6054	michael.blankenship@amec.com
	Mike Sundblom	Pinal County - Air Q	Florence	520-866-6915	michael.sundblom@pinalcountvaz.gov
	Randall Overmyer	CivTech	Phoenix	480-659-4250	rovermyer@civtech.com
	Rod Lane	Tucson District Engineer	ADOT	520-388-4210	rlane@azdot.gov
	Teri Kennedy	MAG	Phoenix	602-254-6300	tkennedy@mag.az.gov
	JASON H. FRENCH				
	Mitt Rencher	Coolidge Civil Engineer	Coolidge	520-723-4882	mrencher@coolidgeaz.com
	Brian Miller	FHWA	FHWA	620-382-8987	brian.miller@dot.gov

Bold indicates voting TAC members

Sun Corridor Metropolitan Planning Organization

Transportation Advisory Committee Meeting: October 27, 2016

Pinal Regional Transportation Authority (Agenda Item #10)

- The Pinal Regional Transportation Authority (RTA) approved the Regional Transportation Plan (RTP) May 11, 2016 and transmitted a Resolution to the Board of Supervisors (Board) June 28, 2016 requesting to schedule an election to approve the RTP and half-cent sales tax to fund the RTP.
- On July 11, 2016, the Board tabled taking action on the Resolution calling for the RTP and tax election to:
 - Obtain legal opinions on limiting the half-cent tax to the first \$10,000 for any single item purchase of personal property; and
 - Draft language to amend the existing statute so that it could be introduced as a legislative change next session.
- On October 20, 2016, the RTA rescinded the Resolution calling for election to allow time for the legislative change.

Pinal County Local Government Project Report (Agenda Item #17)

- ***Pinal County Sign Upgrade Project, ADOT TRACS SH645 03D/01C***
 - Pinal County received 3 retroreflectometers February 25, 2016.
 - The county's GIS staff is working to automate the retroreflectometers to the Lucity software.
 - County's project manager submitted the finalized sign list to ADOT June 9, 2016.
 - The list contains 1,650 new signs.
 - ADOT staff is working to finalize the design specifications before the upcoming holidays.
 - Bid Ready: November 30, 2016
 - Bid Advertise: December 30, 2016
- ***Regionally Significant Routes for Safety & Mobility & Access Management Manual Update***
 - The county's project manager received and approved the Best Practices Technical memorandum in September and expects the draft Access Management Manual next week.
 - Final changes to the map will be completed this week.
 - The county's project manager is scheduling a work session with the Board of Supervisors to present the draft Access Management Manual and updated map on November 9, 2016.

DISTRICT CONTACTS

Jeremy Moore, P.E. 520.260.2384
Assistant District Engineer Construction
jmoore3@azdot.gov

Jerry James, P.E. 520.388.4219
Assistant District Engineer Operations
jjames@azdot.gov

James Gomes Jr, P.E. 520.388.4231
Regional Traffic Engineer
jgomes@azdot.gov

Sardar Chalabe, P.E. 520.388.4276
Regional Materials Engineer
schalabc@azdot.gov

Thomas Threlkeld 520.388.4214
Maintenance Superintendent
tthrelkeld@azdot.gov

Emily Dawson 520.388.4209
Project Development Specialist
edawson@azdot.gov

Richard La Pierre 520.388.4225
District Permits Supervisor
rlapierre@azdot.gov

Melissa Reuter 520.388.4262
District Environmental Coordinator
mreuter@azdot.gov

Artie Valenzuela 520.388.4220
Administrative Service Officer
avalenzuela@azdot.gov

Paki Rico 520.388.4233
Senior Community Relations Officer
prico@azdot.gov

CT Revere 520.705.3574
Senior Community Relations Officer
crevere@azdot.gov

Edward Leon 520.838.2820
Tucson Landscape/Natural Resources Supervisor
elcon@azdot.gov

MAINTENANCE UNIT BOUNDARIES

Tucson Maintenance West 520.838.2800
Supervisor: Andy Cañez Unit 5391
I-10 MP 226.00 to 296.19

Tucson Maintenance East 520.838.2810
Supervisor: Rolando Padilla Unit 5392

I-19 KM 48.22 to 101.57
SR 77 68.10 to 133.00
SR 79 91.14 to 110
SR 86 156.69 to 172.39
SR 210 2.70 to 4.70
SR 989 34.26 to 36.00

Three Points Maintenance 520.822.1031
Supervisor: Charles Barclay Unit 5393
SR 85 32.52 to 80.50
SR 86 52.88 to 156.68
SR 286 0.00 to 45.48
SR 386 0.00 to 12.07

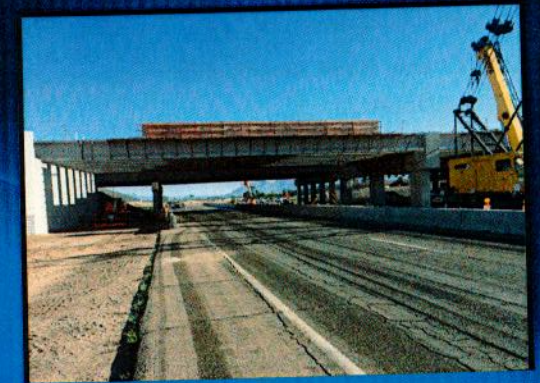
Nogales Maintenance 520.287.3771
Supervisor: David Cruz Unit 5394
I-19 KM 0.00 to 48.22
SR 82 1.19 to 45.23
SR 83 3.19 to 58.58
SR 189 0.00 to 3.75
SR 289 0.00 to 10.83
B-19 0.00 to 5.88

Casa Grande Maintenance 520.836.2240
Supervisor: Jim Soliz Unit 5396
I-8 147.61 to 178.33
I-10 175.81 to 226.00
SR 79 110 to 150.28
SR 84 155.16 to 177.97
SR 84 195.2 to 196.45
SR 87 115.77 to 159.62
US 60 208.45 to 217.60
SR 187 186.77 to 192.19
SR 287 134.85 to 142.74
SR 347 160.90 to 172.00
SR 387 0.00 to 15.72
SR 587 225.00 to 225.10

Saint David Maintenance 520.720.4751
Supervisor: James Reindl Unit 5354
I-10 296.19 to 323.0
B-10 (Benson) 303.4 to 306.6
SR 80 293.3 to 332.9
SR 82 45.23 to 67.57
SR 90 289.6 to 336.4
SR 92 321.2 to 329.4

SOUTH CENTRAL DISTRICT

CONSTRUCTION PROJECT STATUS REPORT October - December 2016



Roderick Lane, P.E.
South Central District Engineer
rlane@azdot.gov

1221 South 2nd Avenue
Tucson, AZ 85713

520-388-4200

www.azdot.gov/Highways/Districts/Tucson

ADOT

CURRENT CONSTRUCTION PROJECTS

Construction South, Unit 4591
Resident Engineer Dan Casmer, P.E.
520.780.4109

I-10: Ina Road TI

NH* -010-D(216)S H847901C

Bid amount: \$16,115,365 Reconstruct TI

Contractor: Sundt/Kiewitt, 20% Complete

II-19: Tree Thinning

HSIP-999-A(302)A H820601C

Bid amount: \$903,864 Tree Removal from Clear Zone

Contractor: Tiffany Const 0% Complete

Santa Cruz County Road Resurfacing

PPN-0(210)T SZ16401C

Bid amount: \$437,455 Pave Dirt Roads

Contractor: Earth Resources Corp. 0% Complete

Construction North, Unit 4594
Resident Engineer Chris Page, P.E.
520.209.4544

SR86: San Isidro

086-A(216)-T H846801C

Bid amount: \$7,806,454 Roadway Widening

Contractor: Show Low Construction 80% Complete

SR 86: Valencia to Kinney

STP-086-A(210)S H680601C

Program amount: \$40,960,323 Roadway Widening

Contractor: Ashton 20% Complete

IR 19, IR 15 IR 34 Tohono O'Odham Nation

IT0-0(207) & (208)T SH64201C, SH6403C

Program Amount: \$3,422,232 Signs, Rumblestrip, Striping

Contractor: Sunline 0% Complete

Construction East, Unit 4593
Resident Engineer
Abraham Abdunour, P.E.
520.209.4525

I-19: Santa Cruz River Bridge

NH -019-A(225)T H858201C

Bid amount: \$1,048,048 Bridge Rehabilitation

Contractor: Truesdell Corp., 0% Complete

I-Town of Florence: Main Street Lighting

NTEA-FLO-o(004)T SL53201C

BiBid amount: \$308,966 Lighting and Site Furniture

C Contractor: AJP 10% Complete

SR 287 I10 to La Palma

STP-287-A(201)T H868401C

Bid amount: \$2,212,348 Pavement Preservation

Contractor: N.G.U. 0% Complete

I-10: Craycroft

NHPP-010-E(219)T H877401C

Bid amount: \$3,308,204 Bridge Deck Rehab

Contractor: Granite 0% Complete

I-10: Kino Rd TI

NHPP-010-E(218)T H877201C

Bid amount: \$1,426,624 Bridge Deck Rehab

Contractor: Granite 0% Complete

Construction West, Unit 4592
Resident Engineer Erin Kline, P.E.
520.838.2742

I-19 Ajo TI (Phase I)

NH -019-A(220)S H846701C

Bid amount: \$39,973,369 Reconstruct TI

Contractor: AMES Construction 30% Complete

FUTURE CONSTRUCTION PROJECTS

City of Nogales – Crawford St. Pavement Preservation	Bid Open 10/7/16 SZ03501C
SR 82: MP 28 to MP 83 Pavement Preservation	Bid Open 10/28/16 H868301C
SR 86: Fuller to Valencia Pavement Preservation	9/30/16 H879201C
I-19: Pima Mtn TI Bridge Deck Rehabilitation	11/4/16 H817801C
SR 87: Gila River Bridge Scour retrofit and bank protection	11/11/16 H846501C
I-10: Adams Peak Wash Bridge Scour Retrofit	11/15/16 H854501C
Mainstreet, Coolidge System Enhancement	11/18/16 SZ13001C
I-10: Houghton Traffic Signal	11/30/16 H889701C
SR 87: Randolph Road Add left lane	12/12/16 H887701C
SR 79: MP 122-123 Extend Eight Culverts	12/16/16 H870401C
I-10: Wilmot, Kolb, Rita & Vail Traffic Signals	02/10/17 H889601C
SR 79: at SR 79B Intersection Improvement	02/15/17 H790401C
I-10: Sacaton & I-19 Canoa Rehabilitate Rest Areas	02/20/17 H821301C
SR 90 Sierra Vista – SR 80 Chipseal	02/20/17 H888901C
SR 90 Buffalo Soldier-Hatfield Intersection Intersection Improvement	03/10/17 H880301C
SR 77: Barrow Pl to Miguel Rd Pavement Preservation	03/21/17 H879101C
Casa Grande Florence Blvd Pedestrian Hybrid Beacon	03/17/17 T005501C
I-19 W. Frontage at Country Club Roundabout	03/31/17 H68501C
I-10: Wilmot and Earp Wash Bridges Bridge Rehabilitation	04/04/17 F006301C
SR 87 Ruins Drive Traffic Signal	05/17/17 H883801C
SR 84: Burris Rd to 5-Points Pavement Preservation	06/15/17 H879001C
I-10 Dragoon – Johnson Rockfall Mitigation	06/21/17 F002301C
SR 86: MP 82-102 R/W Fence Replacement	06/06/17 H893101C
South Central District Centerline and Edgeline Rumblestrips	06/15/17 F002001C
SR 86 Fresno to MP123.9 Widening	07/16/17 H846901C
SR 92: SR 90 to Kachina SR 92 at Foothills	07/21/17 H871701C
Pavement Pres and Intersection Improvement	H826501C
SR 87: Santan Ind. Park-Hunt Hwy Pavement Preservation	FY 17 H886401C

**TECHNICAL ADVISORY
COMMITTEE MEETING MEMO**

DESIGN/CONSTRUCTION PROGRESS REPORT

<i>City of Casa Grande</i>			
1.	ADOT TRACS:	SS869 01R	Federal No: HPP CSG-0(201) A
	Project Name:	Pinal Ave Bypass – Pinal Ave and Main St	
	Type Of Work:	ROW Acquisition	
	Project Manager:	Jeffrey Davidson 602.712.8534	
	Project Status:	The City of Casa Grande submitted a project closeout letter to ADOT on 07/14/2016; The City plans to submit a list of projects to ADOT for the repurposing of the earmark funds no later than 08/12/2016. (08/10/2016)	
2.	ADOT TRACS:	SF047 01C	Federal No: SRTS 999 A(317)T
	Project Name:	Rock N’ Roll SRTS - Various Locations in Casa Grande (Saguaro, Casa Grande, and Cottonwood Schools)	
	Type Of Work:	Sidewalk, Ramps and Crosswalk Improvements	
	Project Manager:	Bharat Kandel 602.712.8736	
	Project Status:	Spoke with Mary Cooper and the Final Letter has been sent to the contractor to sign-off on the project. Once the letter is received back from the contractor; the final voucher process will be started. Jason Bottjen to follow up and provide update at TAC Meeting. (11/30/2016)	
3.	ADOT TRACS:	SH648 03D/01C	Federal No: HSIP CSG-0(204)T
	Project Name:	Upgrade Pedestrian Countdown Heads II and APS	
	Type Of Work:	Design - Upgrade Pedestrian Countdown Heads and APS	
	Project Manager:	Bharat Kandel 602.712.8736	
	Project Status:	ADOT received email from the City saying it has received the shipment and would like to schedule an inspection. ADOT Southcentral District was informed about this and was coordinating with the City for inspection. (11/28/16)	
4.	ADOT TRACS:	T0055 01D/01C	Federal No: HSIP-CSG-0(206)T
	Project Name:	SR287 - Florence Blvd, Pedestrian Safety Improvements, Casa Grande	



TECHNICAL ADVISORY COMMITTEE MEETING MEMO

Type Of Work:	Installation of Pedestrian Hybrid Beacon (PHB), pedestrian refuge island, fencing (railing), crosswalk striping, signage and lighting			
Project Manager:	Dave Wostenberg 602.712.8873			
Project Status:	<p>The Stage V Submittal has been pushed back to Dec 2, 2016. This is mainly in part due to Casa Grande not being able to find proof of ROW Ownership. I have instructed AECOM to proceed with obtaining Title Reports going back a minimum of 30 Years to ascertain the ROW and ownership. Once this task has been completed, we will be able to determine if any easements permanent or temporary are needed.</p> <p>We currently believe that there will be no additional ROW and/or easements needed. The project is still on track to advertise in 3rd Qtr FY 17. Environmental clearance was obtained on 10/25/2016. (11/21/16)</p>			
5.	ADOT TRACS:	TBD	Federal No:	TBD
Project Name:	MCG Hwy; N Bianco Rd – Russell Rd, Casa Grande			
Type Of Work:	Pavement Preservation			
Project Manager:	TBD			
Project Status:	Pending Approval by TAC and Executive Board – Project Design is programmed for FY18 for a total of \$212,089. Project Construction is programmed in FY20 for a total of \$795,334. (08/04/2016)			

City of Coolidge				
1.	ADOT TRACS:	SL713 01C	Federal No:	TEA CLG-0(201)T
Project Name:	Central Ave: Arizona Ave to Main St			
Type Of Work:	Installation of Landscape/Irrigation, Sidewalks, ADA Ramps, Curb/Gutter and Lighting			
Project Manager:	Gregory Johnson 602.712.7774			
Project Status:	Awarded by STB on November 20, 2015 to Grey Mountain Construction.			
2.	ADOT TRACS:	SS982 01C	Federal No:	STP CLG-0(204)T

Project Name:		Central Ave; Arizona Ave - Main St	
Type Of Work:		Street reconstruction and the addition of street lighting	
Project Manager:		Gregory Johnson 602.712.7774	
Project Status:		Awarded by STB on November 20, 2015 to Grey Mountain Construction.	
3.	ADOT TRACS:	SZ130 02D/01C	Federal No: STP CLG-0(207)T
Project Name:		Main St; Coolidge Ave - Pinkley Ave	
Type Of Work:		Removal and replacement of full width of pavement, curb/gutter, sidewalk and minor storm drain improvements, lighting.	
Project Manager:		Gregory Johnson 602.712.7774	
Project Status:		Aiming for a 3rd quarter FY17 Advertisement on 02.10.17. The City does not anticipate being complete with their TCE acquisition until late November with the results going for Council approval in December. Federal funds on this project were increased by \$482,653, pending TAC and EB approval. (11/28/2016)	
4.	ADOT TRACS:	H8838 01D/01C	Federal No: HSIP 087-A(208)T
Project Name:		Traffic Signal at SR87 and Ruins Dr	
Type Of Work:		Installation of a new traffic signal at SR87 (AZ Blvd) at Ruins Drive, MP 134.28, including minor median improvements.	
Project Manager:		Sarah Spencer 520.388.4260	
Project Status:		Stage III (60%) submittal due 11/23/16. Utility designation (Subsurface Utility Engineering Phase I) meeting held 10/20/16. Biological Evaluation (BE) submitted to ADOT EP for review on 11/21/16. Cultural report & monitoring plan submitted to ADOT EP for review. (11/28/16)	
5.	ADOT TRACS:	H8877 01D/01C	Federal No: HSIP 087-A(204)S
Project Name:		SR87 and Randolph Rd Intersection Improvement	
Type Of Work:		Installation a left turn lane and the intersection lighting.	
Project Manager:		Sarah Spencer 520.388.4260	
Project Status:		Project bid advertisement moved to 3rd quarter at 11/22/16 PRB. Purchase agreements for all three parcels approved by Coolidge City Council on 10/07/16. City is currently preparing	

	deeds. Intersection lighting has been added to the design to be consistent with the project scope in the approved HSIP application. Amendment to project IGA in process. (11/28/16)		
City of Eloy			
1.	ADOT TRACS:	SH632 01C	Federal No: HSIP ELY-0(203)T
	Project Name:	Regulatory Sign Upgrade	
	Type Of Work:	Procure regulatory signs; installation by the City.	
	Project Manager:	TBD	
	Project Status:	As of the end of September all of the signs have been installed by the City. ADOT RE is planning to meet with the City this Wednesday the 19 th for a site inspection. If all goes well the City can submit their final invoice for the remaining 20% reimbursement cost of the signs. (10/12/2016)	
2.	ADOT TRACS:	SH646 03D/01C	Federal No: HSIP ELY-0(204)T
	Project Name:	Upgrade Regulatory Signs II	
	Type Of Work:	Purchase roadway regulatory signs and install by a contractor	
	Project Manager:	Bharat Kandel 602.712.8736	
	Project Status:	Project advertised for bid on 11/1/16. (11/28/16)	
3.	ADOT TRACS:	SH647 03D/01C	Federal No: HSIP ELY-0(205)T
	Project Name:	Upgrade Pavement Markings	
	Type Of Work:	Installation of pavement markings at various locations.	
	Project Manager:	Bharat Kandel 602.712.8736	
	Project Status:	The construction work on this project has been complete and the final acceptance letter was sent to the contractor on 06/03/2016. Jason Bottjen to follow up and provide update at TAC Meeting. (11/30/2016)	
4.	ADOT TRACS:	T0112 01D/01C	Federal No: ELY-0(206)T
	Project Name:	Toltec Rd; Battaglia Rd – I10, Eloy	
	Type Of Work:	Pavement Preservation	
	Project Manager:	TBD	
	Project Status:	Project has been initiated and Initiation Packet was sent out on October 6 th . IGA was initiated on October 18 th . The IGA the was sent for Entity review on	

		11/22/2016. (11/30/2016)	
5.	ADOT TRACS:		Federal No:
	Project Name:	Battaglia Rd; Sunshine Blvd – SR87, Eloy	
	Type Of Work:	Pavement Preservation	
	Project Manager:	TBD	
	Project Status:	Pending Approval by TAC and Executive Board – Project Design is programmed for FY19 for a total of \$152,704. Project Construction is programmed in FY21 for a total of \$548,030. (08/04/2016)	
<i>Pinal County</i>			
1.	ADOT TRACS:	SH645 03D/01C	Federal No: HSIP PNL-0(212)T
	Project Name:	Sign Upgrade	
	Type Of Work:	Procure 1,849 regulatory, warning and street name signs	
	Project Manager:	Mike Andazola 602.712.7629	
	Project Status:	Procurement has submitted the bid package for approval and signature on 11/16/16. Anticipate authorization before mid-December. (11/28/16)	



MEMO TO: SCMPO TECHNICAL ADVISORY COMMITTEE
FROM: Jason Hafner, SCMPO Transportation Planner
DATE: December 15, 2016
SUBJECT: MPO Update

Progress Report - Below is a listing of some of the activities staff attended for the months of November and December. Staff also prepared documentation for monthly ADOT reimbursement invoicing; attended various meetings with consultants; and general business activities for the MPO.

- North South Corridor Stakeholders Meeting, November 1, Jason attended
- City of Coolidge ongoing project update meeting, November 2, Irene and Jason attended
- I-11 Tier 1 EIS Meeting., November 3, Jason attended
- Statewide COG & MPO Planner Meeting, November 4, Irene and Jason attended
- Statewide Transit Mtg., November 4, Irene attended
- AzTA Board Meeting, November 7, Irene attended
- SCMPO Executive Board Mtg., November 8, Irene and Jason attended
- Board of Supervisors Work Session, November 9, Irene and Jason attended
- Regional Safety Plan Public Meeting, November 9, Irene and Jason attended
- COG/MPO Directors Conference Call, November 10, Irene attended
- City of Coolidge PARA Study Kick off Meeting, November 10, Jason attended
- Substantive Safety Analysis Demo, November 14, Irene and Jason attended
- Val Vista and Anderson Corridors Meeting, November 14, Jason attended
- COG/MPO Directors Conference Call, November 15, Irene attended
- Pinal-Gila Rides Meeting, November 16, Irene attended
- Modeling Network Update Conference Call, November 17, Irene and Jason attended
- Casa Grande City Council Study Session, November 21, Irene and Jason attended
- MAG Awards Meeting, November 29, Irene attended
- FHWA Fire Review Conference Call, November 30, Irene and Jason attended
- ADOT Pedestrian Safety Plan Update Meeting, December 1, Jason attended
- ADOT Corridor Profile Study Meeting, December 1, Jason attended
- Surface Transportation Funding Task Force Mtg., December 7, Irene attended
- ADOT/FHWA Safety Target Setting, December 6, Irene attended
- I-11 Tier 1 EIS Mtg., December 7, Jason attended
- Surface Transportation Funding Task Force Meeting, December 7, Irene

attended

- AzTA Board Meeting, December 12, Irene attended
- Transit P3 Conversation, December 12, Irene and Jason attended
- SCMPO TAC, December 15, Irene and Jason attended
- State Transportation Board Meeting (Surprise), December 16, Irene attended
- ADOT LRTP Meeting, December 19, Irene attended

Sun Corridor MPO Ledger (Item #12.1)

Committee Action Requested:	<input checked="" type="checkbox"/> Information Only	<input type="checkbox"/> Action Requested Below
Information Only		

Sun Corridor MPO Running Ledger Federal Funding At A Glance

	Description	HSIP	STP	SPR	PL	Total Amount	
FY17	Obligation Authority (OA)	\$ 293,234	\$ 1,336,108	\$ 112,500	\$ 104,893	\$ 1,846,736	Remaining OA in FY17
	Programmed Projects	\$ 377,141	\$ 1,372,992	\$ 118,666	\$ 110,643	\$ 1,979,442	
	Remaining Balance OA	\$ (83,907)	\$ (36,884)	\$ (6,166)	\$ (5,749)	\$ (132,707)	\$ 695
FY18	Obligation Authority (OA)	\$ (24,723)	\$ 354,628	\$ 112,500	\$ 104,893	\$ 744,299	Remaining OA in FY18
	Programmed Projects		\$ 316,500	\$ 118,666	\$ 110,643	\$ 545,809	
	Remaining Balance OA	\$ (24,723)	\$ 38,128	\$ (6,166)	\$ (5,749)	\$ 198,489	\$ 1,489
FY19	Obligation Authority (OA)		\$ 583,628	\$ 112,500	\$ 104,893	\$ 797,821	Remaining OA in FY19
	Programmed Projects		\$ 571,532	\$ 118,666	\$ 110,643	\$ 800,841	
	Remaining Balance OA		\$ 12,096	\$ (6,166)	\$ (5,749)	\$ (3,020)	\$ 180
FY20	Obligation Authority (OA)		\$ 798,765	\$ 112,500	\$ 104,893	\$ 1,441,445	Remaining OA in FY20
	Programmed Projects		\$ 1,286,500	\$ 118,666	\$ 110,643	\$ 1,515,809	
	Remaining Balance OA		\$ (487,735)	\$ (6,166)	\$ (5,749)	\$ (74,364)	\$ 349
FY21	Description	HSIP	STP	SPR	PL	Total Amount	Remaining OA in FY21
	Obligation Authority (OA)		\$ 565,628	\$ 112,500	\$ 104,893	\$ 781,621	
	Programmed Projects		\$ 553,292	\$ 118,666	\$ 110,643	\$ 782,601	
	Remaining Balance OA		\$ 12,336	\$ (6,166)	\$ (5,749)	\$ (980)	\$ 420

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FY22	Obligation Authority (OA)		\$ 551,628	\$ (193,500)	\$ 104,893	\$ 463,021	Remaining OA in FY22
	Programmed Projects		\$ 196,500	\$ 118,666	\$ 110,643	\$ 425,809	
	Remaining Balance OA		\$ 355,128	\$ (312,166)	\$ (5,749)	\$ 37,212	\$ 3,212
FY23	Obligation Authority (OA)		\$ 407,628	\$ 112,500	\$ 104,893	\$ 625,021	Remaining OA in FY23
	Programmed Projects		\$ 201,500	\$ 118,666	\$ 110,643	\$ 430,809	
	Remaining Balance OA		\$ 206,128	\$ (6,166)	\$ (5,749)	\$ 194,212	\$ 3,212
FY24	Obligation Authority (OA)		\$ 709,128	\$ 112,500	\$ 104,893	\$ 926,521	Remaining OA in FY24
	Programmed Projects		\$ 711,500	\$ 118,666	\$ 110,643	\$ 940,809	
	Remaining Balance OA		\$ (2,372)	\$ (6,166)	\$ (5,749)	\$ (14,288)	\$ 3,212
FY25	Obligation Authority (OA)		\$ 551,628	\$ 112,500	\$ 104,893	\$ 769,021	Remaining OA in FY25
	Programmed Projects		\$ 711,500	\$ 118,666	\$ 110,643	\$ 940,809	
	Remaining Balance OA		\$ (159,872)	\$ (6,166)	\$ (5,749)	\$ (171,788)	\$ (171,788)

Notes

Apportionments represent the amount of federal funding based on formula. Apportionments generally exceed obligation authority (OA), resulting in excess apportionments that cannot be obligated. Over the life of a multi-year federal transportation program authorization, apportionments may accumulate but cannot be utilized unless Congress approves a matching amount of OA. There is no guarantee Congress will provide the OA necessary to fully utilize apportionments.

Obligation Authority (OA) is the amount of authorized apportionments which Congress allows states to obligated in an individual year. This is the amount which FHWA will reimburse. Effective 10/01/16 the OA to apportionments is estimated at 90% changed from 94.93%.

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2017	DESCRIPTION		APPORTIONMENTS				OA Rate =	0.9000
			HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30							
	Current FFY Apportionments		\$ 519,767.00	\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 1,374,235.12	\$ 1,300,144.04
	Transfer Out - ADOT SR87 and Randolph Rd		\$ (287,704.00)				\$ (287,704.00)	\$ (287,704.00)
	Transfer In - SR287 Florence Blvd PHB		\$ 70,069.00				\$ 70,069.00	\$ 70,069.00
	Loans In - Payback from MAG from FY16			\$ 633,480.00			\$ 633,480.00	\$ 633,480.00
	Loan In - Borrow from NACOG Payback in			\$ 151,000.00			\$ 151,000.00	\$ 151,000.00
	Loans In - Payback from CAG from FY15		\$ 113,148.00				\$ 113,148.00	\$ 113,148.00
	FFY Total Available **Lapses on 6/30		\$ 415,280.00	\$ 1,397,400.00	\$ 125,000.00	\$ 116,548.12	\$ 2,054,228.12	\$ 1,980,137.04
	FFY Obligation Authority by Funding		\$ 293,234.30	\$ 1,336,108.00	\$ 112,500.00	\$ 104,893.31	\$ 1,846,735.61	
			FEDERAL SHARE					
	TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount	Declining Balance of OA
	CLG 16-01C	Main St. Improvements		\$ 1,332,653.00			\$ 1,332,653.00	\$ 647,484.04
	PNL HSIP15-014C	Sign Upgrade	\$ 148,024.00				\$ 148,024.00	\$ 499,460.04
	ELY HSIP15-012C	Upgrade Regulatory Signs	\$ 159,048.00				\$ 159,048.00	\$ 340,412.04
	CSG HSIP 15-01601	SR287 (Florence Blvd, Ped	\$ 70,069.00				\$ 70,069.00	\$ 270,343.04
		2017 HPMS - Data Collection		\$ 51,000.00			\$ 51,000.00	\$ 219,343.04
	ELY 16-01D	Toltec Rd; Battaglia Rd - I10, Eloy		\$ 140,000.00			\$ 140,000.00	\$ 79,343.04
		SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ (39,323.36)
		PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ (149,966.13)
		LTAP		\$ 500.00			\$ 500.00	\$ (150,466.13)
		Transit Study/RTP		\$ (151,161.00)			\$ (151,161.00)	\$ 694.87
								\$ 694.87
								\$ 694.87
	Total Federal Funding Used		\$ 377,141.00	\$ 1,372,992.00	\$ 118,666.40	\$ 110,642.77	\$ 1,979,442.17	
	Remaining Apportionments		\$ 38,139.00	\$ 24,408.00	\$ 6,333.60	\$ 5,905.35	\$ 74,785.95	
	Remaining OA		\$ (83,907)	\$ (36,884)	\$ (6,166)	\$ (5,749)	Remaining OA	\$ 695

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2018	DESCRIPTION		APPORTIONMENTS				OA Rate =	0.9000
			HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30							
	Current FFY Apportionments		\$ 519,767.00	\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 1,374,235.12	\$ 1,236,811.61
	Loans Out - Payback NACOG from FY17			\$ (151,000.00)			\$ (151,000.00)	\$ (151,000.00)
	Loans Out - Loan MAG with payback in FY19/21			\$ (46,000.00)			\$ (46,000.00)	\$ (46,000.00)
	Transfers to ADOT - SR87 and Ruins Dr.		\$ (492,513.00)				\$ (492,513.00)	\$ (492,513.00)
	FFY Total Available **Lapses on 6/30		\$ 27,254.00	\$ 415,920.00	\$ 125,000.00	\$ 116,548.12	\$ 684,722.12	
	FFY Obligation Authority by Funding		\$ (24,723)	\$ 354,628	\$ 112,500	\$ 104,893	\$ 744,299	\$ 547,298.61
			FEDERAL SHARE					
	TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount	Declining Balance of OA
								\$ 547,298.61
	CSG 17-01D	MCG Hwy; N Biaco Rd - Russell Rd, Casa G		\$ 280,000.00			\$ 280,000.00	\$ 267,298.61
	LTAP	LTAP		\$ 500.00			\$ 500.00	266798.608
		2018 HPMS Data Collectio		\$ 36,000.00			\$ 36,000.00	\$ 230,798.61
		SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 112,132.21
		PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 1,489.44
								\$ 1,489.44
								\$ 1,489.44
	Total Federal Funding Used			\$ 316,500.00	\$ 118,666.40	\$ 110,642.77	\$ 545,809.17	
	Remaining Apportionments		\$ 27,254.00	\$ 99,420.00	\$ 6,333.60	\$ 5,905.35	\$ 138,912.95	
	Remaining OA		\$ (24,723)	\$ 38,128	\$ (6,166)	\$ (5,749)	Remaining OA	\$ 1,489.44

Sun Corridor MPO Running Ledger Federal Funding At A Glance

	APPORTIONMENTS				OA Rate =	0.9000	
	DESCRIPTION	HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30						
	Current FFY Apportionments		\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12	\$ 769,021.31
	Loans/Transfers/Repayments In w/ MAG 2018		\$ 32,000.00			\$ 32,000.00	\$ 32,000.00
	Loans/Transfers/Repayments Out						
	FFY Total Available **Lapses on 6/30		\$ 644,920.00	\$ 125,000.00	\$ 116,548.12	\$ 886,468.12	\$ 801,021.31
	FFY Obligation Authority by Funding		\$ 583,628.00	\$ 112,500.00	\$ 104,893.31	\$ 797,821.31	
		FEDERAL SHARE					
TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount	Declining Balance of OA
	LTAP		\$ 500.00			\$ 500.00	\$ 800,521.31
	2019 HPMS Data Collectio		\$ 36,000.00			\$ 36,000.00	\$ 764,521.31
	SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 645,854.91
	PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 535,212.14
ELY 17-02D	Battaglia Rd; Sunshine Blv		\$ 144,000.00			\$ 144,000.00	\$ 391,212.14
ELY 16-01C	Toltec Rd; Battaglia Rd - I1		\$ 391,032.00			\$ 391,032.00	\$ 180.14
							\$ 180.14
							\$ 180.14
	Total Federal Funding Used		\$ 571,532.00	\$ 118,666.40	\$ 110,642.77	\$ 800,841.17	
	Remaining Apportionments		\$ 73,388.00	\$ 6,333.60	\$ 5,905.35	\$ 85,626.95	
	Remaining OA		\$ 12,096	\$ (6,166)	\$ (5,749)	Remaining OA	\$ 180.14

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2020	APPORTIONMENTS					OA Rate =	0.9000
	DESCRIPTION	HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30						
	Current FFY Apportionments		\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12	\$ 769,021.31
	Loans In - Payback from MAG FY18		\$ 247,137.20			\$ 247,137.20	\$ 247,137.20
	Loans In - Payback to Payback in FY22		\$ 340,000.00			\$ 340,000.00	\$ 340,000.00
	Loans In - Payback from in FY23		\$ 160,000.00			\$ 160,000.00	\$ 160,000.00
	Loans/Transfers/Repayments Out						
	FFY Total Available **Lapses on 6/30		\$ 1,360,057.20	\$ 125,000.00	\$ 116,548.12	\$ 1,601,605.32	\$ 1,516,158.51
	FFY Obligation Authority by Funding		\$ 798,765	\$ 112,500	\$ 104,893	\$ 1,441,445	
FEDERAL SHARE							
TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount	Declining Balance of OA
	LTAP		\$ 500.00			\$ 500.00	\$ 1,515,658.51
	SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 1,396,992.11
	PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 1,286,349.34
CSG 17-01C	MCG Hwy; N Biaco Rd - R		\$ 1,250,000.00			\$ 1,250,000.00	\$ 36,349.34
	HPMS Data Collection		\$ 36,000.00			\$ 36,000.00	\$ 349.34
							\$ 349.34
							\$ 349.34
	Total Federal Funding Used		\$ 1,286,500.00	\$ 118,666.40	\$ 110,642.77	\$ 1,515,809.17	
	Remaining Apportionments		\$ 73,557.20	\$ 6,333.60	\$ 5,905.35	\$ 85,796.15	
	Remaining OA		\$ (487,735)	\$ (6,166)	\$ (5,749)	Remaining OA	\$ 349.34

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2021	DESCRIPTION		APPORTIONMENTS				OA Rate =	0.9000
			HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30							
	Current FFY Apportionments			\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12	\$ 769,021.31
	Loans/Transfers/Repayments In w/ MAG 2018			\$ 14,000.00			\$ 14,000.00	\$ 14,000.00
	Loans/Transfers/Repayments Out							
	FFY Total Available **Lapses on 6/30			\$ 626,920.00	\$ 125,000.00	\$ 116,548.12	\$ 868,468.12	
	FFY Obligation Authority by Funding			\$ 565,628.00	\$ 112,500.00	\$ 104,893.31	\$ 781,621.31	\$ 783,021.31
			FEDERAL SHARE					
	TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount	Declining Balance of OA
		LTAP		\$ 500.00			\$ 500.00	\$ 782,521.31
		SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 663,854.91
		PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 553,212.14
	ELY 17-02C	Battaglia Rd; Sunshine Blv		\$ 516,792.00			\$ 516,792.00	\$ 36,420.14
		HPMS Data Collection		\$ 36,000.00			\$ 36,000.00	\$ 420.14
								\$ 420.14
		Total Federal Funding Used		\$ 553,292.00	\$ 118,666.40	\$ 110,642.77	\$ 782,601.17	
		Remaining Apportionments		\$ 73,628.00	\$ 6,333.60	\$ 5,905.35	\$ 85,866.95	
		Remaining OA		\$ 12,336	\$ (6,166)	\$ (5,749)	Remaining OA	\$ 420.14

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2022	APPORTIONMENTS					OA Rate =	0.9000
	DESCRIPTION	HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30						
	Current FFY Apportionments		\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12	\$ 769,021.31
	Loans/Transfers/Repayments In						
	Loans/Transfers/Repayments Out (Payback 202			\$ (340,000.00)		\$ (340,000.00)	\$ (340,000.00)
	FFY Total Available **Lapses on 6/30		\$ 612,920.00	\$ (215,000.00)	\$ 116,548.12	\$ 514,468.12	
	FFY Obligation Authority by Funding		\$ 551,628.00	\$ (193,500.00)	\$ 104,893.31	\$ 463,021.31	\$ 429,021.31
	FEDERAL SHARE						
	TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount
	LTAP		\$ 500.00			\$ 500.00	\$ 428,521.31
	SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 309,854.91
	PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 199,212.14
CLG 17-01D	Coolidge Ave; 9th St - Skousen		\$ 160,000.00			\$ 160,000.00	\$ 39,212.14
	HPMS Data Collection		\$ 36,000.00			\$ 36,000.00	\$ 3,212.14
							\$ 3,212.14
	Total Federal Funding Used		\$ 196,500.00	\$ 118,666.40	\$ 110,642.77	\$ 425,809.17	
	Remaining Apportionments		\$ 416,420.00	\$ (333,666.40)	\$ 5,905.35	\$ 88,658.95	
	Remaining OA		\$ 355,128	\$ (312,166)	\$ (5,749)	Remaining OA	\$ 3,212.14

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2023	DESCRIPTION		APPORTIONMENTS				OA Rate =	0.9000
			HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30							
	Current FFY Apportionments			\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12	\$ 769,021.31
	Loans/Transfers/Repayments In							
	Loans/Transfers/Repayments Out			\$ (160,000.00)			\$ (160,000.00)	\$ (160,000.00)
	Loans/Transfers/Repayments Out			\$ (175,000.00)			\$ (175,000.00)	\$ (175,000.00)
	FFY Total Available **Lapses on 6/30			\$ 452,920.00	\$ 125,000.00	\$ 116,548.12	\$ 694,468.12	
	FFY Obligation Authority by Funding			\$ 407,628.00	\$ 112,500.00	\$ 104,893.31	\$ 625,021.31	\$ 434,021.31
			FEDERAL SHARE					
	TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount	Declining Balance of OA
		LTAP		\$ 500.00			\$ 500.00	\$ 433,521.31
		SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 314,854.91
		PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 204,212.14
	CLG 17-02D	Vah Ki Inn Rd; 9th St - Kenworthy Rd		\$ 165,000.00			\$ 165,000.00	\$ 39,212.14
		HPMS Data Collection		\$ 36,000.00			\$ 36,000.00	\$ 3,212.14
								\$ 3,212.14
								\$ 3,212.14
	Total Federal Funding Used			\$ 201,500.00	\$ 118,666.40	\$ 110,642.77	\$ 430,809.17	
	Remaining Apportionments			\$ 251,420.00	\$ 6,333.60	\$ 5,905.35	\$ 263,658.95	
	Remaining OA			\$ 206,128	\$ (6,166)	\$ (5,749)	Remaining OA	\$ 3,212.14

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2024	APPORTIONMENTS					OA Rate =	0.9000
	DESCRIPTION	HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30						
	Current FFY Apportionments		\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12	\$ 769,021.31
	Loans/Transfers/Repayments In (Repay FY23)		\$ 175,000.00			\$ 175,000.00	\$ 175,000.00
	Loans/Transfers/Repayments Out						
	FFY Total Available **Lapses on 6/30		\$ 787,920.00	\$ 125,000.00	\$ 116,548.12	\$ 1,029,468.12	
	FFY Obligation Authority by Funding		\$ 709,128.00	\$ 112,500.00	\$ 104,893.31	\$ 926,521.31	\$ 944,021.31
	FEDERAL SHARE						
	TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount
	LTAP		\$ 500.00			\$ 500.00	\$ 943,521.31
	SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 824,854.91
	PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 714,212.14
CLG 17-01C	Coolidge Ave; 9th St - Skousen		\$ 675,000.00			\$ 675,000.00	\$ 39,212.14
	HPMS Data Collection		\$ 36,000.00			\$ 36,000.00	\$ 3,212.14
							\$ 3,212.14
							\$ 3,212.14
	Total Federal Funding Used		\$ 711,500.00	\$ 118,666.40	\$ 110,642.77	\$ 940,809.17	
	Remaining Apportionments		\$ 76,420.00	\$ 6,333.60	\$ 5,905.35	\$ 88,658.95	
	Remaining OA		\$ (2,372)	\$ (6,166)	\$ (5,749)	Remaining OA	\$ 3,212.14

Sun Corridor MPO Running Ledger Federal Funding At A Glance

FFY 2025	DESCRIPTION		APPORTIONMENTS				OA Rate =	0.9000
			HSIP	STP	SPR	PL	Total	FFY Obligation Authority
	Carry Forward **Lapses on 6/30							
	Current FFY Apportionments		\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12	\$ 769,021.31	
	Loans/Transfers/Repayments In							
	Loans/Transfers/Repayments Out							
	FFY Total Available **Lapses on 6/30		\$ 612,920.00	\$ 125,000.00	\$ 116,548.12	\$ 854,468.12		
	FFY Obligation Authority by Funding		\$ 551,628.00	\$ 112,500.00	\$ 104,893.31	\$ 769,021.31	\$ 769,021.31	
			FEDERAL SHARE					
	TIP #	Project Name	HSIP	STP	SPR	PL	Total of Amount	Declining Balance of OA
		LTAP		\$ 500.00			\$ 500.00	\$ 768,521.31
		SPR - Not Requested			\$ 118,666.40		\$ 118,666.40	\$ 649,854.91
		PL - Not Requested				\$ 110,642.77	\$ 110,642.77	\$ 539,212.14
	CLG 17-02C	Vah Ki Inn Rd; 9th St - Kenworthy Rd		\$ 675,000.00			\$ 675,000.00	\$ (135,787.86)
		HPMS Data Collection		\$ 36,000.00			\$ 36,000.00	\$ (171,787.86)
								\$ (171,787.86)
		Total Federal Funding Used	\$ 711,500.00	\$ 118,666.40	\$ 110,642.77	\$ 940,809.17		
		Remaining Apportionments	\$ (98,580.00)	\$ 6,333.60	\$ 5,905.35	\$ (86,341.05)		
		Remaining OA	\$ (159,872)	\$ (6,166)	\$ (5,749)	Remaining OA	\$ (171,787.86)	



MEMO TO: SCMPO TECHNICAL ADVISORY COMMITTEE

FROM: Jason Hafner, SCMPO Transportation Planner

DATE: December 15, 2016

SUBJECT: Recommended Approval to send the CAG/SCMPO Human Services Transportation Coordination Plan 2017 out for 30 day public comment period

The CAG/SCMPO Human Services Transportation Coordination Plan 2017 requires a 30 day public comment period prior to being finalized.

The Central Arizona Governments and Sun Corridor Metropolitan Planning Organization recognize that the transit environment is dynamic and dependent on stakeholder involvement. As a result, CAG and SCMPO reviews and updates the Human Services Transportation Coordination Plan every three years with minor annual updates in order to capture adjustments. This Plan update is the three-year update for State Fiscal Years 2017-2019. The new Plan includes updated regional demographic information as well as the status of new and existing transportation providers serving the transportation dependent and disadvantaged populations of the Region.

The SCMPO staff recommends approval to send the CAG/SCMPO Human Services Transportation Coordination Plan 2017 out for the 30 day public comment period and submit to the Executive Board for review and approval.

Committee Action Requested: <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Action Requested Below
--

A motion to recommend approval to send the CAG/SCMPO Human Services Transportation Coordination Plan 2017 out for the 30 day public comment period and submit to the Executive Board for approval.

**DRAFT CENTRAL ARIZONA
GOVERNMENTS & SUN CORRIDOR
METROPOLITAN PLANNING
ORGANIZATION**

**HUMAN SERVICES
TRANSPORTATION
COORDINATION PLAN**

2017-2019

Plan

Update for Year

Central Arizona Governments

Planning Agency

The Central Arizona Governments (CAG) Region serves the Gila and Pinal County areas, which includes seventeen (17) Municipalities, two (2) County Governments and four (4) Native American Communities. The CAG Region had a 2015 population of 443,402 people and is over 10,000 square miles in size.

Travis Ashbaugh, Transportation Planning Manager

Contact Email: TASHBAUGH@CAGAZ.ORG

Eddie Caine, Mobility Manager

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Sun Corridor Metropolitan Planning Organization

Planning Agency

The Sun Corridor Metropolitan Planning Organization (MPO) provides transportation planning services to the communities of Casa Grande, Coolidge, Eloy and rural portions of Pinal County that covers 1,155 square miles with an estimated population of nearly 110,000.

Irene Higgs, Executive Director

Contact Email: IHIGGS@SCMPO.ORG

Jason Hafner, Transportation Planner

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

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DRAFT

1. INTRODUCTION

1.1 PURPOSE OF THE PLAN

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

The Central Arizona Governments (CAG) and the Sun Corridor Metropolitan Planning Organization (MPO) recognize that the transit environment is dynamic and dependent on stakeholder involvement. As a result, CAG and the Sun Corridor MPO reviews and updates the CAG and Sun Corridor MPO Human Services Transportation Coordination Plan (the “Plan”) every three years with annual updates to follow in order to capture annual adjustments. This Plan update is the three-year update for the State Fiscal Years 2017 thru 2019 and includes updated regional demographic information as well as the status of new and existing transportation providers serving the transportation dependent and disadvantaged populations in the region.

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

1.2 REGION

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

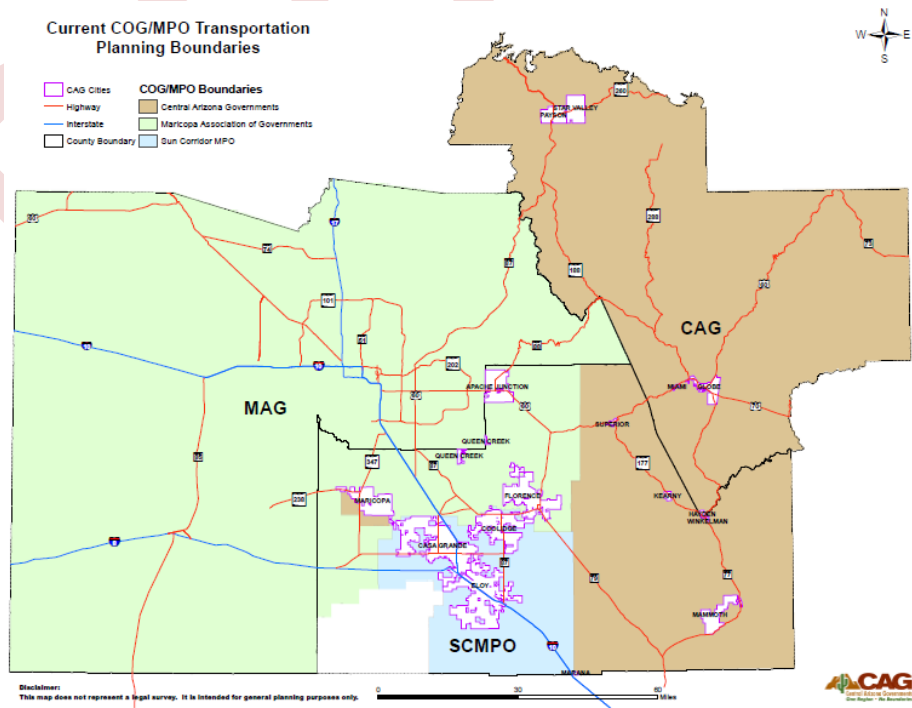
CAG, incorporated in 1975, is one of six regional planning districts, or Councils of Governments (COGs), and was established by Executive Order 70-2 and signed by the Governor of Arizona to provide effective regional planning services to Gila and Pinal Counties. The goal of Executive Order 70-2 was to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

The CAG Region is comprised of Gila and Pinal Counties, and includes the seventeen (17) incorporated communities of Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Globe, Hayden, Kearny, Mammoth, Marana, Maricopa, Miami, Payson, Queen Creek, Star Valley, Superior and Winkelman. The Ak-Chin Indian Community, Gila River Indian Community, San Carlos Apache Tribe and White Mountain Apache Tribe are also members of the Region. The 2010 Census determined that the City of Casa Grande, and its environs, had reached a population over 50,000. As a result, federal law required formation of a Metropolitan Planning Organization to provide transportation planning within designated boundaries. The Sun Corridor MPO now provides transportation planning services to the communities of Casa Grande, Coolidge, Eloy and rural portions of Pinal County, covering 1,155 square miles, with a current estimated population of nearly 110,000.



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

Figure 1: Planning Area Map



1.3 LAWS & REGULATIONS GUIDING THE PLAN

Federal Initiatives and Legislation

2003 GAO Report

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

Coordinating Council on Access and Mobility

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

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

United We Ride

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

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

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

Federal Funding Sources

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

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

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

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

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

Rural Areas (FTA Section 5311)

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

operating expenses. ADOT funds operations for 5311 with a sliding scale (see link below <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/formula-grants-rural-areas-program-guidance-and-application>).

ADOT Coordinated Mobility Program

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

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

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

Eligible Recipients:

Formula funds from FTA are apportioned to ADOT as the direct recipient. In addition:

- States for rural and small urban areas (small Urbanized Areas or UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large Urbanized Areas or UZAs);
- State or local governmental entities that operates a public transportation service;
- Direct recipients have flexibility in how they select sub-recipient projects for funding, but their decision process must be clearly noted in a state/program management plan;
- The selection process may be Formula-based, Competitive or Discretionary and subrecipients can include: States or local governmental authorities, private non-profit organizations, or operators of public transportation. (For details, see Chapter 7 Priorities: Project Evaluation and Selection).

Eligible Activities:

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

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

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

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

1.4 PLANNING PERIOD

This Plan for the CAG and Sun Corridor MPO will be the three-year update for Fiscal Year 2017 thru Fiscal Year 2019. Annual updates to this three-year Plan will be provided until the next three-year plan update takes effect. A broad range of jurisdictions are affected by the development of transit in the region and therefore approval of this program goes through multiple committees for review and approval. The activities in this Plan’s development are according to the following tentative schedule:

GILA-PINAL RIDES COMMITTEE MEETING		09/07/16
CAG TTAC – REVIEW & COMMENTS	10/28/16	11/18/16
SCMPO TAC – REVIEW & COMMENTS	10/28/16	11/18/16
GILA-PINAL RIDES COMMITTEE MEETING – Comments	10/28/16	11/18/16
CAG TTAC – (Special TTAC)		12/15/16
SCMPO TAC – Recommend Approval for Publication Notice		12/15/16
SCMPO EXECUTIVE BOARD – Approval for Publication Notice		01/09/17
CAG TTAC – Final Review		02/09/17

END OF 30-DAY PUBLIC COMMENT PERIOD	02/12/17
SCMPO TAC – Recommend Approval	02/23/17
CAG TTAC – Recommend Approval	02/23/17
CAG MANAGEMENT COMMITTEE – Recommend Approval	03/02/17
SCMPO EXECUTIVE BOARD – Approval	03/14/17
CAG REGIONAL COUNCIL – Approval	03/22/17
Submit Approved Plan with documentation to ADOT	03/23/17

See additional details of the adoption Timeline in Appendix 1.

1.5 DEVELOPMENT PROCESS

This Plan was developed in coordination with CAG, the Sun Corridor MPO, the Gila-Pinal Rides Committee, area transit providers, human services agencies, area transportation committees, system users and other interested stakeholders. Surveys were conducted by using email lists and directly calling interested stakeholders. A copy of the survey questionnaire can be found in Appendix 2 of this document. Both the “providers” and “stakeholder” survey instruments were combined and distributed in August 2016, completed in September 2016 and compiled for use in this study prior to draft submittal in October 2016.

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

1.6 ELEMENTS OF THE PLAN

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

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

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

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

- Chapter 2:** Discusses current conditions in the region including organizational infrastructure, demographics, geographical information and the backgrounds for the Central Arizona Governments, Sun Corridor MPO and regional transit providers.
- Chapter 3:** Provides vehicle inventories and identifies unmet transit needs of the Region.
- Chapter 4:** Includes conditions assessment, provider feedback, performance data, gaps in service and service redundancies, organizational capacities, partnerships, coordination activities and infrastructure.
- Chapter 5:** Identifies trip generators for regional transit.
- Chapter 6:** Identifies barriers, opportunities and strategies in community transportation.
- Chapter 7:** Identifies performance priorities.
- Chapter 8:** Project evaluation and selection for federal funding
- Chapter 9:** Outlines the public input process for the Plan.

2. CURRENT CONDITIONS

2.1 ORGANIZATIONAL INFRASTRUCTURE

Central Arizona Governments

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

Although CAG serves Gila and Pinal Counties, the transportation coordination planning processes for rural and urbanized areas are shared by three different agencies. **Table 1: Population by Transportation Boundary within Gila & Pinal Counties**, breaks down the estimated populations by the transportation boundaries in which the agency serves. The estimates originate from the American Community Survey 5-year estimates from 2010-2014.

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

Community	Population
CAG	
Ak-Chin Indian Community	1,363
Gila County – (Remainder of unincorporated County)	17,720
City of Globe	7,463
Town of Hayden	612
Town of Kearny	2,394
Town of Mammoth	1,634
Town of Marana (Pinal County Portion)	0
Town of Miami	1,979
Town of Payson	15,234
Pinal County – (Remainder of unincorporated County within CAG Transportation Boundary)	33,132
San Carlos Apache Tribe – (Gila County portion)	5,587
Town of Star Valley	2,333
Town of Superior	2,886
White Mountain Apache Tribe – (Gila County portion)	2,003
Town of Winkelman	311
TOTAL:	94,651
SUN CORRIDOR MPO	
City of Eloy	17,062
City of Coolidge	12,058
City of Casa Grande	50,316
Pinal County – (Remainder of unincorporated County within Sun Corridor MPO)	30,428
TOTAL:	109,864
MAG	

City of Apache Junction – (Pinal County portion)	36,748
Gila River Indian Community – (Pinal County portion)	10,464
Town of Florence	26,513
City of Maricopa	45,388
Town of Queen Creek – (Pinal County portion)	240
Pinal County – (Remainder of unincorporated County within MAG Transportation Boundary)	119,534
TOTAL:	238,887
GRAND TOTAL:	443,402
<i>Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table B01003: Total Population</i>	

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

Sun Corridor Metropolitan Planning Organization

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

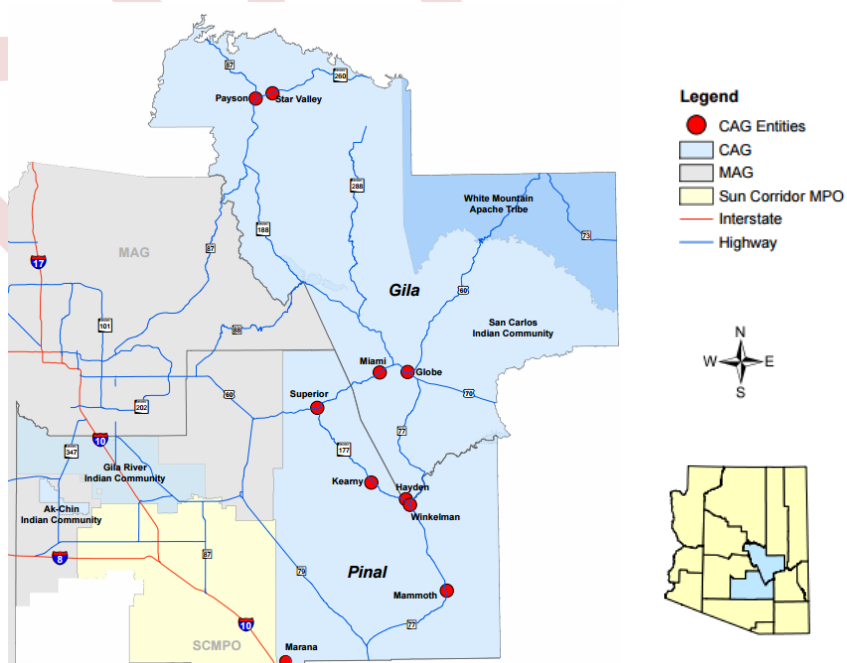
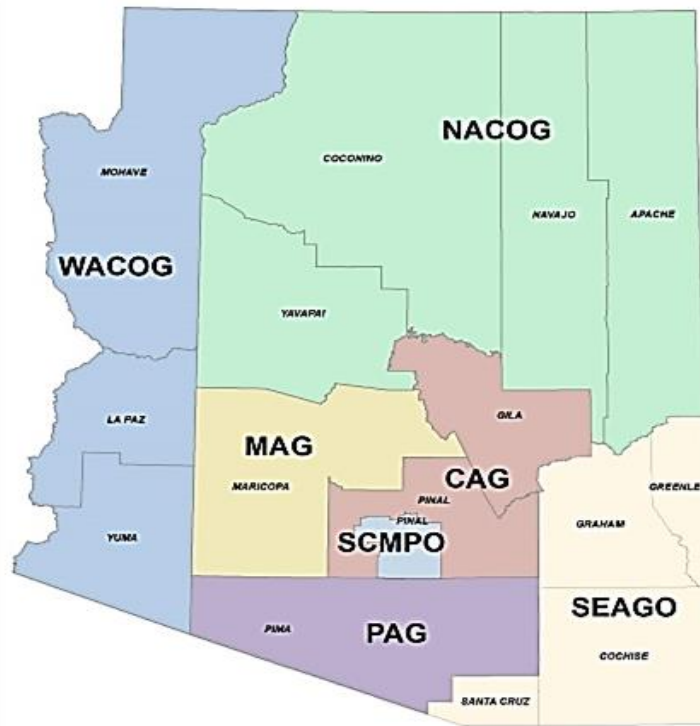


Figure 3: Transportation Planning Boundaries for Gila & Pinal

CAG Transportation Technical Advisory Committee (TTAC)

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

Gila-Pinal Rides Committee

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

Regional Context

The CAG Region and Sun Corridor MPO

The CAG and Sun Corridor MPO Region cover over 10,170 square miles of central Arizona. The CAG and Sun Corridor MPO Region is comprised of seventeen incorporated communities, and four Native American Communities. Gila and Pinal Counties reflect very different transportation challenges. Gila is primarily rural in nature, while Pinal contains more urbanized populations.

The urban-rural split has important implications for funding. Through coordination meetings, providers identified funding, training, reporting and asset management as major challenges for services in both rural and urban areas. Funding awarded to rural providers cannot be spent in urban areas while funding awarded to urban providers cannot be spent in rural areas. An additional challenge is identifying the overlap in services and resources to meet the needs of clientele, while not violating programmatic fund usage. Client populations vary, and due to medical conditions, may prohibit mixing some riders.

The CAG and Sun Corridor Region is served by several major transportation corridors. Interstate 8 traverses the region from west to east and Interstate 10 traverses from north to south. U.S. Highway 60 extends east through the State of New Mexico. U.S Highway 60 connects with State

Route 188 just west of Globe and continues past Roosevelt Lake to State Route 87. State Route 87 provides travel between Payson and Metropolitan Phoenix.

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

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

Gila County includes the incorporated communities of Globe, Miami, Payson, Star Valley, Hayden and Winkelman. The unincorporated communities of Pine, Roosevelt, Strawberry, Tonto Basin and Young are also within the limits of the County boundary. Gila County covers land area of 4,796 square miles and serves a population of approximately 53,242 (American Community Survey 5-year estimate of 2010-2014).

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

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

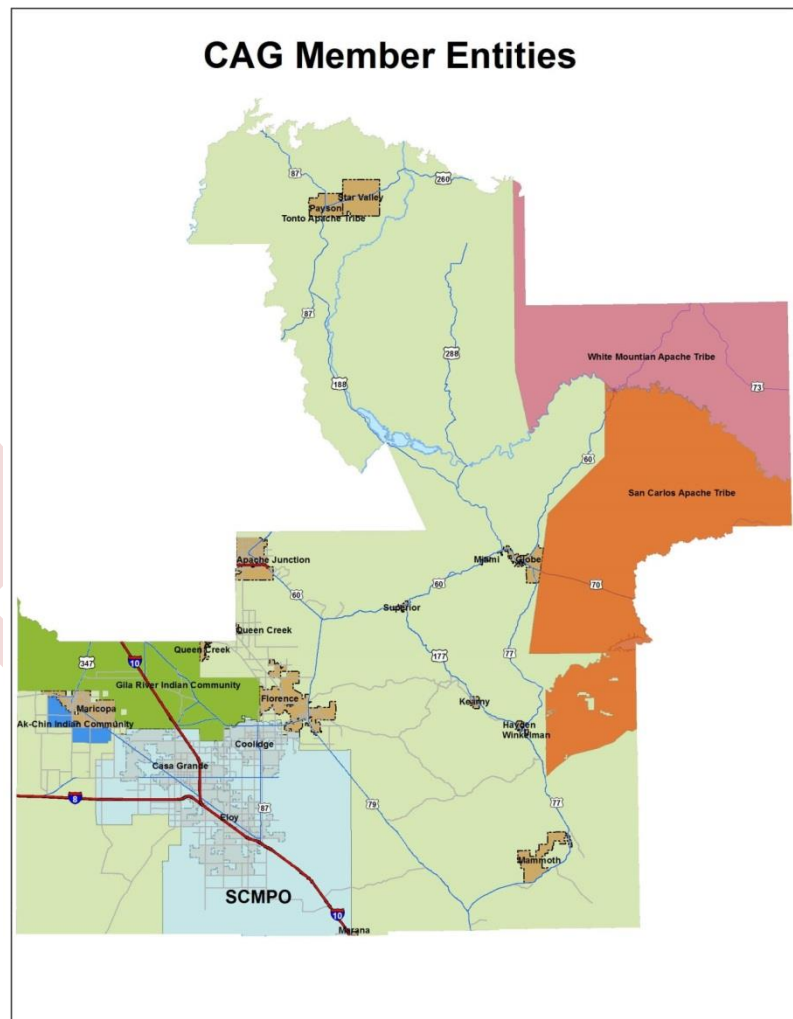


Figure 4: CAG Member Entities

with CAG and the Maricopa Association of Governments (MAG). Pinal County covers a land area of 5,374 square miles and serves a population of approximately 390,160 (American Community Survey 5-year estimate of 2010-2014).

2.2 DEOMOGRAPHICS

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

Census Geography

The Census information provided is available through the American Community Survey 5-year estimates of 2010-2014. For comparative purposes, demographic information for Arizona and the United States are also included where stated.

Population

The total population for Gila and Pinal Counties are listed in **Table 2: Gila & Pinal County Populations by Place**. **Table 3: Population, Land Area, & Density**, illustrates the population growth by density by year. As the American Community Survey 1-year estimates are not done for small communities, the Arizona Office of Economic Opportunities population estimates were used for single year estimates instead. The population growth in Pinal County alone has increased by over 220 percent since the year 2000.

Table 2: Gila & Pinal County Populations by Place

Community	Population
<u>GILA COUNTY TOTAL</u>	<u>53,242</u>
City of Globe	7,463
Town of Hayden	612
Town of Miami	1,979
Town of Payson	15,234
San Carlos Apache Tribe – (Gila County portion)	5,587
Town of Star Valley	2,333
White Mountain Apache Tribe – (Gila County portion)	2,003
Town of Winkelman	311
Gila County – (Remainder of unincorporated County)	17,720
<u>PINAL COUNTY TOTAL</u>	<u>390,160</u>
Ak-Chin Indian Community	1,363
City of Apache Junction – (Pinal County Portion)	36,748
City of Casa Grande	50,316
City of Coolidge	12,058
City of Eloy	17,062

Town of Florence	26,513
Gila River Indian Community – (Pinal County portion)	10,464
Town of Kearny	2,394
Town of Mammoth	1,634
Town of Marana – (Pinal County portion)	0
City of Maricopa	45,388
Town of Queen Creek – (Pinal County portion)	240
Town of Superior	2,886
Pinal County – (Remainder of unincorporated County)	183,094
<i>Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table B01003: Total Population</i>	

Table 3: Population, Land Area, & Density

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

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

Vehicle Availability and Travel Time

In Pinal County, 4.4 percent of housing units that have no vehicles available, whereas Gila County has 7.9 percent of occupied housing units with no vehicles available. The percentage of occupied housing units with no vehicles available is lower in the Region than in the entire country. However, when compared to the State of Arizona, Pinal County’s average is lower, while Gila County is slightly above. See **Table 4: Occupied Housing Units with No Vehicles Available, Travel Time to Work.**

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

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Occupied housing units	126,128	20,824	2,387,246	116,211,092
No vehicles available	5,535	1,652	164,029	10,594,153
Percent	4.4%	7.9%	6.9%	9.1%
Median travel time to work (minutes)	31.3	20.7	24.7	25.7

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table DP04: Selected Housing Characteristics; Table DP03: Selected Economic Characteristics

Although most clients/residents using services provided by 5310 funding are not typically the commuting public, travel to and from work affects travel conditions for all residents. Median travel time to work in Pinal County is higher than the average for Arizona and for the United States while in Gila County is slightly below. See **Table 5: Comparisons of Time Leaving Work.**

Table 5: Comparisons of Time Leaving for Work

	Pinal County	% of Commuters	Gila County	% of Commuters
Total Commuters	125,038	-	16,816	-
12:00AM - 5:59AM	30,664	24.5%	4,159	24.7%
6:00AM - 8:59AM	65,509	52.4%	9,005	53.6%
9:00AM - 11:59AM	8,148	6.5%	1,480	8.8%
12:00PM - 3:59PM	9,938	7.9%	1,420	8.4%
4:00PM - 11:59PM	10,779	8.6%	752	4.5%

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table B08302: Time Leaving Home to Go to Work

Poverty Status

Gila County's poverty rate is 22.4 percent, higher than both the Arizona national rates. Pinal County's poverty rate at 16.8 percent is slightly lower than the Arizona rate and slightly above the national rate. See **Table 6: Poverty Status in the Past 12 Months**.

Table 6: Poverty Status in the Past 12 Months

	Pinal County	Gila County	Arizona	United States
Population base*	364,937	52,263	6,411,354	306,226,394
Population below poverty level	61,397	11,705	1,169,309	47,755,606
Percent	16.8%	22.4%	18.2%	15.6%
Population age 65+	61,319	12,972	962,548	41,871,247
Population below poverty level age 65+	5,247	1,024	82,492	3,926,219
Percent age 65+	8.6%	7.9%	8.6%	9.4%

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

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table S1701: Poverty Status in the Past 12 Months; Table B17001: Poverty Status in the Past 12 Months by Sex and Age.

Income and Unemployment

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

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

Table 7: Income & Unemployment

	Pinal County	Gila County	Arizona	United States
Median household income	\$50,248	\$40,042	\$49,928	\$53,482
Percent of civilian labor force unemployed	11.6%	12.1%	9.9%	9.2%

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table S1903: Median Income in the Past 12 Months (in 2014 Inflation-adjusted Dollars); Table S2301: Employment Status

Age

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

Table 8: Population by Age Group

	<i>Pinal County</i>	<i>Gila County</i>
Under 18 years of age	99,708	11,035
Age 18 to 24 years	31,823	3,888
Age 25 to 44	106,330	9,606
Age 45 to 64	90,352	15,530
Age 65 years and older	61,947	13,183
TOTAL:	390,160	53,242

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table B01001: Sex by Age

Disability Status

Approximately 12.7 percent of the civilian, non-institutionalized population in Pinal County has a disability. This is slightly higher than the percentage for Arizona and that of the United States. For Gila County, the percentage of the population with a disability rises to 19.3 percent and is significantly higher than that of Arizona and the national rates. **Tables 9 thru 11** breaks down the populations by disability status, type and age group respectively.

Table 9: Disability Status

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Population with a disability*	46,667	10,139	767,091	37,874,571
Percent	12.7%	19.3%	11.9%	12.3%

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

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics

Table 10: Disability Status by Type

	<i>Pinal County</i>		<i>Gila County</i>	
	<i>Population</i>	<i>Percent (%)</i>	<i>Population</i>	<i>Percent (%)</i>
Civilian non-institutional population	366,822	-	52,431	-
With a disability	46,667	12.7%	10,139	19.3%
With a hearing difficulty	13,946	3.8%	3,621	6.9%
With a vision difficulty	8,069	2.2%	2,095	4.0%
With a cognitive difficulty	17,137	4.7%	3,588	6.8%
With an ambulatory difficulty	24,689	6.7%	5,551	10.6%
With a self-care difficulty	9,024	2.5%	1,992	3.8%
With independent living difficulty	16,460	4.5%	3,310	6.3%

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

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics

Table 11: Disability Status by Age Group

	Pinal County		Gila County	
	Population	Percent (%)	Population	Percent (%)
Under 5 years of age	93	0.3%	34	1.1%
Age 5 to 17 years	4,119	5.7%	582	7.3%
Age 18 to 64 years	23,578	11.5%	4,807	16.9%
Age 65 years and over	18,877	30.8%	4,716	36.4%

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

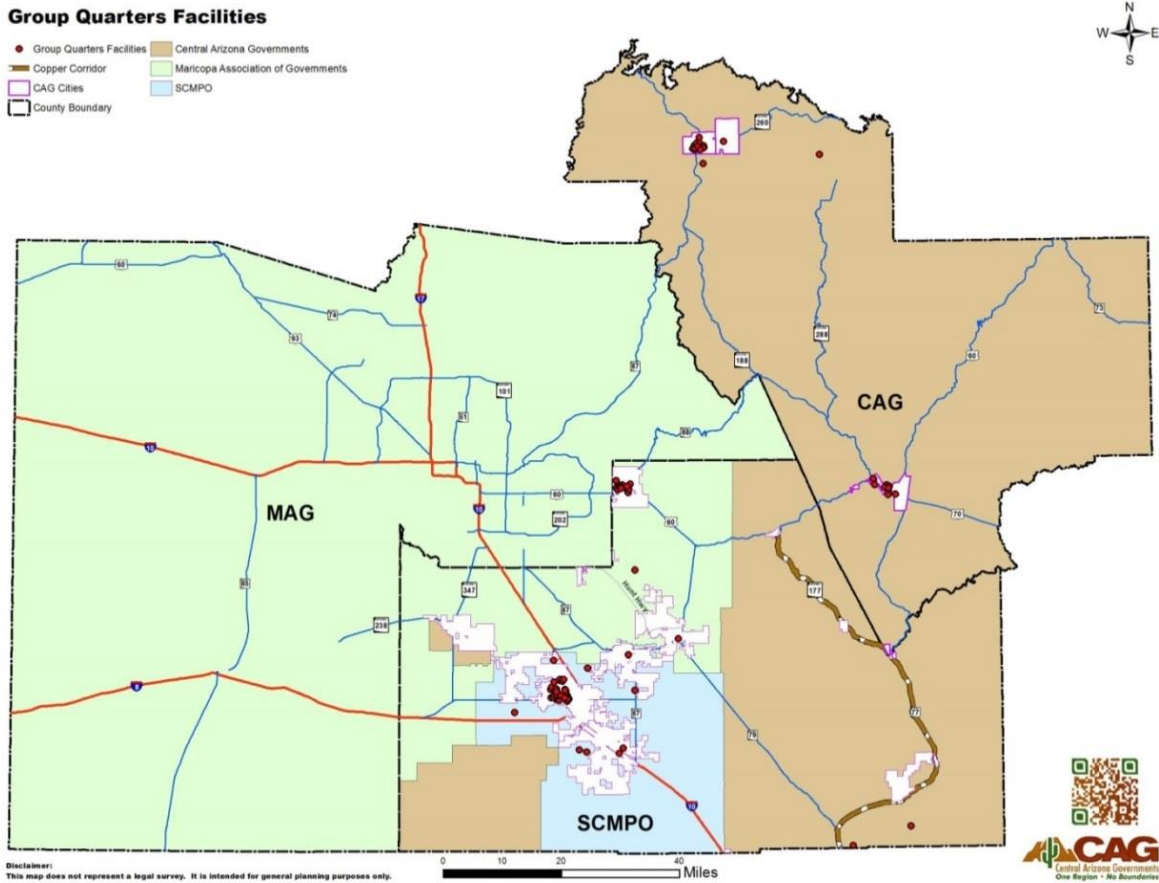
Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics

Origins and Destinations

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

Origins

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



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

Travel Destinations

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

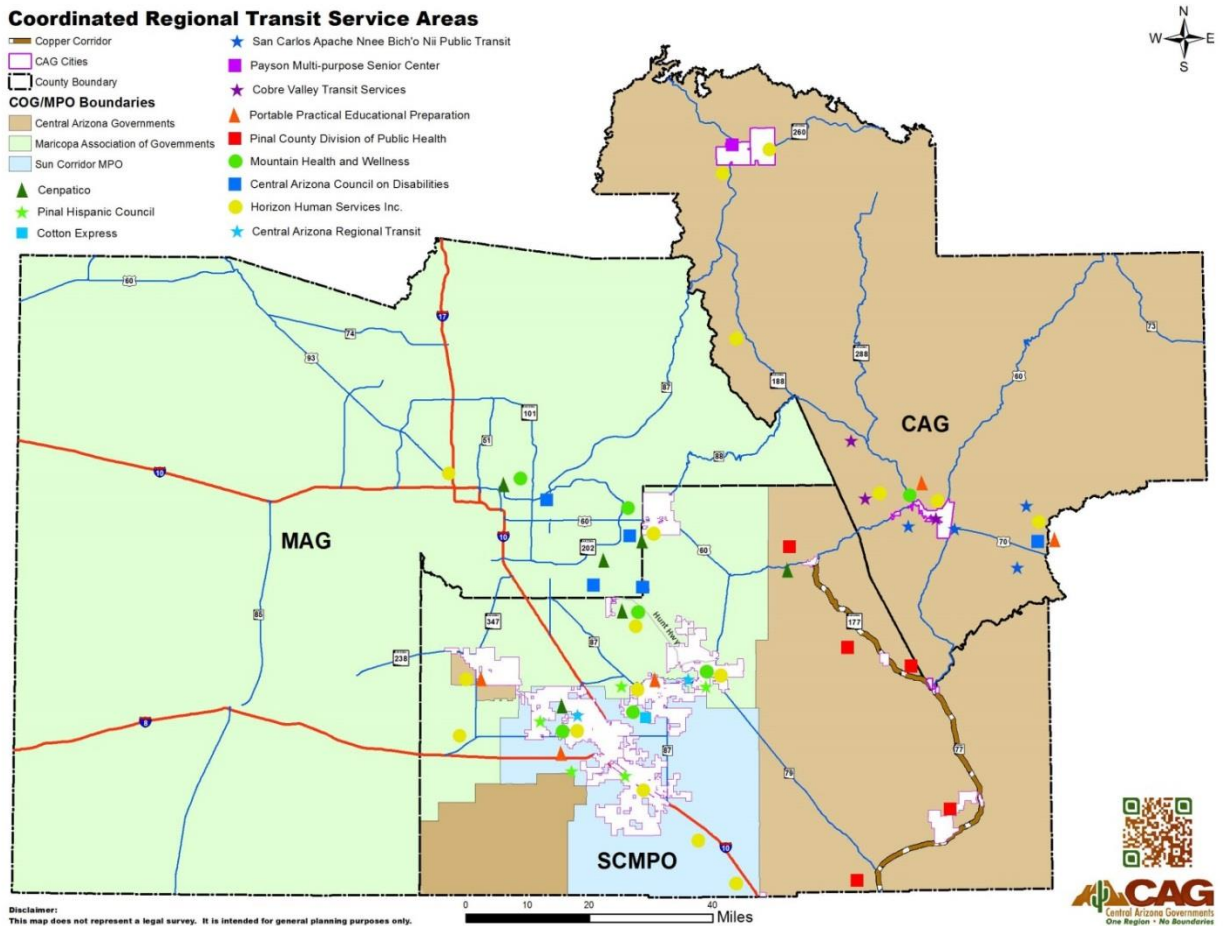


Figure 6: Regional Transit Service Map

Colleges

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

Medical Facilities

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

Table 12: Major Medical Facilities in the CAG & Sun Corridor MPO Region	
Facility	Location
Banner Payson Medical Center	Payson – (Gila County)
Cobre Valley Regional Medical Center	Globe – (Gila County)
San Carlos Dialysis	Peridot – (Gila County)

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

Employers

Major employers in the Pinal portion of the CAG and Sun Corridor MPO Region are in the public administration and retail trade industry. Similarly, in Gila County, retail trade is in the top two industries, while the largest employment sector is other services (except public administration). **Table 13: Top Employers**, lists the top 15 largest job producers within Gila and Pinal Counties by County.

Table 13: Top Employers			
Top Pinal County Employers		Top Gila County Employers	
	Jobs		Jobs
Arizona State Prison Complex	3,000	ASARCO Hayden Operations	1,200
Arizona Department of Corrections	1,186	Freeport-McMoran	638
Reginal Care Service Corporation	850	Apache Gold Casino	400
Casa Grande Banner Medical Center	800	BHP Copper Company	300
Walmart Distribution Center	736	Freeport-McMoran	300
Harrah’s Ak-Chin Casino	600	Banner Payson Medical Center	300
Central Arizona Detention Center	590	Cobre Valley Community Hospital	245
Hexcel Corporation	550	Walmart Supercenter	230
Abbot Nutrition	500	BJ Cecil Trucking Incorporation	200
Arizona Renaissance Festival – (Seasonal)	500	San Carlos Housing Authority	153
Frito-Lay Incorporation	450	Gila County Sheriff	150
Walmart Supercenter	400	Payson Town Hall	150
Walmart Supercenter	350	U.S. Forest Service, Ranger Station	150
Walmart Supercenter	340	San Carlos Hospital	135
Casa Grande Union High School	300	Safeway	133

Source: Central Arizona Governments 2012 Employer Database

Target Market

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

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

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

People with Disabilities

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

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

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

However, the U.S. Census defines disability as a long lasting physical, mental, or emotional condition and is self-reported. Therefore, some discrepancies exist between the two measurements. As Table 9: Disability Status indicates, 12.7 percent or 46,667 people in Pinal County area have a disability and 19.3 percent or 10,139 people in Gila County have a disability.

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

employment making public transportation and other modes of transit very important for this population.

Low Income

Limited or lack of access to employment centers can become a significant barrier to overcoming poverty, as many low income individuals have limited or no access to a personal vehicle. The FTA defines low income or limited incomes as falling below 150 percent of the federal poverty level. As Table 6: Poverty Status in the Past 12 Months indicates, 22.4 percent and 16.8 percent of the populations of Gila and Pinal County live below the poverty level at respectively. The poverty level for individuals 65 and over is 7.9 percent and 8.6 percent respectively.

Job Location

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

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

Location of Support Services

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

2.3 ENVIRONMENT

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



Figure 7: Arizona Geologic Provinces

Pinal County

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

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

Gila County

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

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

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

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

Climate & Precipitation

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

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

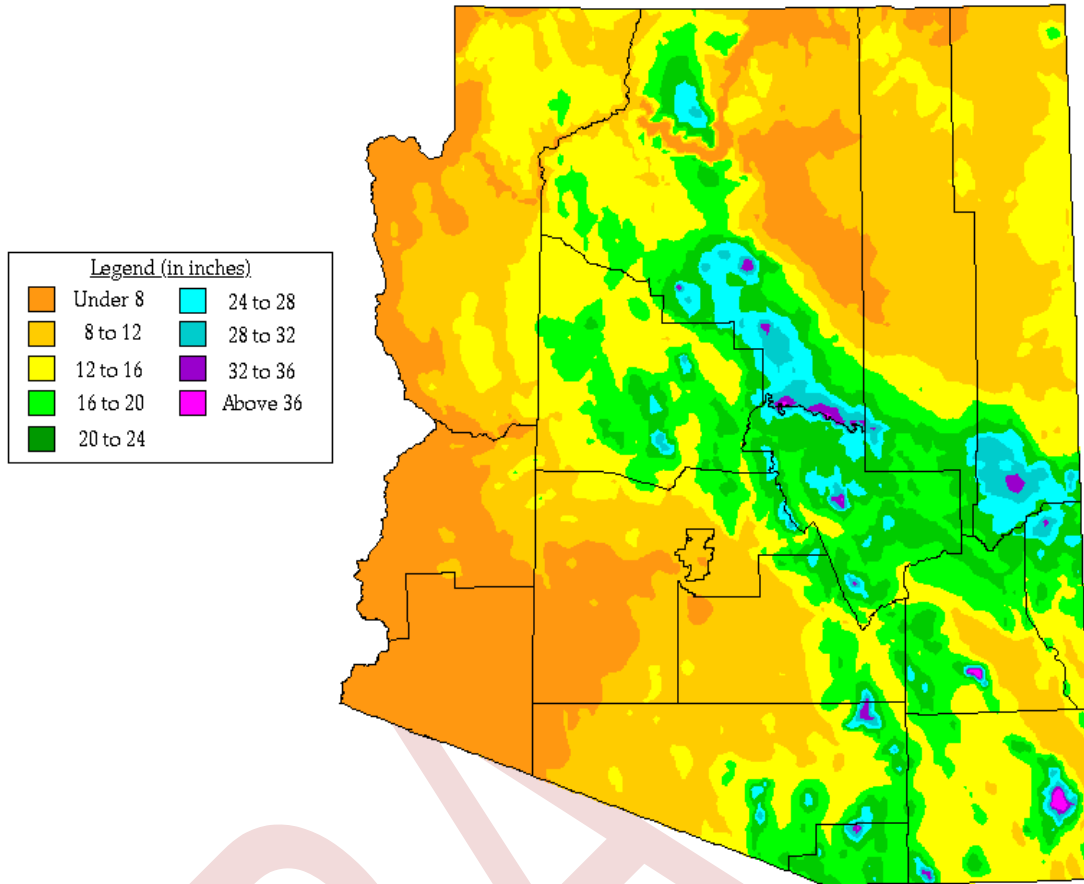


Figure 8: Average Annual Precipitation

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

2.4 SERVICE INVENTORY & TRANSIT AGENCY PROFILES

Human Services Transportation Level of Service

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

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

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

CAG & Sun Corridor MPO Region Transit Providers

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

Table 14: Active Coordinated Mobility (5310 & 5311) Providers	
<i>Providers</i>	<i>Main Office Location</i>
Achieve Human Services	Casa Grande
Central Arizona Regional Transit (CART)	Coolidge
Coolidge – Cotton Express	Coolidge
Horizon Health & Wellness	Casa Grande
Town of Kearny	Kearny
Payson Multipurpose Senior Center	Payson
Pinal County – On The Go Express	Florence
Pinal-Gila Council for Senior Citizens	Casa Grande
Pinal Hispanic Council	Eloy
Portable Practical Education Preparation (PPEP) / Encompass	Tucson
San Carlos Apache Tribe – Nnee Bich’ o Nii Transit	Peridot
Town of Superior	Superior
Town of Miami – Cobre Valley Community Transit	Miami
White Mountain Tribal Community (Became active in 2016)	Whiteriver, AZ

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

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

Table 15: Non-Active Coordinated Mobility (5310) Providers	
<i>Providers</i>	<i>Main Office Location</i>
Ak-Chin Indian Community	Ak-Chin Indian Community
Arizona Foundation for the Handicapped	Casa Grande
Banner Casa Grande	Casa Grande
Catholic Community Services	Tucson
Central Arizona College	Casa Grande
City of Globe	Globe
Community Alliance Against Family Abuse	Apache Junction
DES/DDD – Coolidge	Coolidge
Dorothy Powell Senior Adult Center	Casa Grande
Eloy Adult Center	Eloy
Gila County GEST	Globe
Globe Active Adult Center	Globe
Hayden Senior Center	Hayden
Lutheran Social Services of the Southwest	Tucson
Miami Senior Center	Miami
Superior Senior Center	Superior
Town of Florence – Dorothy Nolan Senior Center	Florence

As part of the coordination among transit providers, **Table 16: 5310 Training & Workshops Hosted by CAG & Sun Corridor MPO** list of expected opportunities throughout the 2017 calendar year for 5310 providers to receive assistance within the Region.

Table 16: 5310 Training & Workshops Hosted by CAG & Sun Corridor MPO
<i>Training or Workshop Session</i>
Grant Writing Workshop
True Cost of Transit, Transit Budget
Data Collection Workshop
Grant Compliance Workshop
FAST ACT, Transportation Bill
Vehicle % Asset Management
Best Practices, Transit Management
Driver PASS Training
Grant Management
Dates and locations will be announce once available.

CAG & Sun Corridor MPO Region Transit Providers

In the recent survey, 55 percent of human service agencies who responded were slightly more likely to limit the kinds of trips provided within their transportation services. Even though limits were imposed over this last year, priority trips were granted for shopping, AHCCCS-required and non-emergency medical trips. Currently not one of the agencies responding to the survey contracts to another provider, the focus is to transport their clients and using their own vehicles.

According to agencies responding to the survey, the average number of one-way client trips made last year was 17,488. Agency vehicles are not the only form of transportation that clients are using. Case managers, part-time employees and others willingly use their private vehicles to transport clients to and from visits for counseling, shopping, doctor visits and other necessary trips. When agency vehicles are not used to transport clients the average reimbursement provided to the owner of the vehicle is 45 cents per mile. For those agencies that did pay out mileage to employees, personal vehicles, on average, transported clients a total of 19,681 miles. The average number of trips provided, using personal vehicles, during the past year was approximately 1,339.

When agencies were asked if they are aware of activities, or destinations for which more transportation is needed, 55.6 percent agreed that more services are needed in order to serve their clientele.

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

Achieve Human Services
Pinal County



General program information:

Mission

Empower the individuals that we serve to live their lives to their greatest potential.

Vision

We lead in the development and delivery of innovative programs designed to strengthen individuals and build stronger communities.

Services

Achieve Human Services is a non-profit organization that provides employment services to individuals with documented disabilities. Achieve Human Services offers the following services: Center Based Employment, Group Supported Employment and Individual Supported Employment/Support Aide.

Overview of Program

Service:

Client transportation services

Applicant Status:

501 (c)(3) Non-Profit

Service Area:

See Figure 6

Major Funding Source:

Private Pay, State, and Federal

Number of Vehicles: 4

Annual Data Year: 2016

Annual Trips: 7,200

Annual Hours: 2,400

Annual Miles: 36,000

Contact:

Kelly Thomas

kthomas@achievehs.org

Phone: 928-446-2171

Address: 3151 N. Piper Ave.

#B117

Casa Grande, AZ 85131

Current Coordination/Needs:

Coordinate with area group homes when members are living in congregate settings.

Unmet Needs:

Achieve Human Services is requesting a replacement van for VIN 6949.

Central Arizona Regional Transit (CART)

Pinal County



The Central Arizona Regional Transit (CART) is operated by the City of Coolidge and its partners including Florence, Central Arizona College and Pinal County. The Central Arizona Regional Transit (CART) is a fixed route connector service connecting Coolidge, Florence, Central Arizona College and the Greyhound Terminal in Casa Grande. Central Arizona Regional Transit (CART) also utilizes a commuter route in the early mornings from 5:05 am -7:07 am and in the late afternoon from 4:25 pm – 6:25 pm. Three Vehicles are used daily. One is used as a backup. The Central Arizona Regional Transit Routes Hours of Operation are from 5:15 am – 8:00 pm Monday through Friday.

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

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

Overview of Program

Service: Fixed Route Connector

Applicant Status: Local Government

Service Area: From Coolidge to Casa Grande

Major Funding Source: 5311 – Rural Public Transit

Number of Vehicles: 3

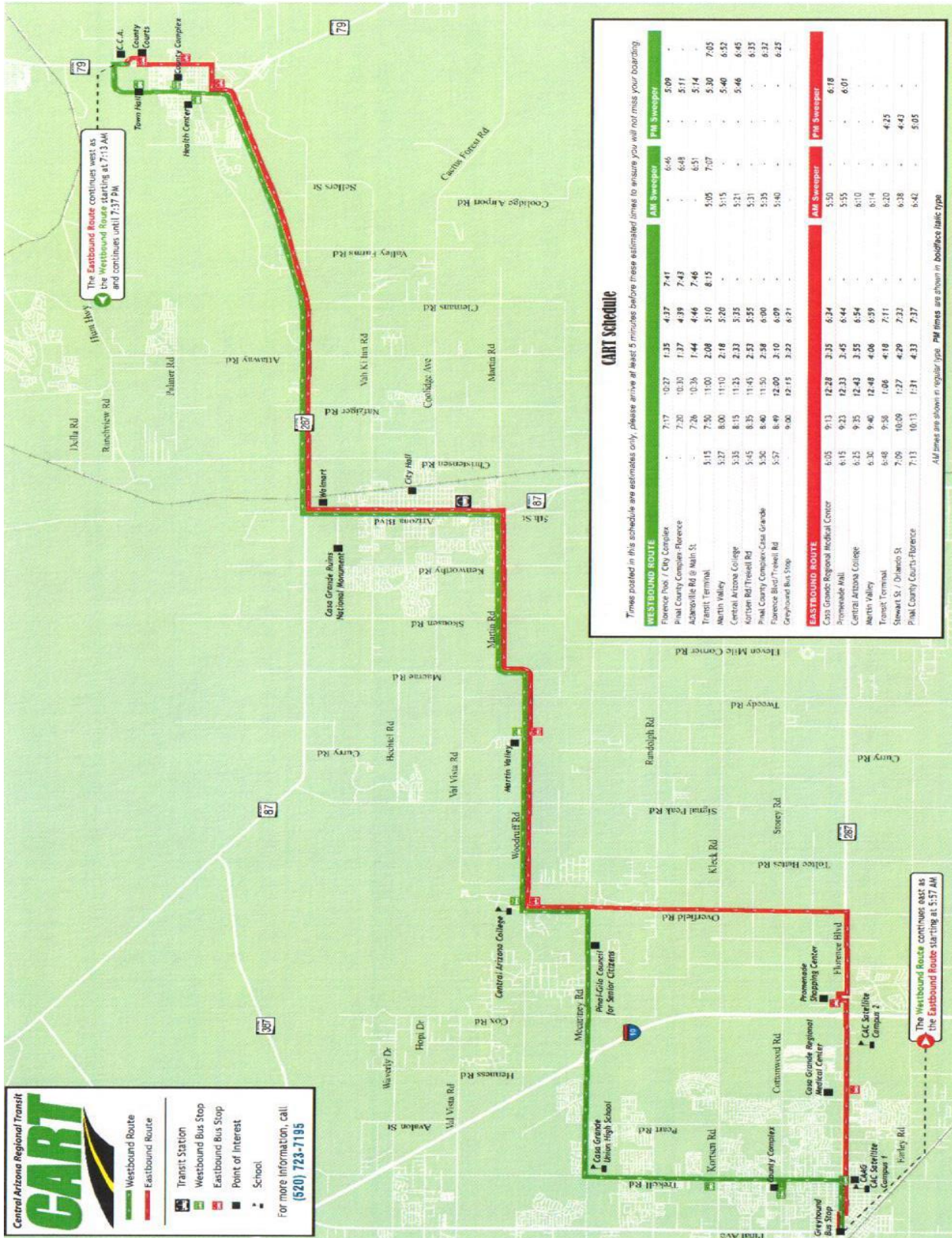
Annual Trips: 20,370

Annual Hours: 9,360

Annual Miles: 132,015

Contact: Mike Meyer
mmeyer@coolidgeaz.com
(520) 251-1041

Current Coordination/Needs:



Coolidge – Cotton Express

Pinal County



The Cotton Express is operated by the City of Coolidge with a fleet of five 18-passenger, wheelchair accessible buses. Four vehicles are operated daily. One vehicle is used as a backup. The Coolidge Cotton Express Routes Hours of Operation are from 7:00 am - 8:00 pm Monday through Friday.

Two types of service are provided in the City of Coolidge, a deviated fixed route and an On Demand service which utilizes a 24-hour advanced reservation system. The Cotton Express fare for a fixed route service is \$1.00 for adults and \$.50 for children. A fare of \$1.50 is charged for the On Demand service, regardless of age.

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

Overview of Program

Service:

Public Transit Service

Applicant Status:

Local Government

Service Area:

See – Figure 6 and Route on following page

Major Funding Source:

5311 – Rural Public Transit

Number of Vehicles: 8

Annual Trips: 24,202

Annual Hours: 10,441

Annual Miles: 90,693

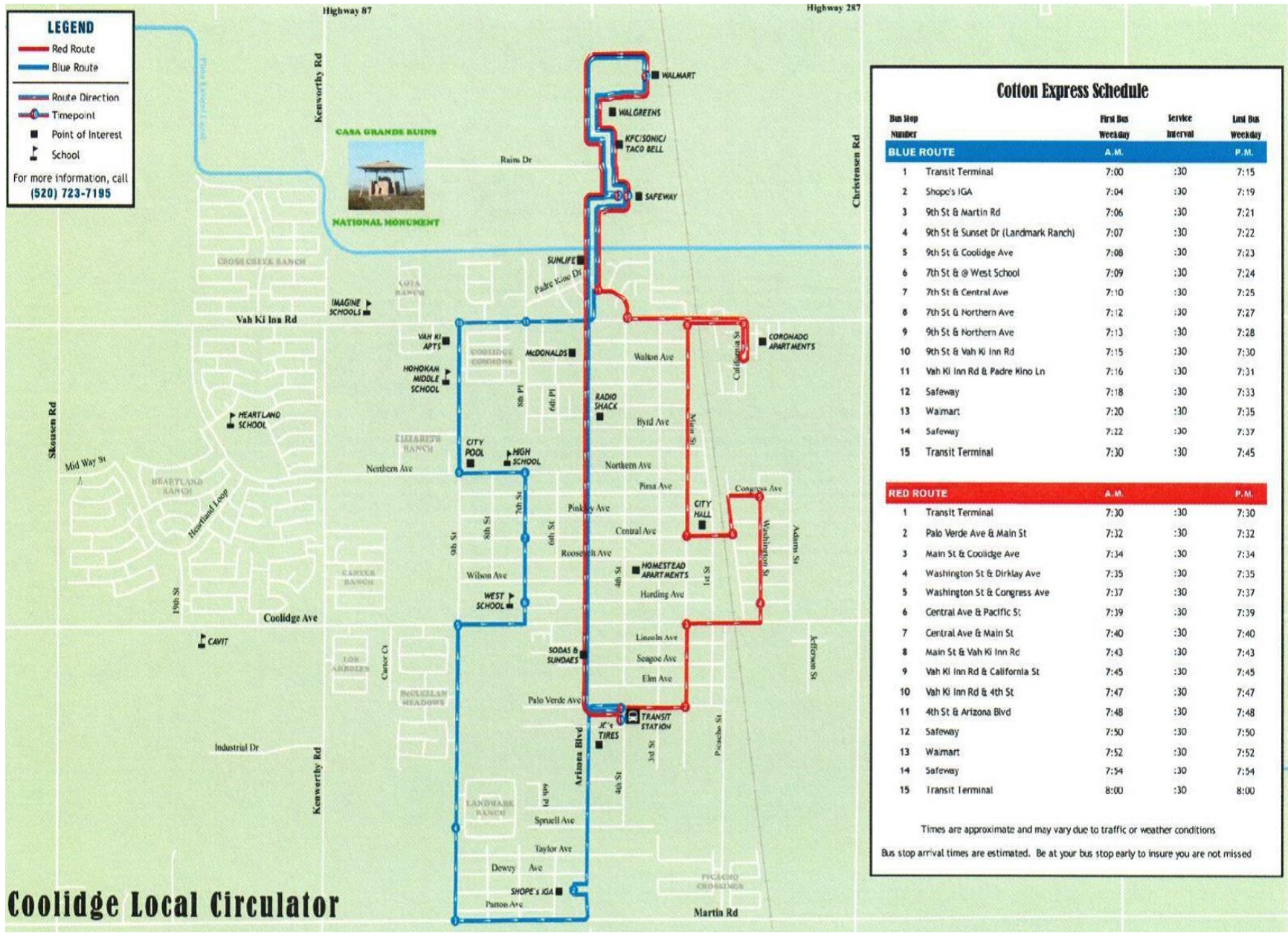
Contact: Mike Meyer

mmeyer@coolidgeaz.com

(520) 251-1041

Current Coordination/Needs:

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



Coolidge Local Circulator

Horizon Health & Wellness
Gila & Pinal County



Horizon Health and Wellness is a private, not-for-profit integrated healthcare agency that provides quality psychiatric and medical services and programming to disabled individuals and families in Pinal and Gila counties. Participants are enrolled in many diverse services, which include primary care, psychiatric evaluations, medication monitoring, vocational rehabilitation, residential treatment services, substance abuse treatment, individual and group therapy, inpatient services and court ordered treatment coordination.

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

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

Overview of Program

Service:

Client Transportation Service

Applicant Status:

Non-Profit Agency

Service Area:

See – Figure 6

Major Funding Source:

5310 – Rural Public Transit

Number of Vehicles: 72

Annual Data Year: 2016

Pinal Trips: 35,290

Pinal Hours: 48,115

Pinal Miles: 1,232,915

Gila Trips: 32,418

Gila Hours: 18,359

Gila Miles: 259,365

Contact:

Marsha Ashcroft

marsha.ashcroft@hhwaz.org

(520) 836-1688

Current Coordination/Needs:

Horizon Health and Wellness actively participates in the Gila-Pinal Rides Coordination Committee. The Agency plans to apply for the following 5310 Capital Equipment in 2017: Replacement of four 12-passenger vans, no lift; and one Minivan, no ramp.

Kearny Senior Center
Pinal County

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

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

Overview of Program

Service:

Transit services for seniors and people with disabilities.

Applicant Status: Local Government

Service Area:

Town of Kearny

Major Funding Source:

5310 Rural Public Transit

Number of Vehicles: 1

Annual Data Year: 2016

Annual Trips: 50

Annual Hours: 480

Annual Miles: 10,699

Contact:

Anna Flores

aflores@townofkearny.com

Phone: 520-363-5547

Address: PO Box 639

Kearny, AZ 85137

Current Coordination/Needs:

5310 Capital Equipment: Replacement of a 2007 – 12 passenger van, no-lift.

Payson Senior Center, Inc.
Gila County



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

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

Their homebound service provides meals to those who are approved by Pinal-Gila Area for Aging. They currently have 4 meal routes that cover the Payson, Star Valley and south to Tonto Basin and they provide meals Monday through Friday. Their drivers normally leave by 9:30 am and are done by noon.

Overview of Program

Service:

Transit services for seniors and people with disabilities

Applicant Status:

Local Government

Service Area:

See – Figure 6

Major Funding Source:

5310 – Rural Public Transit

Number of Vehicles: 8

Annual Trips: 7,200

Annual Hours: 2,500

Annual Miles: 24,000

Contact:

Joanne Conlin

pseniorctr@gmail.com

(928) 474-4876

Current Coordination/Needs:

5310 Capital Equipment: Replacement of a 2008 - 9 passenger Cutaway with wheelchair ramp. Total cost: \$58,000 - FED \$46,400, Payson Senior Center \$11,600

5310 Operational Cost: Total expense less revenue \$60,000 (50/50 split) \$30,000 each

Their Meals on Wheels program that services The Town of Star Valley and The Town of Payson and south to Tonto Basin is almost at its maximum. They have four routes and deliver about 120 meals a day.

Pinal County Division of Public Health
On the Go Express
Pinal County



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

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

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

On The Go Express operates 8:00 am to 3:00 pm, Monday through Friday with the exception of county observed holidays. The suggested donation for services is \$2.00 per day with no charge to any aide assisting with a passenger. Transportation is arranged by appointment only and with a minimum of a 72 hour notice. Appointments are subject to denial if schedule is full. To schedule a ride please call 1-800-208-6897 extension 7685.

Overview of Program

Service:

Transit services for seniors and people with disabilities

Applicant Status:

Local Government

Service Area:

See – Figure 6

Major Funding Source:

Pinal County Public Health Services District

Number of Vehicles:

Seven

Annual Data Year: FY 15-16

Annual Trips: 2,776

Annual Hours: 2,993

Annual Miles: 104,290

Contact:

Mary Clements
mary.clements@pinalcountyaz.gov
(520) 866-7312

Current Coordination/Needs:

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

Pinal-Gila Council for Senior Citizens
Gila & Pinal County



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

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

Overview of Program

Service:

Transit Services for the elderly.

Applicant Status:

Nonprofit

Service Area:

See – Figure 6

Major Funding Source:

5310 – Rural Public Transit

Number of Vehicles: 4

Annual Trips: 32,973

Annual Hours:

Annual Miles: 57,168

Contact:

Victor Gomez

victorg@pgcsc.org

(520) 836-2758

Current Coordination/Needs:

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



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

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

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

Overview of Program

Service:

Client transportation services

Applicant Status:

501 (c)(3) Non-Profit

Service Area:

See – Figure 6

Major Funding Source:

5310 – Rural Public Transit
Cenpatico

Number of Vehicles:

14 (plus 4 spare vehicles)

Annual Data Year: 2016

Annual Trips: 19,137

Annual Hours: 1,820

Annual Miles: 234,767

Contact:

Tanya Cruz

tcruz@pinalhispaniccouncil.org

(520) 560-2391

107 East 4th Street

Eloy, AZ 85131

Current Coordination/Needs:

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

Unmet Needs:

PHC is requesting replacement van for VIN 4876 and an additional van to expand services.

**Portable Practical Education Preparation
(PPEP) / Encompass
Gila & Pinal County**



Overview of Program

Service:

Client transportation services

Applicant Status:

Local Government

Service Area:

See – Figure 6

Major Funding Source:

5310 – Rural Public Transit

Number of Vehicles: 19

Annual Trips: 29,015

Annual Hours: 6,024

Annual Miles: 146,189

Contact:

Marta Vargas

mvargas@ppep.org

(520) 806-4632

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

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

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

Current Coordination/Needs:

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

Unmet Needs:

Additional transportation supports are required in order for PPEP to consider further expansion of service delivery in these regions for vulnerable populations.

San Carlos Apache Tribe - Nnee Bich' o Nii Transit
Gila County (Pinal, Graham, Greenlee, and Maricopa Counties)



San Carlos Apache Nnee Bich' o Nii Services operates nine scheduled routes, with an increased variety of fixed route, commuter routes, contract services, intercity and intercity feeder routes. We also provide On-call demand services for all community members.

Our Fleet has grown to 25 vehicles at this time. Tribal leaders project an increase in the fleet size to 32 vehicles: vans, trucks and buses by the year 2021.

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

Overview of Program

Service:

Intercity and Intercity Feeder Public Transit

Applicant Status:

Local Government

Service Area:

See – Figure 6 and Route on following page.

Major Funding Source:

FTA Tribal Transit, ADOT 5311 – Rural Public Transit

Number of Vehicles: 25

Annual Trips: 529,764

Annual Hours: 19,670

Annual Miles: 313,054

Contact:

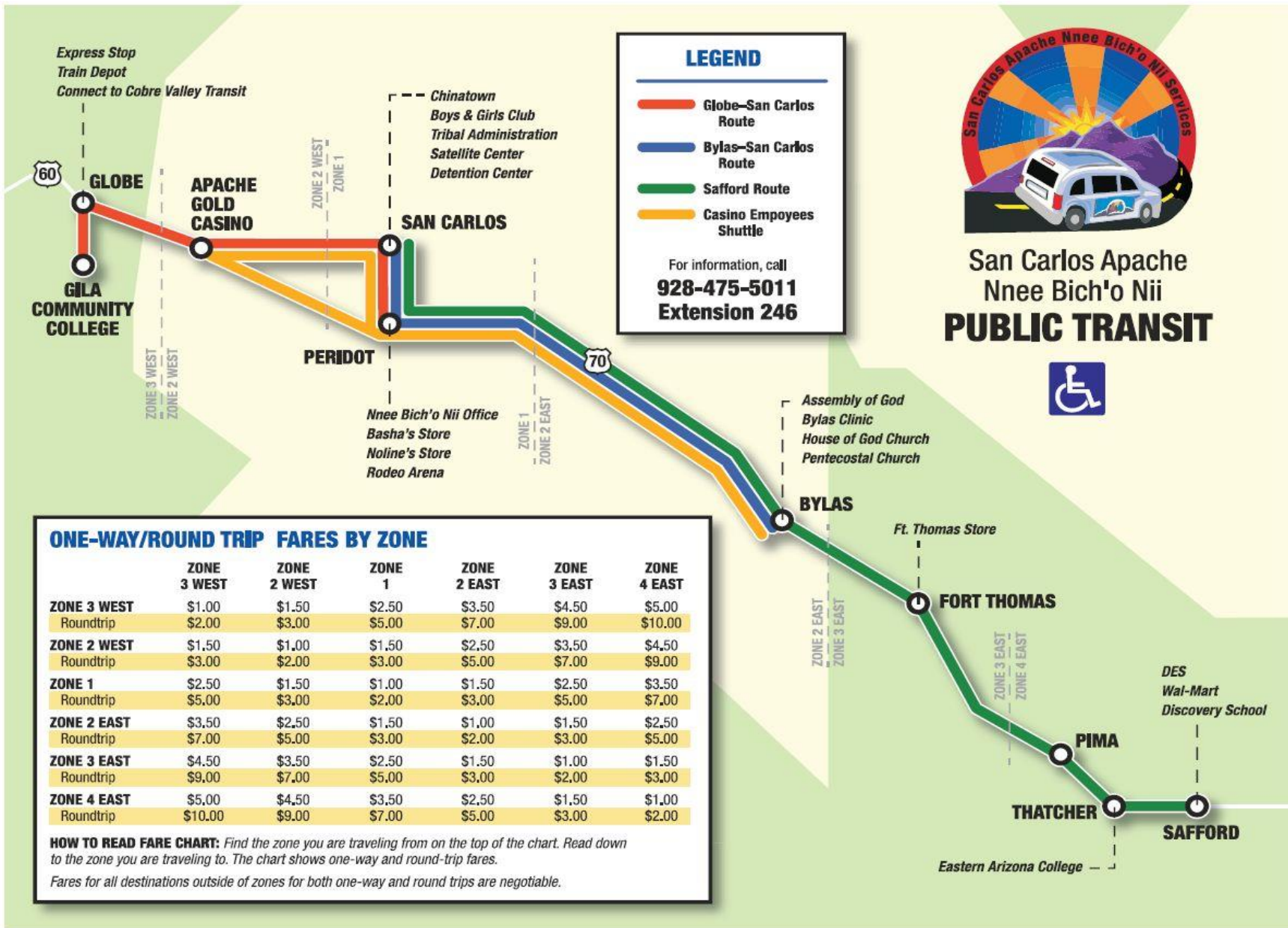
Bernadette Kniffin

bkniffin@tanf.scot-nsn.gov

(928) 475-5011 ext. 228

Current Coordination/Needs:

Nnee Bich' o Nii is constantly completing ridership surveys to ensure that services are current and meeting the needs of the riders. During multiple surveys, riders identified that there was a need and desire for the Nnee Bich' o Nii to provide expanded services to the White Mountain Apache Tribe. Many tribal members from the White Mountain Apache Tribe and the San Carlos Apache Tribe are related and desire to meet with family members residing on the reservation with a connector route would allow employment-related services for these individuals. Discussions were held with the White Mountain Apache Tribe regarding feasibility which culminated in the submission of a planning grant through the Tribal Transit Program (TTP) by the San Carlos Apache Tribe, Nnee Bich' o Nii Transit Program. Another is the establishment of a Safford Circular Route to begin in the fall of 2016. Continue our coordinated runs with Cobre Valley Transit (CVT) from Globe-Miami.



Superior Senior Center
Pinal County

Town of Superior



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

The Senior Center offers Homebound & Congregate Meals four days a week. We do home-delivered meals on Mondays, 1 hot meal and 4 frozen. We offer transportation to and from the center and local shopping trips.

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

At this, time we cannot offer out of town transportation for appointments due to limited resources.

Overview of Program

Service:
Client transportation services

Applicant Status:
Public Agency

Service Area: *Town of Superior*

Major Funding Source:
Pinal/Gila Council for Senior Citizens

Number of Vehicles: 3

Annual Data Year: 2016

Annual Trips:

Annual Hours:

Annual Miles:

Contact:
Todd Pryor

manager@superioraz.gov

Current Coordination/Needs:

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

**Town of Miami - Cobre Valley Community Transit
Gila County**



Overview of Program

Service:

Public Transit Service

Applicant Status:

Local Government

Service Area:

See – Figure 6 and Route on following page

Major Funding Source:

5311 – Rural Public Transit

Number of Vehicles: 6

Annual Trips: 16,467

Annual Hours: 7,894

Annual Miles: 87,129

Contact:

Richard Cluster Sr.

miamitransit@cablone.net

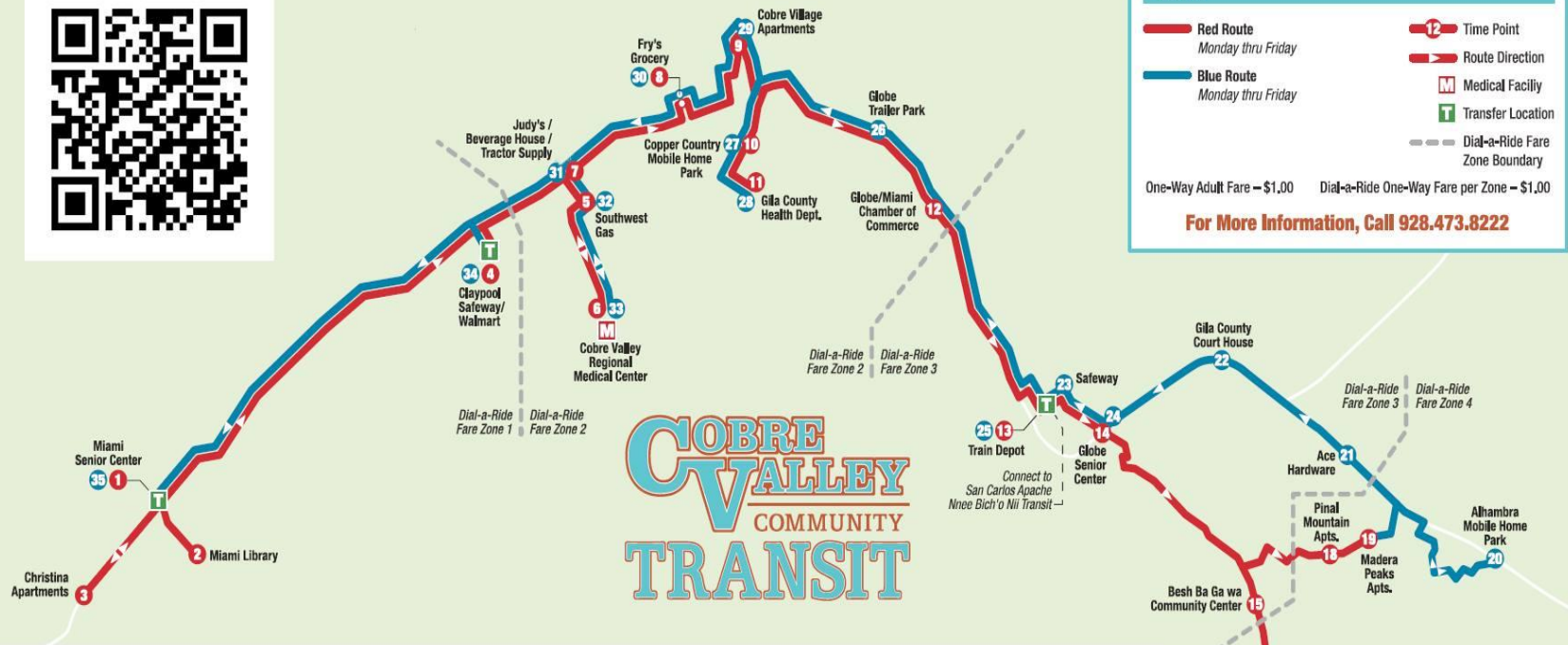
(928) 473-8222

The Town of Miami currently operates a Dial-a-Ride program with one vehicle. Cobre Valley Community Transit serves Miami, Globe and the unincorporated areas of Gila County. They have expanded to a Deviated Fixed Route; Cobre Valley Community Transit (CVCT) is the only public transit operator in Gila County.

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

Current Coordination/Needs:

Cobre Valley is seeking partners to work with to improve transportation services in Gila County. As part of their expanded coordination efforts, they plan to coordinate with San Carlos by using a transfer stops once the deviated fixed route begins service. Cobre Valley Community Transit coordinates with Statewide Express for non-emergency and DES transportations. These are clients with insurance coverage (no insurance-no transport). Statewide contracts some services with Cobre Valley.



LEGEND

- Red Route: Monday thru Friday
- Blue Route: Monday thru Friday
- Time Point
- Route Direction
- Medical Facility
- Transfer Location
- Dial-a-Ride Fare Zone Boundary

One-Way Adult Fare – \$1.00 Dial-a-Ride One-Way Fare per Zone – \$1.00

For More Information, Call 928.473.8222

MIAMI TO GLOBE – Monday through Friday

1	Miami Senior Center	6:30	—	—	—	—	—	—	
2	Miami Library	6:35	7:50	9:25	10:40	12:50	2:00	3:40	4:50
3	Christina Apartments	6:40	7:55	9:30	10:45	12:55	2:05	3:45	4:55
4	Claypool Safeway/Walmart	6:45	8:00	9:35	10:50	1:00	2:10	3:50	5:00
5	Southwest Gas	6:50	8:05	9:40	10:55	1:05	2:15	3:55	5:05
6	Cobre Valley Regional Medical Center	6:55	8:10	9:45	11:00	1:10	2:20	4:00	5:10
7	Judy's / Beverage House / Tractor Supply	7:00	8:15	9:50	11:05	1:15	2:25	4:05	5:15
8	Fry's Grocery	7:05	8:20	9:55	11:10	1:20	2:30	4:10	5:20
9	Cobre Village Apartments	7:10	8:25	10:00	11:15	1:25	2:35	4:15	5:25
10	Copper Country Mobile Home Park	7:15	8:30	10:05	11:20	1:30	2:40	4:20	5:30
11	Gila County Health Department	7:20	8:35	10:10	11:25	1:35	2:45	4:25	5:35
12	Globe/Miami Chamber of Commerce	7:25	8:40	10:15	11:30	1:40	2:50	4:30	5:40
13	Globe Train Depot	7:30	8:45	10:20	11:35	1:45	2:55	4:35	5:45
14	Globe Senior Center	7:35	8:50	10:25	11:40	1:50	3:00	4:40	5:50
15	Besh Ba Ga wa Community Center	7:40	8:55	10:30	11:45	1:55	3:05	4:45	5:55
16	Gila Community College	7:45	9:00	10:35	11:50	2:00	3:10	4:50	6:00
17	Pueblo Heights Trailer Park	7:50	9:05	10:40	11:55	2:05	3:15	4:55	—
18	Pinal Mountain Apartments	7:55	9:10	10:45	12:00	2:10	3:20	5:00	—
19	Madera Peaks Apartments	8:00	9:15	10:50	12:05	2:15	3:25	5:05	—

GLOBE TO MIAMI – Monday through Friday

20	Alhambra Mobile Home Park	6:30	8:05	9:20	10:55	12:10	2:20	3:30	5:10
21	Globe Ace Hardware	6:35	8:10	9:25	11:00	12:15	2:25	3:35	5:15
22	Gila County Court House	6:40	8:15	9:30	11:05	12:20	2:30	3:40	5:20
23	Globe Safeway	6:45	8:20	9:35	11:10	12:25	2:35	3:45	5:25
24	Globe Senior Center	6:50	8:25	9:40	11:15	12:30	2:40	3:50	5:30
25	Globe Train Depot	6:55	8:30	9:45	11:20	12:35	2:45	3:55	5:35
26	Globe Trailer Park	7:00	8:35	9:50	11:25	12:40	2:50	4:00	5:40
27	Copper Country Mobile Home Park	7:05	8:40	9:55	11:30	12:45	2:55	4:05	5:45
28	Gila County Health Department	7:10	8:45	10:00	11:35	12:50	3:00	4:10	5:50
29	Cobre Village Apartments	7:15	8:50	10:05	11:40	12:55	3:05	4:15	5:55
30	Fry's Grocery	7:20	8:55	10:10	11:45	1:00	3:10	4:20	6:00
31	Judy's / Beverage House / Tractor Supply	7:25	9:00	10:15	12:25	1:35	3:15	4:25	—
32	Southwest Gas	7:30	9:05	10:20	12:30	1:40	3:20	4:30	—
33	Cobre Valley Regional Medical Center	7:35	9:10	10:25	12:35	1:45	3:25	4:35	—
34	Claypool Safeway / Walmart	7:40	9:15	10:30	12:40	1:50	3:30	4:40	—
35	Miami Senior Center	7:45	9:20	10:35	12:45	1:55	3:35	4:45	—

Times are approximate and may vary due to traffic and weather conditions.
AM times are shown in regular type. PM times are shown in bold type.



Commercial Transportation Providers

Currently several commercial transportation providers operate in the CAG and Sun Corridor MPO Region. These include:

Union Cab Company

Primarily an airport shuttle, vehicles can be chartered for a half day for \$130.00 or for the full day for \$250.00. The services operate four Lincoln Town Cars. <http://unioncabaz.com> Phone no: 480-303-9999

Pinal Connections

Primarily an airport shuttle, a trip from Casa Grande or Coolidge would be \$50 with a one-hour wait time. pinalconnections@yahoo.com
Phone: 1-800-427-1271

Safe Ride and Statewide Express Transportation

There are two contract providers typically used to provide AHCCCS (Medicaid) transportation services, Safe Ride and Statewide Express Transportation. These providers were certified through the AHCCCS system and selected for use as needed by health care providers serving the area. <http://www.statewideaz.net/> Phone: 928-680-1222

Greyhound Intercity Bus Service

This new service allows residents to experience the best of both worlds, catering to those who want to travel to smaller, rural communities in Arizona, as well as those who want access to major cities within Greyhound's network. Students in College can also enjoy the benefit of having convenient access from campus to home.

Greyhound and ADOT worked in partnership with each of the communities to ensure that the routes were coordinated with local transit operations to allow for easy and convenient transfers. This included coordination with the towns of Safford and Superior, along with coordination with each of the transit systems in the new markets. <http://www.greyhound.com/en/discover-greyhound/> Call (toll-free) 1-800-231-2222



Figure 9: Greyhound Service Routes

3. VEHICLE INVENTORY

The following is a vehicle inventory for the CAG and Sun Corridor MPO as reported by providers in September 2016.

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Achieve Human Service, Casa Grande	2002	FORD	WINDSTAR	207521	15	0	FAIR	No	CAG
Achieve Human Service, Casa Grande	2012	DODGE	CARAVAN	73934	7	0	GOOD	Yes	CAG
Achieve Human Service, Casa Grande	2013	DODGE	CARAVAN	45353	7	0	GOOD	Yes	CAG
Achieve Human Service, Casa Grande	2007	FORD	E350	41336	9	3	GOOD	No	CAG
Coolidge - (Cotton Express)	2001	Ford	E350	204,540	19	1	3	No	SCMPO
Coolidge - (Cotton Express)	2007	Ford	E350	131,881	19	1	3	Yes	SCMPO
Coolidge - (Cotton Express)	2006	Ford	E350	156,938	19	1	3	No	SCMPO
Coolidge - (Cotton Express)	2009	Chevrolet	G3500	175,146	19	2	4	Yes	SCMPO
Coolidge - (Cotton Express)	2009	Chevrolet	G3500	162,162	19	2	4	Yes	SCMPO
Coolidge - (Cotton Express)	2009	Chevrolet	G3500	176,421	19	2	4	Yes	SCMPO
Coolidge - (Cotton Express)	2014	Chevrolet	G3500	21,263	19	2	5	Yes	SCMPO
Coolidge - (Cotton Express)	2014	Chevrolet	G3500	23,731	19	2	5	Yes	SCMPO
Coolidge - (CART)	2008	Chevrolet	G5500	242,211	32	2	3	Yes	SCMPO
Coolidge - (CART)	2014	Int.	MaxxForce	102,841	32	2	4	Yes	SCMPO
Coolidge - (CART)	2014	Int.	MaxxForce	94,951	32	2	4	Yes	SCMPO
Payson Seniors	2007	Ford	El Dorado	100,000	8	4	Fair	No	CAG
Payson Seniors	2008	Ford	Supreme	87,565	8	4	Fair	No	CAG
Payson Seniors	2008	Chevy	Mini Van	37,894	5	0	Good	No	CAG
Payson Seniors	2010	Toyota	Mini Van	21,169	5	0	Good	Yes	CAG
Payson Seniors	2011	Chevy	Van	18,000	12	0	Excellent	Yes	CAG
Payson Seniors	2012	Dodge	Mini Van w/Ramp	13,221	4	2	Excellent	Yes	CAG
Payson Seniors	2012	Dodge	Mini Van	25,858	6	0	Excellent	Yes	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Payson Seniors	2015	Ford	Starlight	13,370	9	4	Excellent	Yes	CAG
Payson Senior Ctr (non-DOT)	1990	Dodge	Ram	100,000	2	0	Fair	No	CAG
Payson Senior Ctr (non-DOT)	2006	Toyota	Tundra	71,510	4	0	Good	No	CAG
Pinal Hispanic Council; Casa Grande	1994	Dodge	12 passenger	73,585	12	0	Fair	No	CAG
Pinal Hispanic Council; Casa Grande	2002	Dodge	Durango	272,226	5	0	Poor	No	CAG
Pinal Hispanic Council; Casa Grande	2012	Dodge	Grand Caravan	71,096	7	0	Excellent	Yes	CAG
Pinal Hispanic Council; Casa Grande	2010	Toyota	Sienna	113,659	7	0	Good	No	CAG
Pinal Hispanic Council; Coolidge	2006	Chevy	Uplander	183,322	7	0	Fair	No	CAG
Pinal Hispanic Council; Coolidge	2012	Dodge	Grand Caravan	55,186	7	0	Excellent	Yes	CAG
Pinal Hispanic Council; Coolidge	2010	Toyota	Sienna	125,643	7	0	Good	No	CAG
Pinal Hispanic Council; Coolidge	2005	Chevy	3500	161,012	15	0	Fair	No	CAG
Pinal Hispanic Council; Coolidge	2010	Dodge	Grand Caravan	87,661	7	0	Good	No	CAG
Pinal Hispanic Council; Coolidge	2016	Dodge	Grand Caravan	10,781	7	0	Excellent	No	CAG
Pinal Hispanic Council; Eloy	2002	Chevy	E350		15	0	Poor	No	CAG
Pinal Hispanic Council; Eloy	1998	FORD	Handicapped van		7	2	Fair	No	CAG
Pinal Hispanic Council; Eloy	2013	Dodge	Grand Caravan	48,052	7	0	Excellent	No	CAG
Pinal Hispanic Council; Eloy	2014	Ford	E350	51,557	15	0	Excellent	No	CAG
Pinal Hispanic Council; Eloy	2015	Dodge	Grand Caravan	36,481	7	0	Excellent	Yes	CAG
Pinal Hispanic Council; Eloy	2015	Dodge	Grand Caravan	28,429	7	1	Excellent	Yes	CAG
Pinal Hispanic Council; Eloy	2016	Dodge	Grand Caravan	1,764	7	0	Excellent	Yes	CAG
Pinal Hispanic Council; Eloy	2016	Chevy	10 passenger	1,257	10	0	Excellent	Yes	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Pinal Hispanic Council; Eloy – CEO Vehicle	2013	Dodge	Grand Caravan	58,898	7	0	Excellent	No	CAG
Pinal Hispanic Council; Eloy-Maintenance Vehicle	1999	Dodge	Ram 2500	122,000	6	0	Good	No	CAG
Pinal County On The Go Express; Oracle	2012	Ford	Supreme	93,105	9	2	Good	No	CAG
Pinal County On The Go Express; Oracle	2012	Dodge	Caravan	60,893	7	0	Good	No	CAG
Pinal County On The Go Express; Oracle	2009	Ford	Supreme	96,530	9	2	Fair	No	CAG
Pinal County On The Go Express; Oracle	2005	Ford	E-350	123,186	8	2	Poor	No	CAG
Pinal County On The Go Express; Oracle	2016	Kia	Sedona	18,668	7	0	Excellent	No	CAG
Pinal County On The Go Express; Oracle	2016	Kia	Sedona	16,829	7	0	Excellent	No	CAG
Pinal County On The Go Express; Oracle	2014	Ford	Starcraft	20,295	9	2	Good	No	CAG
Portable Practical Educational Preparation; Globe	2012	Supreme	Cutaway	30,860	7	2	Fair	No	CAG
Portable Practical Educational Preparation; Globe	2007	El Dorado	Cutaway	70,413	7	2	Poor	No	CAG
Portable Practical Educational Preparation; Globe	2005	Dodge	Caravan	83,444	7	2	Fair	No	CAG
Portable Practical Educational Preparation; Globe	2008	El Dorado	Cutaway	55,961	7	2	Fair	No	CAG
Portable Practical Educational Preparation; Globe	2004	Chevy	Astro van	103,449	6	0	Very Poor	No	CAG
Portable Practical Educational Preparation; Globe	2010	Ford	Cutaway	47,416	7	2	Good	No	CAG
Portable Practical Educational Preparation; Globe	2006	Kia	minivan	86,762	5	0	Fair	No	CAG
Portable Practical Educational Preparation; Globe	2009	Kia	Sedona minivan	69,924	5	0	Fair	No	CAG
Portable Practical Educational Preparation; Globe	2015	Dodge	Caravan	6,489	6	0	Excellent	No	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Portable Practical Educational Preparation; Globe	2013	Ford	Maxi van w/lift	32,939	6	2	Excellent	No	CAG
Portable Practical Educational Preparation; Globe	2013	Dodge	Caravan	64,471	6	0	Excellent	No	CAG
Portable Practical Educational Preparation; Globe	2009	Ford	Econoline	130,220	15	0	Poor	No	CAG
Portable Practical Educational Preparation; Globe	2013	Dodge	Journey	36,949	5	0	Excellent	No	CAG
Portable Practical Educational Preparation; Casa Grande	2003	Ford	Taurus	136,398	4	0	Poor	No	SCMPO
Portable Practical Educational Preparation; Casa Grande	2007	El Dorado	Cutaway	84,069	7	2	Poor	No	SCMPO
Portable Practical Educational Preparation; Casa Grande	2007	El Dorado	Cutaway	68,753	7	2	Poor	No	SCMPO
Portable Practical Educational Preparation; Casa Grande	2004	Dodge	Caravan w/side lift	136,598	3	1	Fair	No	SCMPO
Portable Practical Educational Preparation; Casa Grande	2009	Ford	Cutaway Supreme	43,562	7	2	Good	No	SCMPO
Portable Practical Educational Preparation; Casa Grande	2010	Eldorado	Cutaway	50,667	7	2	Excellent	No	SCMPO
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2008	Ford	E-350 Econo Van	238,338	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2011	Ford	E-350 Econo Van	208,540	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2008	Ford	E-350 Econo Van	217,088	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2008	Ford	Econo Van LG	269,851	14	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2008	Ford	Econo Van SM	286,803	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2008	Ford	Econo Van LG	242,140	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2009	Ford	BS Van	218,537	11	0	Good	No	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2009	Ford	BS/WSD Van	267,919	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2009	Ford	BS Van	33,489	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2011	Chevy	Express Van	73,054	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2011	Chevy	Express Van	64,810	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2011	Chevy	Express Van	144,995	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2011	Chevy	Express Van	162,926	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2011	Chevy	Express Van	348,325	11	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2003	Ford	Focus	170,252	5	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2008	Ford	F150 Truck	80,484	6	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2008	Dodge	Avenger SD	112,876	5	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2012	Chevy	2500 HD	109,540	6	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2012	Chevy	2500 HD	64,431	6	0	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2012	Chevy	Express 4500	148,697	17	2	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2012	Chevy	Express 4500	204,864	17	2	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2013	Ford	E-350	26,216	8	2	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2013	Ford	E-350	20,664	8	2	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2015	Ford	Starcraft	66,052	24	4	Good	No	CAG
San Carlos Apache Tribe Nnee Bich'o Nii Transit	2015	Champion	Defender	24,476	32	4	Excellent	No	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Horizon Health and Wellness; Casa Grande	2006	Ford	Supreme	89482	5	2	Fair	No	CAG
Horizon Health and Wellness; Globe	2008	Ford	E150	89182	7	0	Fair	No	CAG
Horizon Health and Wellness; Payson	2009	Ford	Supreme	60173	8	2	Good	No	CAG
Horizon Health and Wellness; Payson	2009	Ford	Supreme	61,841	8	2	Good	No	CAG
Horizon Health and Wellness, Casa Grande	2009	VW	Jetta	96,681	5	0	Fair	No	CAG
Horizon Health and Wellness; Casa Grande	2010	Ford	Fusion	147365	5	0	Fair	No	SCMPO
Horizon Health and Wellness; Casa Grande	2010	Ford	Supreme	63317	8	2	Good	No	SCMPO
Horizon Health and Wellness; Miami	2010	Chevy	Express	144625	12	0	Fair	No	CAG
Horizon Health and Wellness; Globe	2010	Chevy	Express	92997	12	0	Fair	Yes	CAG
Horizon Health and Wellness; Casa Grande	2010	Ford	F350	40520	NA	0	Fair	No	SCMPO
Horizon Health and Wellness; Kearny	2010	Ford	Fusion	105967	5	0	Fair	No	CAG
Horizon Health and Wellness; Oracle	2010	Ford	Fusion	104923	5	0	Good	No	CAG
Horizon Health and Wellness; Casa Grande	2011	Toyota	Sienna	92313	7	0	Good	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2011	Ford	Transit Connect	91487	NA	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2011	Ford	E350	96612	8	2	Good	Yes	SCMPO
Horizon Health and Wellness; Miami	2011	Chevy	Express	109295	12	0	Good	Yes	CAG
Horizon Health and Wellness; Miami	2011	Ford	E350	43803	8	2	Good	Yes	CAG
Horizon Health and Wellness;	2011	Ford	E350	70056	12	0	Good	No	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Payson									
Horizon Health and Wellness; Globe	2012	Ford	Fusion	102081	5	0	Good	No	CAG
Horizon Health and Wellness; Globe	2012	Ford	Fusion	50943	5	0	Good	No	CAG
Horizon Health and Wellness; Globe	2012	Ford	Fusion	63830	5	0	Good	No	CAG
Horizon Health and Wellness; Globe	2012	Ford	F150	67210	NA	0	Good	No	CAG
Horizon Health and Wellness; Coolidge	2012	Chevy	Express	93956	12	0	Good	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2012	Chevy	Express	85057	12	0	Good	Yes	SCMPO
Horizon Health and Wellness; Globe	2012	Dodge	Caravan	67027	7	0	Good	Yes	CAG
Horizon Health and Wellness; Globe	2012	Ford	E350	66964	12	0	Good	No	CAG
Horizon Health and Wellness; Coolidge	2013	Chevy	Express	84749	12	0	Good	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2013	Chevy	Express	89733	12	0	Good	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2013	Ford	Fusion	34437	5	0	Good	No	SCMPO
Horizon Health and Wellness; Miami	2013	Ford	Econoline	56552	7	0	Good	No	CAG
Horizon Health and Wellness; Oracle	2013	Chevy	Express	45746	7	0	Good	Yes	CAG
Horizon Health and Wellness; San Manuel	2013	Chevy	Express	58717	7	0	Good	Yes	CAG
Horizon Health and Wellness; Kearny	2013	Chevy	Express	56824	7	0	Good	Yes	CAG
Horizon Health and Wellness; Casa Grande	2014	Ford	Econoline	59727	15	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Fusion	60977	5	0	Good	No	SCMPO

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Horizon Health and Wellness; Globe	2014	Ford	E-350	50572	15	0	Good	No	CAG
Horizon Health and Wellness; Casa Grande	2014	Ford	Fusion	61061	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Fusion	38429	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Fusion	66310	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Fusion	34279	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Fusion	37143	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Fusion	44079	5	0	Fair	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	F150	39779	NA	0	Good	No	SCMPO
Horizon Health and Wellness; Payson	2014	Ford	Fusion	36089	5	0	Good	No	CAG
Horizon Health and Wellness; Casa Grande	2014	Ford	F150	57048	NA	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Escape	32480	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2014	Ford	Flex	32706	7	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2015	Chevy	Express	46632	7	0	Good	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2015	Chevy	Express	58874	7	0	Good	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2015	Chevy	Express	58243	7	0	Good	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2015	Ford	Fusion	37845	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2015	Ford	Fusion	63062	5	0	Good	No	SCMPO
Horizon Health and Wellness; Globe	2015	Ford	Fusion	20354	5	0	New	No	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Horizon Health and Wellness; Payson	2015	Ford	Fusion	20377	5	0	New	No	CAG
Horizon Health and Wellness; Globe	2015	Ford	Fusion	23624	5	0	New	No	CAG
Horizon Health and Wellness; Casa Grande	2015	Ford	Fusion	40846	5	0	Good	No	SCMPO
Horizon Health and Wellness; Casa Grande	2015	Chevy	Express	40454	12	0	Good	Yes	SCMPO
Horizon Health and Wellness; Globe	2015	Chevy	Express	15815	12	0	New	Yes	CAG
Horizon Health and Wellness; Casa Grande	2015	Ford	Transit Wagon	15876	12	0	New	Yes	SCMPO
Horizon Health and Wellness; Casa Grande	2015	Ford	Starcraft	19448	5	2	New	Yes	SCMPO
Horizon Health and Wellness; Globe	2015	Ford	Fusion	32660	5	0	Good	No	CAG
Horizon Health and Wellness; Casa Grande	2015	Ford	Fusion	22088	5	0	New	No	SCMPO
Horizon Health and Wellness; Payson	2015	Ford	Flex	8821	7	0	New	No	CAG
Horizon Health and Wellness; Casa Grande	2015	Ford	Transit Wagon	24511	12	0	New	No	SCMPO
Horizon Health and Wellness; San Manuel	2015	Dodge	Caravan	16740	7	0	New	Yes	CAG
Horizon Health and Wellness; Casa Grande	2015	Ford	F150	8708	NA	0	New	No	SCMPO
Horizon Health and Wellness; Casa Grande	2016	Ford	Transit Wagon	378	12	2	New	Yes	CAG
Horizon Health and Wellness; Casa Grande	2016	Chevy	Express	86	12	0	New	Yes	CAG
Horizon Health and Wellness; Casa Grande	2016	Chevy	Express	77	12	0	New	Yes	CAG
Horizon Health and Wellness; Casa Grande	2016	Chevy	Express	76	12	0	New	Yes	CAG

<i>Vehicle Location</i>	<i>Year</i>	<i>Make</i>	<i>Model</i>	<i>Mileage</i>	<i>No. of Seats</i>	<i>No. of Wheelchair Tie-Downs</i>	<i>Condition</i>	<i>Vehicle on Lean</i>	<i>Planning Agency</i>
Horizon Health and Wellness; Casa Grande	2016	Chevy	Express	76	12	0	New	Yes	CAG
Horizon Health and Wellness; Kearny	2016	Dodge	Caravan	87	7	0	New	Yes	CAG
Town of Kearny	2007	Chevy	Express	105,363	12	2	Fair	No	CAG
Town of Miami – Cobre Valley Community Transit	2013	Chevy	Express 4500	-	15	2	Good	No	CAG
Town of Miami – CVCT	2013	Chevy	Express 4500	-	15	2	Good	No	CAG
Town of Miami – CVCT	2006	Ford	E450	-	15	2	Good	No	CAG
Town of Miami – CVCT	2007	Ford	E450	-	15	2	Poor	No	CAG
Town of Miami – CVCT	2010	Dodge	Caravan	-	6	1	Fair	No	CAG
Town of Miami – CVCT	2010	Dodge	Grand Caravan	-	6	1	Fair	No	CAG

3.1 UNMET NEEDS

To explore the unmet needs of the CAG and Sun Corridor MPO Region, local transit providers were asked through a survey conducted by the Region, of how many clients required the daily use of a wheelchair or specially equipped van to fully utilize services in their communities. On average, providers sighted more than 120 residents are in need of such devices in order to fully engage in their services. Providers stated that some clients required door-to-door assistance and vehicles with wheelchair lifts or ramps. Others required personal assistance during transportation, while some noted the need for translators to accompany the client through the completion of the trip.

One unmet need that was identified by many organizations was the issue of funding and lack of resources. Plans to expand or enhance services often were limited due to financial constraints. When funding is cut, agencies are forced to reduce services or service quality in order to continue operating. A few of the agencies surveyed were in the process of planning service expansions due to the increase in client demand. However, not all program providers saw an increase in funding to support the higher demand.

Approximately 40 percent of those responding to the survey stated that additional public transit options and/or transportation resources outside of their agency would be helpful to their clients and the communities served. Although clients are using the transportation services through local providers, the community need for transit to locations such as shopping, jobs, medical appointments and court appearances is largely going unmet. Respondents suggest that more deviated routes or on-demand service be incorporated to improve local mobility.

Of the transit providers surveyed, 67 percent stated that joining a network of agencies that coordinates transportation services would improve transportation to clients today and in the future. In order to accomplish the improved services they indicated an interest in the following:

- Centralizing maintenance services for service fleet
- Joint use or pooling/sharing vehicles among agencies
- Centralized fueling for vehicles

Local human service agencies and transit providers were also asked if additional transportation services, beyond those now available, are needed in order for clients to have full access to provided services. A slight majority of 56 percent surveyed stated that additional services were needed and listed the following as areas of need:

- Follow up service in the afternoon (budget only allows morning service)
- General Public Transit service to augment demand transportation
- More vehicles to reduce wait times

Although a majority of local agencies agreed that travel demand was going unmet in their communities, approximately 60 percent claimed that trips outside of their city or town was a higher priority than intra-city trips.

A coordinated plan should maximize the program's collective coverage by minimizing service gaps and/or duplication of services. In early 2016, the Gila-Pinal Rides Committee identified a list of potential stakeholders in human service transportation for the Region. The list below represents opportunities for collaboration on service needs and possible funding for transit providers. These agencies will be contacted in the future and encouraged to participate in funding and/or supporting local transit to enhance the greater welfare of the entire community.

- Community Action Human Resources Agency
- Horizon Home Care
- AccentCare
- Against Abuse
- Arizona Bridge to Independent Living
- Arizona Department of Economic Security – Aging and Adult Services Adult Protection Services
- Arizona Department of Economic Security – Development Disabilities Division
- Arizona Department of Economic Security – Vocational Rehabilitation
- Arizona Department of Child Safety
- Cenpatico Behavioral Health
- Corazon Behavioral Health Services
- Epic Food Mission
- Gila River Indian Community Food Distribution
- Gold Canon United Methodist Church Food Bank
- Helping Associates Inc.

Agencies that have expressed an interest and need for either replacing or expanding their current fleet of service vehicles are listed below in no particular order and are eligible to submit an application for capital during the 2017 grant cycle:

- Payson Senior Center
- Achieve Human Services
- Horizon Health & Wellness
- Pinal County On-The-Go Express
- City of Maricopa
- Portable Practical Educational Preparation, Inc.

4. CONDITIONS ASSESSMENT

4.1 GENERAL ASSESSMENT OF CURRENT CONDITIONS

Rural communities in Arizona continue to rely heavily on privately owned transportation. Both personal and political will appears to favor the independence of the automobile with some minor exceptions of first-time drivers and a retired community concerned about safety.

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

Drivers of local providers have completed formal training according to the Human Services survey. However, in communication with the Gila-Pinal Rides Committee, members provided a sense that driver training was still very much in demand. Part of the reason behind that concern was the rate of driver turnover. The consensus to date was to address this concern within the upcoming year and provide better access to driver training options when needed. In 2017 a greater focus will be placed on “train the trainer” opportunities for vehicle operators.

4.2 PERFORMANCE DATA

The human service transit agencies responding to the survey reported making 17,488 one-way trips during the last year to transport elders (60 years and older) and/or people who have a disability. That same group traveled approximately 249,950 in-service miles. The average rider’s fare for the trip was \$1.80 while only 56 percent of the respondents reporting collected a fare or a donation of any kind. Because the average trip is 14.3 miles, the fare box recovers less than 16 cents per mile to help cover costs.

One method of revenue generation and service coordination is to transport clients for other agencies. Not one agency responding to the survey stated that they currently contract with other agencies or organizations to transport clients. Additional research into the viability of ride sharing between agencies will be explored in the upcoming year.

Only about 20 percent of those responding stated that they are experiencing problems with current methods of transporting clients/passengers to the requested site or service. The two primary reasons that agencies are experiencing problems are due to limited budget and the need for clients to travel longer distances than the agency can manage. Approximately 20 percent of respondents currently have waiting lists for individuals who have no way of getting to services.

Approximately 44.4 percent of agency respondents stated that there are geographic areas, in Gila and Pinal Counties, in which they would like to see more client services operated. The places listed were Payson, Florence, Hayden, Superior, Kearny and the Phoenix metro area.

4.3 GAPS IN SERVICE

Two transit studies planned for the near future in both Gila County and Casa Grande will help to identify current gaps in service. The gaps in service identified by survey respondents were the following areas (in no particular order):

- South of Payson
- North of Payson
- Eastern Pinal County
- Circulator systems in Casa Grande and Florence
- Commuter service to the Phoenix metro area

4.4 REDUNDANCIES IN SERVICE

When asked if there is a duplication of transportation services in one's service area, not one respondent stated yes. Only 12.5 percent of those responding to the survey claimed to purchase client transportation from another organization. This might be an avenue to pursue due to the high cost of operating transit and the focus on coordinating services region wide.

4.5 ORGANIZATIONAL CAPACITY

Because of a relatively sparse population, 175 vehicles currently serve the almost 450,000 residents living in an area of more than 10,000 square miles in the CAG and Sun Corridor MPO Region. Transit providers in this Region have a wide range of clients and trip purposes, however transporting riders for short trips, in small communities and towns can make some vehicles appear less efficient.

Of those surveyed, the primary purpose for providing transportation is to assist residents with counseling and mental health appointments. The second highest priorities was for congregate nutrition (mid-day group meals), home-delivered meals, job placement, residential care, trips to senior centers, supporting employment and volunteer opportunities.

In the CAG and Sun Corridor MPO Region, vehicles having the capacity to transport residents with wheelchairs are in the minority. While 108 vehicles are not capable of transporting someone in a wheelchair, most of the remaining regional fleet can transport two or more people in wheelchairs at the same time. The breakout for vehicles reporting wheelchair tie downs is as follows:

Vehicles with No Tie Downs for Wheelchairs	108
Vehicles with 1 Tie Down for a Wheelchair	8
Vehicles with 2 Tie Downs for Wheelchairs	37
Vehicles with 3 Tie Downs for Wheelchairs	3
Vehicles with 4 Tie Downs for Wheelchairs	7

While most human service transportation providers in the Region run from 8:00 AM to 5:00 PM on weekdays, average service hours for agencies responding to the survey operate 9.5 hours daily. The fleet of vehicles in the Region show almost 12 million miles of service, as reported in

September of 2016. The average current mileage of vehicles in the Region is 68,450. According to the survey, 87.5 percent of the providers do not purchase or reimburse for client trips.

All agencies surveyed reported having trained drivers and all but one reported having standard operating procedures for drivers. Currently, 60.3 percent of drivers that transport clients in the Region are part-time operators. Only 21.5 percent work as full-time drivers/operators.

4.6 PARTNERSHIPS & COORDINATION ACTIVITIES

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

The September 2016 Gila-Pinal Rides Committee Meeting primarily focused on the goals of the mobility on-demand services and the future of coordination in the CAG and Sun Corridor MPO Region. Four primary goals were identified as well as several recommendations to enhance regional training efforts and to reach out to transportation stakeholders currently using, directly or indirectly, 5310 and 5311 transportation resources. Additional details regarding program goals are in **Section 7 Priorities** of this Plan.

A recent demonstration project for “One-Call-One-Click” has taken place in western Arizona, with a report to the Mobility Managers to follow in the fall of 2016 as of the writing of this Plan. The focus of One-Call-One-Click is to simplify rider intake, scheduling, trip management, trip performance and data collection.

Another milestone for technology in transit is the public private partnerships now being developed around special needs transportation with organizations such as Uber and Lyft. Private companies are having discussions around service to clients who have a wide variety of mobility challenges. Technology companies are also becoming extremely innovative in the development of computer and smart phone applications that streamline everything from the client intake process to the reporting of trips, miles and service hours. The FTA is open to and assists with the funding of projects that bring efficiency to the mobility on-demand process.

As part of the coordination among transit providers, **Table 17: Scheduled Gila-Pinal Rides Committee Meetings for 2017** list the tentatively scheduled Gila Rides Committee meetings for the 2017 calendar year, to allow time to plan for discussions with regards to everyday transit needs, barriers, and opportunities.

Table 17: Scheduled Gila-Pinal Rides Committee Meetings for 2017		
Date	Time	Location
Wednesday - February 8, 2017	10:00 AM	CAG - Apache Junction
Wednesday - March 22, 2017	10:00 AM	Coolidge Transit Center
Wednesday - May24, 2017	10:00 AM	CAG - Apache Junction
Wednesday - August 2, 2017	10:00 AM	Payson Senior Center

Wednesday - September 27, 2017	10:00 AM	CAG - Apache Junction
Wednesday - November 15, 2017	10:00 AM	TCAG - Apache Junction

4.7 INFRASTRUCTURE

Commuter Rail

Over the next twenty-five years, Maricopa and northern Pinal County are projected to nearly double in population according to the MAG Commuter Rail Study. Developing a commuter rail system will provide an alternative transportation mode to meet travel demands resulting from expected growth in Maricopa County and northern Pinal County. This anticipated growth will put additional strain on an already congested transportation system, cause additional air quality concerns and further challenge transportation funding sources of the region. For more detailed information regarding the MAG Commuter Rail Study, please visit www.AZMAG.gov.

The Pinal County Transit Feasibility Study completed in 2011, identified four growth areas and outlined an integrated, multimodal transportation system that provides for vehicular travel and transit, including commuter and local rail lines, along with bike and pedestrian routes. The study addresses the next steps the County should take to develop the transit components of such a multimodal system that sets forth a "roadmap" for the development of those improvements.

For more information please visit:

<http://www.pinalcountyz.gov/PUBLICWORKS/TRANSPORTATIONPLANNING/Pages/Transit.aspx>.

Greyhound

In addition to the intercity travel provided by CART and San Carlos, Greyhound bus service will offer residents the ability to travel to smaller, rural communities in Arizona, as well as access major cities within Greyhound's network. CART operates intercity bus service between Florence, Coolidge and Casa Grande and now connects with Greyhound four times a day Monday through Friday.

Greyhound and ADOT worked in partnership with each of the communities to ensure that the routes were coordinated with local transit operations to allow for easy and convenient transfers. This included coordination with the towns of Safford and Superior, along with coordination with each of the transit systems in the new markets. For more information please visit: <https://www.greyhound.com/en/discover-greyhound/> or call (toll-free) 1-800-231-2222 .



Tufesa

Tufesa provides low-cost and reliable bus services in Phoenix, Los Angeles, Anaheim, San Diego, Las Vegas, San Jose, Huntington Park, San Ysidro, Tijuana, Tucson, Nogales, Laughlin, Kingman, Merced, Fresno, Bakersfield, Ontario, Colton, Victorville, Barstow, Gilroy, Indio, Wickenburg and Oceanside. For more information go to:

<http://www.gotobus.com/>



AMTRAK

AMTRAK stops at one place in Pinal County, City of Maricopa. For schedules, rates and details for traveling contact AMTRAK at www.amtrak.com/west-train-bus-station.

To get the most out of your Amtrak experience, start with planning for your train travel — booking a ticket, reserving a hotel, car rental, buying travel insurance, familiarizing yourself with station facilities, train amenities, reserving accessible space and more.

Explore the additional services available for passengers with disabilities and get more details about [making reservations](#), traveling with [service animals](#), meal service and station accessibility.



5. TRIP GENERATORS

Transit is a public service. Similar to schools, utilities, libraries, roads, and parks, transit provides a life's necessity – transportation. For those who choose not to or cannot drive a car, transportation provided by public operators, non-profits, volunteers, or private companies get people to work, school, doctors, grocery stores, and other necessary destinations. As the population continues to age and income gaps widen, transportation becomes increasingly difficult. Smart Growth America, a non-profit advocacy organization for smart growth initiatives, estimate that the average American spends 18 cents of every dollar on transportation. For low-income families, this cost doubles, placing an extra burden on scarce resources. In rural communities, providers help to bridge the gap between those with travel resources and those without. For more information on Smart Growth America, please visit <https://smartgrowthamerica.org>.

CAG and the Sun Corridor MPO will, in the future, identify the top locations and purposes of the trips currently being generated for each 5310 and 5311 service providers.

6. IDENTIFICATION OF BARRIERS, OPPORTUNITIES, & STRATEGIES

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

- **Barriers:**
 - Geographically (Distance, unpaved roads and difficult weather)
 - Funding (lack of political will)
 - Education and marketing opportunities for HS agencies
 - Lack of mechanics and spare vehicles when breakdowns occur
 - Insufficient driver training opportunities
 - Private Cab companies or other private alternatives and lack of cooperation

- **Opportunities:**
 - Casa Grande & Greater Gila County Transit Studies
 - Regional Transportation Authority – 20 year revenue source (if passed by voters)
 - Youth are more interested public transportation
 - Public Private Partnerships (P3s)
 - Advertising as a revenue generation
 - Driverless/autonomous vehicles (buses)
 - Working closely with stakeholders and local governments
 - Eloy Transit Study

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

Barriers to Public Transportation

In the recent past, one of the greatest barriers to the development and operation of a fixed route system is the distance between the residential, employment and service centers. Through coordination of existing resources and programs, one of the Pinal County Transit Feasibility Study of 2011 goals was to create a transit system that is efficient and provides an attractive alternative means of transportation. It was recommended that this be done through the existing fixed route system, with support from smaller rural transit options such as senior center transportation and local dial-a-ride services.

Information Gap

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

Accessibility to Routes

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

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7. PRIORITIES

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

7.1 COORDINATION GOALS, OBJECTIVES, STRATEGIES, AND PROJECTS

GOAL 1: Strengthen, through coordination, the existing transit services and support expansion of transit where appropriate.		
Tentative Objectives	Tentative Strategies	Tentative Projects
Support studies to determine where transit service can be enhanced by coordination, and support expansion of these services.	<ul style="list-style-type: none"> Greater Gila County Transit Feasibility and Implementation Study 	<ul style="list-style-type: none"> Regular meeting with 5310/5311 providers and engage other special needs stakeholders for support. Provide support and input to local transit studies.
Encourage Providers to develop joint or shared services that will be competitive for Federal operating assistance. Look for methods to maximize coordination such as new technologies for scheduling, performing trips and managing data collection for all providers.	<ul style="list-style-type: none"> Coolidge and Horizon Health and Wellness will support development of a common cost model for providers wishing to share services or equipment. Pinal Hispanic Council and Horizon Health and Wellness have agreed to a meeting with one another to coordinate transportation services for their clientele. Cobre Valley is working to coordinate with San Carlos services. Conduct a product demonstration of technologies that enhance coordination. Examine areas where providers might purchase rather than operate services. 	<ul style="list-style-type: none"> Portion of Mobility Manager's time to participate in the state-wide technology committee for 5310/5311 providers. Participate in MAG's regional Mobility Management Coordination efforts, travel training and ambassador programs. Participate in the Mobility Manager's Technology Evaluation Committee. Secure Funding to support the demonstration of technology tools. Encourage contracting trips to clients of other agencies for revenue generation.
GOAL 2: Strengthen and expand training programs for public, human service, and volunteer providers in Gila and Pinal Counties – with a special focus on expanding joint driver trainings.		
Tentative Objectives	Tentative Strategies	Tentative Projects
Continue sharing educational opportunities with regional	<ul style="list-style-type: none"> Continue website development and build 	<ul style="list-style-type: none"> Portion Mobility Manger's time to build awareness and

providers, and advertising available courses sponsored by SEAGO, AZTA, CTAA and others.	awareness of regional services.	promote training opportunities.
Identify key classes and stakeholders for available workshops, set up locations, frequency, and facilitators and/or trainers. Special focus on driver training and development.	<ul style="list-style-type: none"> Assist SEAGO in local promotion, feedback on regional needs and the facilitation of training sessions. 	<ul style="list-style-type: none"> Portion Mobility Manager's time to help host and support trainings. Develop a list of certified trainers for hands-on driver professional development.
GOAL 3: Provide readily accessible information on transit and specialized transportation resources in Gila and Pinal Counties.		
Tentative Objectives	Tentative Strategies	Tentative Projects
Improve and maintain a website that includes information on available providers for local and regional services for both the general public and clients of specific programs.	<ul style="list-style-type: none"> Apply for funding for website development to occur FFY 2017-2018. 	<ul style="list-style-type: none"> Website development – log-in providers section and general public section. Portion Mobility Manager's time to develop web information and content.
GOAL 4: Maintain vehicles in a state of good repair and utilize efficiently.		
Tentative Objectives	Tentative Strategies	Tentative Projects
Maintain an appropriate fleet size to meet the needs of regional transportation providers.	<ul style="list-style-type: none"> Prioritize the replacement of vehicles that have high mileage and serve a diverse population. 	<ul style="list-style-type: none"> Mobility Manager to address all replacement requests and help in the redistribution of spares or lightly used fleet.
Support shared use agreements for backup vehicles, use of accessible vehicles, or joint use.	<ul style="list-style-type: none"> Help providers remain compliant and transition to the new asset management ADOT program. 	<ul style="list-style-type: none"> Portion Mobility Manager's activities to continually help evaluate fleet size and provider readiness.

7.2 Operational Priorities

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

7.3 Capital Priorities

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

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8. PROJECT EVALUATION & SELECTION

Applicants are rated for funding based on the evaluation and selection criteria provided in this section. Agencies seeking funding in the CAG and Sun Corridor MPO Region are required to have all projects measured through a prioritization process. The system of analysis (developed primarily by WACOG) uses the weights and evaluation focus described in the Project Evaluation Criteria section of the ADOT Coordinated Mobility Program guidebook¹. The three categories are:

- Project Management Criteria – 20%
- Coordination Criteria – 40%
- Project Specific Criteria – 40%

The following describes each coordination action required with weighting and focus for each category.

Project Management Criteria = 20% of overall score (20 points total)

If the Applicant is a current 5310 program recipient, they may receive points based on the timely submittal of the required quarterly reports, adequately managing program operations to comply with federal rules and properly documenting local match.

- Quarterly submitted on time = **4 points** (per report)
- Remained in compliance in previous year = **2 points**
- Properly documented the source and commitment to local match = **2 points**

If the Applicant is new to the 5310 program, points may be earned if they have attended the required Coordinated Council meetings and have provided the necessary data to be included in the Coordination Plan.

A - Project Management Criteria 20% (20 Points Possible)				
A1 - Existing 5310 Program		or	A2 - New 5310 Program	
1st Qtrly rpt Submitted on Time - 4 points			Attend 1 CC Meeting - 3 points	
2nd Qtrly rpt Submitted on Time - 4 points			Attend 1 CC Meeting - 3 points	
3rd Qtrly rpt Submitted on Time - 4 points			Attend 1 CC Meeting - 3 points	
4th Qtrly rpt Submitted on Time - 4 points			Attend 1 CC Meeting - 3 points	
Compliance for last year - 2 points			Attend 1 CC Meeting - 3 points	
Properly Documented Local Match - 2 points			Submit CC Plan Data - 5 Points	
Total	0		Total	0
TOTAL Project Management Criteria			0	
MAXIMUM OF 20 POINTS				

Figure 11: Existing or New Project Application

¹ See Coordinated Mobility Program Section 5310 FY2016 – Page 35

Coordination Criteria = 40% of overall score (40 points total)

Applicants may receive points based on attendance/participation in Coordinated Council meetings either in person or by phone. (**2 points** per meeting x 6 meetings a year = **12 points** possible).

Applicants may receive up to **10 points** based on the submission of annual Coordination Plan Data to the Mobility Manager. Examples of documents requested include operations data, vehicle inventory, program profile updates and any other documents needed for creation/update of the Coordination Plan.

- Data submitted on time = **10 points**
- Data submitted up to 10 days past deadline = **5 points**
- Data not submitted = **0 points**

Programs may receive up to **18 points** when demonstrating coordination efforts and logistics with other agencies and Human Service Providers.

- Coordination such as meetings with other providers for MOU's, referring clients to each other's programs, shared trainings, discussions for covering local area gaps through agency to agency services, referring and sharing other providers information, education to other human service providers on transit operations/options = **6 points**
- Sharing of program equipment such as dispatching or software (i.e. training software) = **6 points**
- Sharing of program vehicles with other 5310 programs or for local community events = **6 points**

B - Coordination Criteria 40% (40 Points Possible)					
B1 - CC Meetings - 30%		B2 - CC Plan - Annual Data - 25%		B3 - Coordination w/other Programs - 45%	
Ride Meetings Attended 2 points per meeting		On Time = 10 points, Late = 5 points, Did Not Respond = 0		Coordinating logistics = 6	
				Sharing Equipment = 6	
				Sharing Vehicles = 6	
Total	0	Total	0	Total	0
TOTAL Coordination Criteria					0
MAXIMUM OF 40 POINTS					

Figure 12: Coordination Criteria

Project Specific Criteria = 40% of overall score for Capital Expansion, Replacement or Operations (40 points total)

Only **TWO** sections may be picked with regards to Project Specific Criteria.

Applicants for Replacement Capital may receive up to **20 points** based on the current vehicle state of repair.

- Age of vehicle being replaced (up to **5 points**) – **1 point per year** up to 5 years.
- Current mileage of vehicle (up to **5 points**) – **1 point for every 20,000 miles** up to 100,000 miles

- Condition of vehicle (up to **5 points**) – this is determined by compliance with the annual EQS inspection² requirement for the vehicle that is to be replaced. If program is in compliance with EQS inspection they may receive **5 points** and then they can receive points based on the self-reported condition of the vehicle. If the vehicle is:
 - Excellent or Good condition = **2 points** (*well-maintained, no ongoing mechanical problem, shows minor wear.*)
 - Fair condition = **3 points** (*Near midpoint of useful life, obvious signs of wear, regular maintenance keeps it safe and operable, but costs exceed norm.*)
 - Poor condition or Failing condition = **5 points** (*unsafe to use*)
- Regional resource utilization of capital equipment (up to **5 points**).
 - 5310 Agency to agency shared use of vehicles = **3 points**
 - 5310 agency to agency shared use of other equipment = **2 points**

C - Replacement Capital Criteria 40% (20 Points Possible)			
C1 - Age of Vehicle - 10%		C2 - Mileage of Vehicle - 10%	
Age of Vehicle 1 point per Year Old (Not more than 5 Points)		Current Mileage of Vehicle (1 Point for every 20,000 Miles - up to 5 Points)	
		C3 - Condition of Vehicle/Needs Based - 10%	
		Excellent or Good condition = 2 Points	
		Fair condition = 3 Points	
		Poor or Failing condition = 5 Points	
Replacement Capital Criteria Total			0

**Figure 13(a): Project Specific Criteria – Replacement Capital
AND/OR**

Programs applying for New/Expansion Capital may receive up to **20 points**

- If New (Expansion Capital) is planned for use in a geographic area currently identified as a *regional gap in service* they may receive up to **5 points**
- Need to Expand existing fleet based on customer demand or excessive fleet hours of operation – up to **5 points**.
- Regional resource utilization with new capital equipment to enhance coordination for *existing riders* – up to **5 points**
- If the 5310 agency shares the use of vehicles or equipment = **5 points**

D - New/Expansion Capital Criteria 40% (20 Points Possible)			
D1 - Geographic Gap in Services - 10%		D2 - Existing Fleet Capacity - 20%	
Capital Expansion due to a Gap in Service - Up to 5 points		Expand Fleet due to Customer Demand - 5 Points	
		Expand Fleet to enhance Coordination - 5 Points	
Sub Total	0	Sub Total	0
		D3 - Regional Resource Utilization - 10%	
		Expand to share 1 - 2 Items - 2 Points	
		Expand to Share 3 - 5 Items - 3 Points	
		Expand to Share More that 5 Items - 5 Points	
		Sub Total	0
New/Expansion Capital Criteria Total			0

² The condition reported by the program must be supported by the EQS summary report or some other certified documentation of condition. Note: If program is not in compliance with EQS inspection requirement they will receive 0 points regardless of the reported condition of vehicle unless proof can be provided as to why it is impossible to comply with EQS inspection, such as vehicle is inoperable certification provided by a certified mechanic.

Figure 13(b): Project Specific Criteria – New/Expansion Capital

AND/OR

Other: Additional points can be acquired for either Capital or Operational funding for program plans under the following conditions – Up to **20 points** available:

- Applicants now receiving 5310 Operating funds and having an implementation plan for continued operational funding can receive up to **5 points**
- Services provided with priority to seniors and individuals with disabilities but also open to general public may receive up to **10 points**
- Existing programs applying for continued operating funds and currently effective in meeting ADOT performance indicators = **5 points**

E - Capital or Operational Funding Criteria 40% (20 Points Possible)					
E1 - Open to General Public - 10%		E2 - Approved Budget - 10%		E3 - Local Match/ In-Kind - 10%	
Operational Funded with Implementation Plan - 5 Points		Services to Elderly, Riders with Disability and General Public - 10 Points Possible		Applying for continued operational fund while currently meeting ADOT performance goals - 5 Points Possible	
Capital or Operational Funding Total					0
MAXIMUM OF ALL THREE TABLES - 40 POINTS					
TOTAL - ALL CAPITAL & OPERATING:					0

Figure 13(c): Project Specific Criteria – Capital or Operational Funding

The total score the following scorecard sums up computation for the entire project evaluation:

	Maximum	Actual
A- Project Management Criteria	20	0
B - Coordination Criteria	40	0
C - Project Specific - Replacement Capital	40	0
D - Project Specific - New/Expansion Capital		0
E - Project Specific - New/Expansion Operating		0
Total Score	100%	0
MAXIMUM OF 100 POINTS		

Figure 14: Project Specific Criteria: Total Score

9. PUBLIC INPUT PROCESS

Public participation is welcomed and encouraged by CAG and the Sun Corridor MPO. There are numerous and varied techniques/activities to provide the opportunity for public and stakeholder involvement. CAG and the Sun Corridor MPO obtain input in a variety of ways including, but not limited to public hearings, newspaper, small and large group presentations, committee meetings, website and e-mail correspondences. A detailed schedule for the update to the Human Services Transportation Coordination Plan is in Appendix 1.

The Public Notice was published in the following newspapers in Gila and Pinal County on January 9, 2017 and concluding on February 12, 2017. CAG and the Sun Corridor MPO also posted the Public Notice and Plan on their websites beginning January 9, 2017.

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

Committees: The formal process to review and approve this Plan included input from the following committees and local stakeholders beginning in October of 2016 and concluding in March of 2017.

- **Gila-Pinal Rides Committee** – November 16, 2016
- **Sun Corridor MPO Transportation Advisory Committee** – Recommend Approval to Advertise for 30-Day Comment Period - December 15, 2016
- **Sun Corridor MPO Executive Board** – Approval to Advertise for 30-Day Comment Period - January 9, 2016 CAG Technical Transportation Advisory Committee – Recommend Approval of Plan – February 9, 2017
- **Sun Corridor MPO Transportation Advisory Committee** – Recommend Approval of Plan - February 23, 2017
- **CAG Transportation Technical Advisory Committee** – Recommend Approval of Plan – February 23, 2017
- **CAG Management Committee** – Recommend Approval of Plan- March 2, 2017
- **Sun Corridor MPO Executive Board** – Approval of Plan – March 14, 2017

- **CAG Regional Council** – Approval of Plan – March 22, 2017

Gila-Pinal Rides Committee Meeting: The process used to engage the stakeholders in providing input for this Plan included convening a September 7, 2016 meeting in Coolidge where transit providers, local jurisdictions and human service stakeholders discussed the goals and objectives; the barriers and needs for program success; and current challenges facing human service agencies in Gila and Pinal Counties. Special care was taken to select a location that could accommodate physical abilities/disabilities, language barriers, and other civil rights protections and the opportunity to make an audio call into the meeting to help accommodate participation for those physically unable to travel to the meeting location. Program Goals identified and agreed to in that discussion included the following:

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

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

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

Goal 4 – Maintain vehicles in a state of good repair and are utilized efficiently.

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

Surveyed Regional Stakeholders: A questionnaire developed from the survey process currently used in the Human Service Plan of Central Yavapai Metropolitan Planning Organization was incorporated in the primary research element of this Plan. More than 70 solicitations were made to incorporate the opinions of a broad section of both public and private agencies, non- and for-profit businesses and the residents of Gila and Pinal Counties. A total of ten public, private agencies, non- and for-profit businesses, and residents responded to the survey. Please see Appendix 2 for a copy of the survey questionnaire.

APPENDIX

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APPENDIX 1 DOCUMENTATION OF PLAN ADOPTION

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

Task	Start	End
Create Excel File on Vehicle Inventory List	08/22/16	08/26/16
Plan Template	08/22/16	08/26/16
Table Data Updates	08/22/16	09/09/16
Public Input Process & Research	08/22/16	09/09/16
GILA-PINAL RIDES COMMITTEE MEETING	09/07/16	09/07/16
Goal & Objectives Determined	09/07/16	09/21/16
Vehicle Inventory	09/07/16	09/21/16
Justification Description for the need of new vehicles	09/07/16	09/21/16
Gila-Pinal Rides Information/survey submittals due	09/09/16	09/06/16
Develop 1st Complete Draft	09/21/16	10/04/16
First Complete Draft Review sent to Gila-Pinal Rides Committee	10/05/16	10/14/16
Incorporated comments from First Draft for final review submission	10/15/16	10/27/16
Final Draft Review sent to CAG TTAC, SCMPO TAC, & Ken Hall	10/28/16	11/18/16
GILA-PINAL RIDES COMMITTEE MEETING	11/16/16	11/16/16
Asking for final comments from Final Draft Review	11/16/16	11/18/16
Final Draft Review comments due from all		11/18/16
Create Public Notice for Newspapers to be readily available	11/28/16	12/05/16
CAG TTAC - (Special TTAC)	12/15/16	12/15/16
Presenting Plan as an informational item	12/15/16	12/15/16
SCMPO TAC	12/15/16	12/15/16
Requesting approval recommendation to EB of 30-day publication notice	12/15/16	12/15/16
SCMPO EXECUTIVE BOARD	01/09/17	01/09/17
Requesting approval for 30-day publication notice	01/09/17	01/09/17
Newspaper publication Notice of 30-day Public Comment period	01/05/16	01/13/17
*AJ News	01/05/17	01/09/17
*Arizona City Independent	01/06/17	01/11/17
*Casa Grande Dispatch - (Thru Tri-Valley Dispatch)	01/06/17	01/11/17
*Coolidge Examiner - (Thru Tri-Valley Dispatch)	01/06/17	01/11/17
*Eloy Enterprise - (Thru TriValley Dispatch)	01/06/17	01/12/17
*Florence Reminder	01/05/17	01/12/17
*San Manuel Miner	01/06/17	01/11/17
*Copper Basin News - (Kearny, Dudleyville, etc.)	01/06/17	01/11/17
*Superior Sun	01/06/17	01/11/17
*Silverbelt - (also Apache Moccasin, Copper Country News)	01/06/17	01/11/17
*Maricopa Monitor	01/09/17	01/13/17
*Payson Roundup	01/09/17	01/13/17
CAG TTAC	02/09/17	02/09/17
Recommend Approval to Regional Council of Final Plan		

END OF 30-DAY PUBLIC COMMENT PERIOD		02/12/17
Submit Final DRAFT to ADOT	02/22/17	02/22/17
SCMPO TAC	02/23/17	02/23/17
Recommend Approval to Executive Board of Final Plan	02/23/17	02/23/17
CAG MANAGEMENT COMMITTEE	03/02/17	03/02/17
Recommend Approval to Regional Council of Final Plan	03/02/17	03/02/17
SCMPO EXECUTIVE BOARD	03/14/17	03/14/17
Requesting approval of Final Plan	03/14/17	03/14/17
CAG REGIONAL COUNCIL	03/22/17	03/22/17
Requesting approval of Final Plan	03/22/17	03/22/17
Submit Approved Plan with documentation stating such to ADOT	03/23/17	05/02/17

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APPENDIX 2 SURVEY QUESTIONNAIRE

In the development of this Plan, survey questionnaire was distributed directly to more than 70 transit providers, human service agencies, public agencies and various stakeholders to understand attitudes, perceptions, and needs of the general population. The questions asked:

General Information

1. *Agency, Community, or Company Name*

2. *Street Address*

3. *City, State, Zip Code*

4. *Telephone*

5. *Name of Agency Director/Contact Person Telephone #, if different*

6. **Which of the following best describes your agency?**

Private, non-profit Private, for-profit Public Other

7. **Which of the following best describes your situation with regard to transportation services? (Please check only one)**

We provide transportation to the general public.

We are a human service agency that provides transportation to our clients, either directly by our agency or through contracted services.

We are a human service agency that does not provide transportation but provides support or assistance for transportation to those who are in need of it.

8. **Which services does your agency provide?** Check all that apply.

- Adult Day Care
- Child Day Care
- Work Services
- Congregate Nutrition
- Counseling
- Education/Training
- Head Start
- Home-Delivered Meals
- Job Placement
- Medicaid
- Medical/Dental
- Mental Health
- Recreational/Social
- Rehabilitation
- Religious
- Residential Care
- Senior Center
- Sheltered Employment
- Support Employment
- Transportation
- Volunteer Opportunities
- Welfare/Food Stamps
- Other: _____

9. Does your agency have eligibility requirements? ___ Yes ___ No

If YES, please check all that apply: ___ Age – please specify: _____
___ Disability – please specify: _____
___ Income – please specify: _____
___ Other – please specify: _____

10. What geographic area do you serve?

The entire county of: _____
The entire city or towns of: _____
Other: (please specify): _____

11. How do clients get to your center or site? (Please check all that apply.)

- Drive by them self
- Ride with Family or Friends
- Agency operates vehicles
- Volunteers bring them
- Staff picks them up and brings them
- They live in a group home and are transported on the group home's vehicle
- Taxi
- Carpool with other clients
- Public transportation system
- Consolidated agency transportation system
- Another agency transports them – please specify: _____
- Other – please specify: _____

12. How many of your clients are unable to drive themselves or do not have a car available and thus are dependent upon some sort of transportation assistance? _____

Is the transportation needed generally available to these clients to the extent that they can have full access to the services your agency provides? ___ Yes ___ No

13. How many of your clients must use a wheelchair and need a specially equipped vehicle (such as a lift-equipped van with wheelchair tie-downs)? _____

Are you able to meet the agency-related transportation needs of your wheelchair-using clients? ___ Yes ___ No
If NO, please indicate to what extent their needs are met.

14. How many of your clients need some sort of other specialized transportation assistance or equipment? _____ Please describe these needs in detail. _____

15. To what activities do you purchase, or reimburse, for client transportation? (Please check all that apply)

- We do not purchase or reimburse for client transportation
- Adult Day Care
- Child Day Care
- Congregate Nutrition
- Counseling
- Education/Training
- Head Start
- Job Placement
- Medical Dental
- Mental Health

- Recreation/Social
- Rehabilitation
- Religious
- Senior Center
- Workforce Services
- Social Services
- Supported Employment
- Volunteer Opportunities
- Other – please specify:

If you reimburse, what is your client reimbursement rate? \$ _____ Per mile
 How many miles of self-provided transportation did you reimburse in the last fiscal year? _____
 What was the total amount spent on client reimbursement during the past fiscal year? _____

16. Does your agency purchase client transportation from another organization? Yes No

If YES, please complete the table below.

Name of organization from which service is purchased	Type of Organization	Description of Service Purchased	Unit Cost (per mile, house, or trip?)	Total Cost during Past Fiscal Year	Total One-way Trips during Past FY
<i>Example: Joe's Cab</i>	<i>Taxi</i>	<i>Demand-response</i>	<i>\$1.00/mi</i>	<i>\$5,350</i>	<i>800</i>

17. Please check each day of the days of the week that you provide transportation services. On the right, indicated the hours during which service is available to your clients:

<u>Day of the Week</u>	<u>Hours of service availability each day:</u>
<input type="checkbox"/> Monday	_____
<input type="checkbox"/> Tuesday	_____
<input type="checkbox"/> Wednesday	_____
<input type="checkbox"/> Thursday	_____
<input type="checkbox"/> Friday	_____
<input type="checkbox"/> Saturday	_____
<input type="checkbox"/> Sunday	_____

18. Do you provide transportation service in any of the following ways (check all that apply)?

- We operate our own vehicles.
- We contract with someone else who provides transportation services for us.
- We purchase and provide public transit tickets and passes so our clients can ride public transit.
- Some of our clients reach our services using public transit regular bus service.
- Some of our clients reach our services using public transit paratransit.
- Some of our clients reach our services using other transportation services.
- We work with volunteer drivers to provide transportation.
- Other (please explain) _____

19. Which of the following describes the type of transportation service you offer (check all that apply)?

- Client-only transportation
 - Fixed Route
 - Demand Response (MOD) – please specify geographic limits: _____
- If you checked MOD, with who do clients schedule demand-responsive/subscription services?

____ Dispatcher/Scheduler ____ Driver ____ Caseworker ____ Manager
____ Secretary/Receptionist ____ Other – please specify _____

20. Do you limit the kinds of trips for which can use your transportation service? *Please include any restrictions such as the number of trips that are allowed in one month, trip purposes allowed, etc.*

____ No
____ Yes (Please explain) _____

21. Please describe any special needs that passengers on your transportation service may have.

Drivers and Vehicles

22. Do your drivers receive any sort of formalized driver training program? ____ Yes ____ No
If YES, please describe (include course name, who provides the training, length of training, certification, etc.): _____

23. Do you have written standard operating procedures for drivers? ____ Yes ____ No

24. Where are your vehicles maintained?

____ At a private garage, repair shop, or dealership.
____ By a government agency, please specify: _____
____ In-house, please describe: _____

25. How many of your vehicles need to be replaced?

____ Right away
____ Within the next year
____ Within the next two years

26. Who operates the vehicles?

____ Full-time drivers – how many? _____
____ Part-time drivers – how many? _____
____ Volunteer drivers - how many? _____
____ Full-time staff with other primary job functions - how many? _____
What is their primary job function? _____

27. Does your agency reimburse staff or volunteers if they transport clients using personal vehicles?

____ Staff ____ Volunteers ____ Neither ____ Other (please specify) _____

21-a What is your reimbursement rate? \$ ____ . ____ per mile.

21-b How many miles of client transportation did you reimburse during the past fiscal year? _____

21-c What was the total amount spent on staff or volunteer reimbursement for transportation during the past fiscal year?
\$ _____

21-d On the average, how many staff hours per week are spent transporting your clients in personal vehicles? ____ Hours

21-e How many one-way passenger trips were provided in this manner during the past fiscal year? (Please estimate, if necessary) _____

28. How many one-way passenger trips did our agency provide during the past fiscal year?

____ Is this an estimate? ____ Yes ____ No

Note: a one-way passenger trip means that each time a person board and then alights from a vehicle is counted as one trip. Return trips are counted as a second trip.

29. How many **vehicle miles** of service did your agency provide during the past fiscal year?

_____ Is this an estimate? Yes No

30. How many **vehicle hours** of service did your agency provide during the past fiscal year?

_____ Is this an estimate? Yes No

31. Does your agency charge fares or request contribution/donations for transportation?

Yes No

If YES, which?

_____ Fare – please specify amount \$ _____ or attach a schedule.

_____ Contributions – what is the suggested contribution \$ _____

32. Do you currently contract to transport clients of any other agencies or organizations?

Yes No

If YES, please provide the number of one-way passenger trips provided in the past fiscal year, the billing rate and basis, and the total charge for the past fiscal year for each agency or organization.

<i>Organization Name</i>	<i>Contact Person, Telephone Number</i>	<i>One-way Passenger Trips</i>	<i>Unit Charge(\$</i>
<i>per mile, \$ per pass)</i>		<i>Total Charges</i>	

Agency Expenses and Revenues

33. What were your agency's administrative outlays and expenditures during the past fiscal year for passenger transportation? Please apportion salaries and other expenses attributable to transportation. *For example, if your bookkeeper spends one day per week on transportation tasks, list 20 percent of his/her salary and fringe costs.*

Administrative and Indirect Expenses

Dollar Cost

- | | |
|--------------------------------------|-----------------|
| 1. Director's salary | \$ _____ |
| 2. Director's fringe benefits | \$ _____ |
| 3. Secretarial salary | \$ _____ |
| 4. Secretarial fringe benefits | \$ _____ |
| 5. Bookkeeper salary | \$ _____ |
| 6. Bookkeeper fringe benefits | \$ _____ |
| 7. Secretarial salary | \$ _____ |
| 8. Secretarial fringe benefits | \$ _____ |
| 9. Bookkeeper salary | \$ _____ |
| 10. Bookkeeper fringe benefits | \$ _____ |
| Total Administrative Expenses | \$ _____ |

34. What were your operating expenditures for transporting clients in the past fiscal year? If full-time staff functions as drivers part-time, please apportion their salaries accordingly and list under drivers' salaries.

Operating Expenses

- | | |
|---------------------------------|----------|
| 1. Drivers' salaries | \$ _____ |
| 2. Drivers' fringe benefits | \$ _____ |
| 3. Dispatchers' salary | \$ _____ |
| 4. Dispatchers' fringe benefits | \$ _____ |
| 5. Fuel & Oil | \$ _____ |
| 6. Maintenance & repairs | \$ _____ |

7. Tires, parts, materials and supplies	\$ _____
8. Titles, fees, and licenses	\$ _____
9. Taxes	\$ _____
10. Vehicle and equipment leases and rentals	\$ _____
11. Vehicle Insurance	\$ _____
12. Staff and volunteer mileage reimbursements (same as question 20)	\$ _____
13. Client reimbursement	\$ _____
14. Purchased transportation (same as question 27)	\$ _____
15. Other – please specify _____	\$ _____
Total Operating Expenses	\$ _____

35. What are the funding sources for the expenses identified in 28 and 29? Please identify the major sources of funds for your agency's transportation services and the amount contributed by each in the past fiscal year. If the transportation is funded out of various agency programs, please list those programs and estimate the approximate amount attributable to client transportation in each.

<u>Federal/State:</u>	<u>Assistance Program</u>	<u>Amount of Funding Used for Client Transportation</u>
	Adult Developmental Activities Program	\$ _____
	Community Services Block Grant	\$ _____
	Adult Day Care	\$ _____
	Head Start	\$ _____
	Job Training Partnership Act	\$ _____
	Mental Health/Mental Retardation	\$ _____
	Section 5310	\$ _____
	Section 5311	\$ _____
	TANF	\$ _____
	Title III B	\$ _____
	Veteran's services	\$ _____
	Medicaid (AHCCCS)	\$ _____
	Medicaid (ALTCS)	\$ _____
	Vocational Rehabilitation	\$ _____
	Workforce Investment Opportunity Act	\$ _____
	Title XX (Social Services Block Grant)	\$ _____
	Other – please specify: _____	\$ _____
	Other – please specify: _____	\$ _____
	Other – please specify: _____	\$ _____
	Total Federal/State Funds	\$ _____

<u>Local:</u>	City/Town – please specify: _____	\$ _____
	County – please specify: _____	\$ _____
	County – please specify: _____	\$ _____
	Client Fees	\$ _____
	Contracted Service (same as question 26)	\$ _____
	Donations/Contributions (same as question 25)	\$ _____
	Fares (same as question 25)	\$ _____
	United Way	\$ _____
	Workshop Revenue	\$ _____

Other – please specify: _____ \$ _____
Other – please specify: _____ \$ _____

Total Local Funds \$ _____

Future Transportation Options

36. Are you having any problems with your current method of getting clients/passengers to your site or service? ___ Yes ___ No

If YES, please explain: _____

37. Do you feel that additional transportation services, beyond those now available, are needed in order for your clients to have full access to the services your agency provides? ___ Yes ___ No

If YES, please explain: _____

38. Do you have a waiting list for clients because these individuals have no way to get to your services? ___ Yes ___ No If YES, how many? _____

39. Are there geographic areas, in or out of Gila and Pinal Counties, in which you would like to see more client services operated? ___ Yes ___ No

If YES, please explain: _____

40. What plans do you have during the next five years to expand (or reduce) agency programs or services? What impacts will these changes have on your client transportation needs?

41. Would you like to see more coordination of client transportation among the various agencies in Gila and Pinal Counties? ___ Yes ___ No

If YES, please indicate the agencies you would like to see involved: _____

42. What is the most important thing that could be done to improve transportation services for your clients? _____

43. What, if any, are the major obstacles or concerns you think should be addressed in attempting to improve client transportation services? _____

44. Are there activities or destinations which need more transportation services?

___ Yes ___ No

If YES, what are they and where are they located? _____

45. Is there duplication of transportation services in your service area? ___ Yes ___ No

If YES, please describe the agencies involved, and the areas and times when duplication exists.

46. Please describe transportation needs, specific to your agency or community, that you feel are not being adequately met. Please be as specific as you can. (Please include any special needs or requirements your clients or passengers may have.)

47. Please describe other transportation needs in Gila and Pinal Counties that you feel need to be addressed.

48. Please indicate below areas of your *potential interest* in becoming involved in improving transportation services through better coordination of the services and resources that are available today and can be available in the future (Please check all that apply):

___ Joining a network of agencies that coordinates transportation services to better meet travel needs

- Pooling of financial resources you budget for transportation services to better coordinate services
- Joint use, pooling, or sharing of vehicles among agencies
- Purchasing of vehicles cooperatively
- Centralized fueling of vehicles
- Centralized maintenance services for vehicles
- Centralized scheduling of your passenger trips with other agency trip scheduling
- Centralized operation of vehicles for your passenger trips and other agency trips
- Contracting to purchase transportation service rather than continuing to operate it
- Contracting to provide transportation service to other agencies needing service


49. Please provide us with other thoughts you have on how you may participate in efforts to improve transportation services in Gila and Pinal Counties through coordination services.

50. Please add any comments you may have in the space below

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APPENDIX 3 GREYHOUND – INTERCITY TRANSIT

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

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

MEMO TO: SCMPO TECHNICAL ADVISORY COMMITTEE
FROM: Jason Hafner, SCMPO Transportation Planner
DATE: December 15, 2016
SUBJECT: Surface Transportation Program (STP) Loan

STP Funding – Due to an OA Rate adjustment, an increase in the cost of data collection and an increase in the anticipated cost of project design, the Sun Corridor MPO currently has a balance of **-\$150,305** of Surface Transportation Program (STP) funding programmed in FY2017.

The Northern Arizona Council of Governments (NACOG) has agreed to do a loan in FY2017 for \$151,000 with payback in FY2018.

This loan would be utilized to cover the Design Federal funding for T0112 01D – Toltec Rd; Battaglia Rd – I10. Design of this project is currently programmed in FY2017 and is short approximately \$140,000 in federal funds. The additional money would be utilized to cover the increased costs of the HPMS Data Collection project.

The Sun Corridor MPO staff recommends that a loan in the amount of \$151,000 be completed with NACOG in FY2017 with payback in FY2018.

Committee Action Requested: <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Action Requested Below
A motion to recommend approval of a loan in the amount of \$151,000 with NACOG in FY2017 with payback in FY2018 and submit to the Executive Board for review and approval.

Arizona Department of Transportation

COG/MPO Federal-Aid Funding Transfer or Loan Request Form

Transferring Agency NACOG

Funding Type	Federal Fiscal Year	Amount		Loaned or Transferred To	Project/Purpose	Transfer or Loan?	Repayment Terms/Schedule (loans only)
		Apportionments	Obligation Authority (OA)				
STP	17	\$151,000	\$151,000	SCMPO	Toltec Rd/HPMS Data Collection	Loan	Repay FY18
TOTAL		\$151,000	\$151,000				

Transferring Agency Approval:

The undersigned authorizes the transfer of funds identified above.



Signature

Jason Kelly

Printed Name

Transportation Planning Manager

Title

10.26.16

Date

Receiving Agency Approval:

The undersigned approves the receipt of the funds and agrees to the repayment terms, if any, identified above.



Signature

Irene Higgs

Printed Name

SCMPO Director

Title

10/25/2016

Date

ADOT Acknowledgement or Approval:

Signature

Patrick Stone

Printed Name

Federal Aid Administrator

Title

Date

Email completed form to Arizona Department of Transportation Financial Management Services at mprogramfinance@azdot.gov. Approved transfer/loan requests must be received by June 15th each year; allow two weeks for approval. Transfers generally will appear on the next ledger, depending on the date of receipt.

This request will be processed based on the amount of apportionments and obligation authority available to the loaning/transferring agency at the time of receipt, which may be different than the amount shown on the most recent ledger. Loans are to be repaid; transfers will not be repaid.

Loans of apportionments and/or obligation authority to ADOT- these loans are not guaranteed; are capped at a total, maximum of \$10 million annually; are limited to greater Arizona STP projects in a TIP which exceed the region's available STP allocation; will be on a first come, first served basis if available; require advance approval. Every effort should be made to reprogram federal funds on projects ready to authorize by June 30th annually or to loan to other regional entities before approaching ADOT about a loan. Loans to ADOT must be approved and executed by March 31st annually.

Loans/transfers from MAG or PAG to Greater Arizona have certain restrictions, depending on the type of funding and population in the area of the project to which the loan is related. Contact Financial Management Services at 602-712-7441 for further information.

MEMO TO: SCMPO TECHNICAL ADVISORY COMMITTEE

FROM: Jason Hafner, SCMPO Transportation Planner

DATE: December 15, 2016

SUBJECT: Recommend approval of the Sun Corridor MPO – United Civil Group Professional Services Agreement Amendment #1 for the Regional Traffic Count, Data Collection and Mapping project.

The Sun Corridor MPO Executive Board approved the Professional Services Agreement with United Civil Group for the Regional Traffic Count, Data Collection and Mapping Project on September 13, 2016.

The current contract identifies 300 roadway segments for traffic counting at a total contract cost of \$98,300. The additional 116 counts identified at the Kickoff meeting are estimated to cost \$36,540. The cost is broken down below:

- An additional \$11,060 for 2016.
- An additional \$11,060 for 2017.
- An additional \$11,060 for 2018.
- An additional \$3,360 for AM/Mid/PM Turning Movements Counts.

The anticipated Contract Modification executed date will be January 10, 2017.

The Sun Corridor MPO Staff recommends approval of Amendment #1 to the Professional Services Agreement between the Sun Corridor MPO and United Civil Group and submit the documents to the Executive Board for review and approval.

Committee Action Requested: <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Action Requested Below
A motion to recommend approval of Amendment #1 to the Professional Services Agreement between the Sun Corridor MPO and United Civil Group and submit the documents to the Executive Board for review and approval.

By and Between

Sun Corridor Metropolitan Planning Organization

And

United Civil Group Corporation

Providing

Consultant Services

For The

**Sun Corridor MPO
Regional Traffic Count, Data Collection
and Mapping Project**

Contract Amendment #1

January 10, 2017

AGREEMENT AMENDMENT

THIS CONSULTING SERVICES AGREEMENT AMENDMENT #1 made and entered into this 10th day of January 2017, by and between the Sun Corridor Metropolitan Planning Organization, Casa Grande, Arizona, hereinafter called Sun Corridor MPO and United Civil Group Corporation, hereinafter called the CONSULTANT.

The CONSULTANT agrees to the increased scope of work in the amount of \$36,540.00 for the Sun Corridor MPO Regional Traffic Count, Data Collection and Mapping project to include counts to the additional roadway segments identified during the project kickoff meeting. The total amount of the contract is \$134,840.00.

The Agreement is amended as follows to account for the additional 116 Traffic Counts:

- An additional \$11,060 for 2016.
- An additional \$11,060 for 2017.
- An additional \$11,060 for 2018.
- An additional \$3,360 for AM/Mid/PM Turning Movements Counts.

These changes are the only changes to the original contract. The entire remainder of the original contract remains in full force.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT AMENDMENT as of the day and year last written herein.

CONSULTANT	
Date: _____	By: _____ Sarah Simpson, PhD, PE, President United Civil Group Corporation
SUN CORRIDOR MPO	
Date: _____	By: _____ Irene Higgs, Executive Director Sun Corridor MPO

Cost Estimate

Additional Counts		Task Hours											Total Hours	Total Cost
Personnel	Loaded Hourly Rate	Task 1 <i>Project Management</i>	Task 2 <i>Stakeholder Public Involve</i>	Task 3 <i>(Kick Off)</i>	Task 4 <i>Historic Data</i>	Task 5 <i>(Data Collection)</i>	Task 6 <i>(Data Tables)</i>	Task 7 <i>(Data Formatting)</i>	Task 8 <i>(HPMS Entry)</i>	Task 9 <i>(Count Map)</i>	Task 9 <i>(Summary Report)</i>			
Sarah Simpson (Principal) - Key Personnel	\$160.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	3.00	\$480.00	
David Kinnear (Project Manager)	\$140.00	0.00	0.00	0.00	0.00	10.00	4.00	3.00	10.00	3.00	5.00	35.00	\$4,900.00	
Lori Goodloe (Graphic Designer)	\$80.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	\$80.00	
Tyrice Haywood (Traffic Technician)	\$70.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	40.00	\$2,800.00	
Ryan Fernau (Traffic Technician)	\$70.00	0.00	0.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	40.00	\$2,800.00	
Total Task Hours		0.00	0.00	0.00	0.00	91.00	4.00	3.00	10.00	5.00	6.00	119.00		
Total Loaded Labor Costs		\$0.00	\$0.00	\$0.00	\$0.00	\$7,160.00	\$560.00	\$420.00	\$1,400.00	\$660.00	\$860.00		\$11,060.00	
Total Consultant Reimbursable Expenses		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	
Total Consultant Costs for Each Year		\$0.00	\$0.00	\$0.00	\$0.00	\$7,160.00	\$560.00	\$420.00	\$1,400.00	\$660.00	\$860.00		\$11,060.00	

Per Intersection Cost		
24-Hour Turning Movement Counts	24 hours	\$1,380.00
AM/Mid/PM Peak-Hour Turning Movement Counts	6 hours	\$560.00
Am/Pm Peak-Hour Turning Movement Count	4 hours	\$420.00

MEMO TO: SCMPO TECHNICAL ADVISORY COMMITTEE
FROM: Jason Hafner, SCMPO Transportation Planner
DATE: December 15, 2016
SUBJECT: Recommend approval of the Sun Corridor MPO FY2016 - 2025 TIP Amendment #4

TIP Amendment #4 would include the following changes to the FY2016 – 2025 Sun Corridor MPO Transportation Improvement Program.

Project changes are detailed below:

FY2017

TIP ID	Sponsor	Project Name	Project Location	Federal Aid Type	Federal Funds	Local Match	Total	Action
ELY 16-01D	Eloy	Toltec Rd; Battaglia Rd – I10, Eloy	Toltec Rd; Battaglia Rd – I10, Eloy	STP	\$139,490	\$8,432	\$147,922	Amend - Increase Federal funds from \$109,490 to \$139,490. Increase Local funds from \$6,618 to \$8,432.
DOT HSIP 15-011C	ADOT	Safeway Traffic Signal	SR87 at Ruins Dr., MP 134.28, Coolidge	HSIP	\$521,580	\$3,420	\$525,000	Amend – Advance the Construction of this project from FY18 to FY17.
SMP STP 16-HPMS-2	SCMPO	2017 HPMS – Data Collection	Various Locations	STP	\$51,000	\$0	\$51,000	Amend – Increase Federal funds from \$36,000 to \$51,000.
DOT STP16-001D	ADOT	SR 287 Pavement Preservation	La Palma Rd – Jct I-10	ADOT STP	\$320,000	\$0	\$320,000	Amend – Delete project from TIP. Construction project was Authorized in FY16.
DOT 17-01D	ADOT	I-10; MP209 – MP219	I-10; MP209 – MP219	HSIP	\$500,000	\$0	\$500,000	Amend – Add ADOT HSIP Design project to TIP.
DOT 17-02D	ADOT	Wash Bridge #355	SR87 at MP 117	FA	\$225,000	\$0	\$225,000	Amend – Add ADOT FA project to TIP.

FY2018

TIP ID	Sponsor	Project Name	Project Location	Federal Aid Type	Federal Funds	Local Match	Total	Action
CSG 17-01D	Casa Grande	MCG Hwy; N Bianco Rd – Russell Rd	MCG Hwy; N Bianco Rd – Russell Rd	STP	\$280,000	\$16,925	\$296,925	Amend – Increase Federal funds from \$200,000 to \$280,000. Increase Local funds from \$12,089 to \$16,925.
SMP STP 16-HPMS-2	SCMPO	2017 HPMS – Data Collection	Various Locations	STP	\$36,000	\$0	\$36,000	Amend – Add STP project.
DOT STP16-001C	ADOT	SR 287 Pavement Preservation	La Palma Rd – Jct I-10	ADOT STP	\$6,870,000	\$0	\$6,870,000	Amend – Delete project from TIP. Construction project was Authorized in FY16.
DOT 17-01C	ADOT	I-10; MP209 – MP219	I-10; MP209 – MP219	HSIP	\$4,048,000	\$0	\$4,048,000	Amend – Add ADOT HSIP Design project to TIP.

FY2019

TIP ID	Sponsor	Project Name	Project Location	Federal Aid Type	Federal Funds	Local Match	Total	Action
DOT 17-02C	ADOT	Wash Bridge #355	SR87 at MP 117	FA	\$150,000	\$0	\$105,000	Amend – Add ADOT FA project.

FY2020

TIP ID	Sponsor	Project Name	Project Location	Federal Aid Type	Federal Funds	Local Match	Total	Action
CSG 17-01C	Casa Grande	MCG Hwy; N Bianco Rd – Russell Rd	MCG Hwy; N Bianco Rd – Russell Rd	STP	\$105,000	\$0	\$105,000	Amend - Increase Federal funds from \$750,000 to \$1,250,000. Increase Local funds from \$45,334 to \$75,557.

Transit

Year	Sponsor	Project Name	Project Location	Federal Aid Type	Federal Funds	Local Match	Total	Action
2016	SCMPO	Administration, Intercity, Operating and Capital	SCMPO	5311	\$812,812	\$344,314	\$1,157,126	Amend - Delete from TIP. Project Completed.
2016	SCMPO	SCMPO Regional Mobility Management	SCMPO	5310	80,000	\$20,000	\$100,000	Amend - Delete from TIP. Money returned to ADOT.
2017	Coolidge	Administrative, Integrity, Operating and Capital	SCMPO	5311	\$772,133	\$387,850	\$1,159,983	Amend - Add Transit Grant Award.

Sun Corridor MPO staff recommends the approval of the Sun Corridor MPO TIP Amendment #4 and submit to the Executive Board for Review and approval.

Committee Action Requested: <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Action Requested Below
A motion to recommend approval of the Sun Corridor MPO FY2016-2025 TIP Amendment #4 and submit to the Executive Board for review and approval.

Sun Corridor MPO 2016 - 2025 Transportation Improvement Program (TIP)
Amendment #4
Pending Approval: TAC - December 15, 2016; EB - January 10, 2017

2017														
TIP Year	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
T0055 01C	CSG HSIP 15-01601C	Casa Grande	Florence Blvd, Pedestrian Safety Improvements, in Casa Grande	Florence Blvd, approx. 1,000 ft. West of Camino Mercado, in Casa Grande	0	Construction- Installation of Pedestrian Hybrid Beacon (PHB), pedestrian refuge island, fencing (railing), crosswalk striping, signage and lighting	Urban Principal Other	4	4	HSIP	\$ 351,569			\$ 351,569
SZ130 01C	CLG 16-01C	Coolidge	Main St. Improvements in Coolidge	Central Ave from Main St. to 1st Street	0.6	Re Construction	Urban Collector	2	2	STP	\$ 1,332,653	\$ 80,553		\$ 1,413,206
SH646 01C	ELY HSIP15-012C	Eloy	2015 Upgrade Regulatory Signs	Various Locations in ELOY	0	Construction - Installation to Upgrade Regulatory Signs including Hardware	Various	0	0	HSIP	\$ 159,048			\$ 159,048
01D	ELY 16-01D	Eloy	Toltec Rd; Battaglia Rd - I10, Eloy	Toltec Rd; Battaglia Rd - I10, Eloy	0.7	Design Pavement Preservation	Urban Collector	2	2	STP	\$ 139,490	\$ 8,432		\$ 147,922
SH645 01C	PNL HSIP15-014C	Pinal County	Sign Upgrade	Various Locations in PINAL COUNTY	0	Procurement - Sign Upgrade and Retroreflectorometer	Various	0	0	HSIP	\$ 148,024			\$ 148,024
H8838 01C	DOT HSIP15-011C	ADOT	Safeway Traffic Signal	SR87 at Ruins Dr., MP 134.28 in Coolidge	1	Construction - Install New Traffic Signal and Raised Median	Principal Arterial	2	2	HSIP	\$ 521,580	\$ 3,420	\$ -	\$ 525,000
	SMP STP 16-HPMS-2	Sun Corridor MPO	2017 HPMS - Data Collection	Various Locations	0	Traffic Counts	Various	0	0	STP	\$ 51,000			\$ 51,000
H8684 01D	DOT STP16-001D	ADOT	SR-287 Pave Pres	La Palma Rd - JCT I-10	0	Project Dev	Minor Arterial	2	2	ADOT STP	\$ 320,000			\$ 320,000
F006901D	DOT 17-01D	ADOT	I-10; MP209 - MP219	I-10; MP209 - MP219	10	Design Safety Improvements	Interstate	6	6	HSIP	\$ 500,000			\$ 500,000
01D	DOT 17-02D	ADOT	Wash Bridge #355	SR 87 at MP 117	1	Design Scour Retrofit	Major Collector	4	4	FA	\$ 225,000			\$ 225,000
H8877 01C	DOT HSIP15-015C	ADOT	SR87/Randolph Rd Intersection Improvement	SR 87 at MP 128.89, Randolph Rd.	0	Construction Left Turn Lane and Intersection Lighting	Principal Arterial	2	2	HSIP	\$ 317,597		\$ 19,179	\$ 336,776
	LTAP									STP	\$ 500	\$ -	\$ -	\$ 500
			TOTAL FOR 2017								\$ 4,066,461	\$ 92,404	\$ 19,179	\$ 3,826,475
2018														
TIP Year	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
SZ058 01C	ELY 15-01C	Eloy	Main Street Reconstruction	Main Street - Frontier Rd. to Battaglia Dr.	1	Re-Construction	Urban Collector	4	2	STP	\$ 2,495,883	\$ 150,865	\$ 4,302,201	6,948,949
01D	CSG 17-01D	Casa Grande	MCG Hwy; N Bianco Rd - Russell Rd, Casa Grande	Maricopa Casa Grande Hwy; N Bianco Rd - Russell Rd, Casa Grande	6	Design Pavement Preservation	Minor Arterial	2	2	STP	\$ 280,000	\$ 16,925		\$ 296,925
	SMP STP 16-HPMS-2	Sun Corridor MPO	2018 HPMS - Data Collection	Various Locations	0	Traffic Counts	Various	0	0	STP	\$ 36,000			\$ 36,000
H8838 01C	DOT HSIP15-011C	ADOT	Safeway Traffic Signal	SR87 at Ruins Dr., MP 134.28 in Coolidge	1	Construction - Install New Traffic Signal and Raised Median	Principal Arterial	2	2	HSIP	\$ 521,580	\$ 3,420	\$ -	\$ 525,000
H8684 01C	DOT STP16-001C	ADOT	SR-287 Pave Pres	La Palma Rd - JCT I-10	0	Construction - Pavement Preservation	Minor Arterial	2	2	ADOT STP	\$ 6,870,000			\$ 6,870,000
H8790 01C	DOT STP16-011C	ADOT	Burriss Road to Five Point Intersection	SR84 - Burriss Road to Five Point Intersection	2	Pave Pres	Major Collector	2	2	FA	\$ 2,093,000			\$ 2,093,000
H7696 01C	DOT STP16-021C	ADOT	I-10; SR 87 to Picacho Peek	209.59 - MP 213	3.41	Construction	Interstate	4	6	ADOT STP	\$ 85,000,000			\$ 85,000,000
F006901C	DOT 17-01C	ADOT	I-10; MP209 - MP219	I-10; MP209 - MP219	10	Safety Improvements Dust Mitigation	Interstate	6	6	HSIP	\$ 4,048,000			\$ 4,048,000
	LTAP									STP	\$ 500	\$ -	\$ -	\$ 500
			TOTAL FOR 2018								\$ 101,344,963	\$ 171,209	\$ 4,302,201	\$105,818,373

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2019														
TIP Year TRACS	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
01D	ELY 17-02D	Eloy	Battaglia Rd; Sunshine Blvd - SR87, Eloy	Battaglia Rd; Sunshine Blvd - SR87, Eloy	2	Design Pavement Preservation	Urban Collector	2	2	STP	\$ 144,000	\$ 8,704		\$ 152,704
01C	ELY 17-01C	Eloy	Toltec Rd; Battaglia Rd - I10, Eloy	Toltec Rd; Battaglia Rd - I10, Eloy	0.7	Pavement Preservation	Urban Collector	2	2	STP	\$ 391,032	\$ 23,636		\$ 414,668
H7984 01C	DOT STP16-031C	ADOT	I-10 Early to I-8	MP 196 - MP 199	3	Construction	Interstate	4	6	ADOT STP	\$ 40,000,000			\$ 40,000,000
01C	DOT 17-02C	ADOT	Wash Bridge #355	SR 87 at MP 117	1	Design Scour Retrofit	Major Collector	4	4	FA	\$ 150,000			\$ 150,000
	LTAP									STP	\$ 500	\$ -	\$ -	\$ 500
		TOTAL FOR 2019									\$ 40,685,532	\$ 32,340	\$ -	\$ 40,717,872
2020														
TIP Year TRACS	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
01C	CSG 17-01C	Casa Grande	MCG Hwy; N Bianco Rd - Russell Rd, Casa Grande	Maricopa Casa Grande Hwy; N Bianco Rd - Russell Rd, Casa Grande	6	Pavement Preservation	Minor Arterial	2	2	STP	\$ 1,250,000	\$ 75,557		\$ 1,325,557
	LTAP									STP	\$ 500	\$ -	\$ -	\$ 500
		TOTAL FOR 2020									\$ 1,250,500	\$ 75,557	\$ -	\$ 1,326,057
2021														
TIP Year TRACS	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
01C	ELY 17-02C	Eloy	Battaglia Rd; Sunshine Blvd - SR87, Eloy	Battaglia Rd; Sunshine Blvd - SR87, Eloy	2	Pavement Preservation	Urban Collector	2	2	STP	\$ 516,792	\$ 31,238		\$ 548,030
	LTAP									STP	\$ 500			\$ 500
		TOTAL FOR 2021									\$ 517,292	\$ 31,238	\$ -	\$ 548,530
2022														
TIP Year TRACS	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
														\$ -
	LTAP									STP	\$ 500			\$ 500
		TOTAL FOR 2022									\$ 500	\$ -	\$ -	\$ 84,618,045

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2023														
TIP Year	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
														\$ -
														\$ -
		LTAP								STP	\$ 500			\$ 500
		TOTAL FOR 2023									\$ 500	\$ -	\$ -	\$ 500
2024														
TIP Year	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
														\$ -
		LTAP								STP	\$ 500			\$ 500
		TOTAL FOR 2024									\$ 500	\$ -	\$ -	\$ 500
2025														
TIP Year	TIP ID #	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF WORK DESCRIPTION	FUNC CLASS	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
														\$ -
		LTAP								STP	\$ 500			\$ 500
		TOTAL FOR 2025									\$ 500	\$ -	\$ -	\$ 500

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TRANSIT PROJECTS											
FY	REGION	SPONSOR NAME	SITE NAME	PROJECT LOCATION	URBAN/SMALL URBAN/RURAL	PROJECT DESCRIPTION	FTA TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
2016	SCMPO	Cotton Express / CART	Coolidge-	Coolidge/MPO	Rural	Administration, Intercity, Operating and Capital	5311	\$ 812,812	\$ 344,314		\$ 1,157,126
2016	SCMPO	Horizon Human Services, Inc	Casa Grande	Casa Grande/MPO	Small Urban	Maxivan No Lift to replace VIN #3340	5310	\$ 25,200	\$ 2,800		\$ 28,000
2016	SCMPO	Horizon Human Services, Inc	Casa Grande	Casa Grande/MPO	Small Urban	Maxivan No Lift to replace VIN #3792	5310	\$ 25,200	\$ 2,800		\$ 28,000
2016	SCMPO	Horizon Human Services, Inc	Casa Grande	Casa Grande/MPO	Small Urban	Maxivan No Lift to replace VIN #3945	5310	\$ 25,200	\$ 2,800		\$ 28,000
2016	SCMPO	Sun Corridor MPO	Casa Grande	Casa Grande/MPO	Small Urban	Sun Corridor MPO Regional Mobility Management	5310	\$ 80,000	\$ 20,000		\$ 100,000
2017	SCMPO	Horizon Health and Wellness Inc	Casa Grande	Casa Grande/MPO	Small Urban	ADA Accessible Ford Transit to Replace VIN 1411	5310	\$ 48,875	\$ 5,431		\$ 54,306
2017	SCMPO	Horizon Health and Wellness Inc	Casa Grande	Casa Grande/MPO	Small Urban	Minivan No Ramp to Replace VIN 7915	5310	\$ 20,428	\$ 2,270		\$ 22,698
2017	SCMPO	Cotton Express / CART	Coolidge	Coolidge/MPO	Rural	FY2016 Administrative, Integrity, Operating and Capital	5311	\$ 772,133	\$ 387,850		\$ 1,159,983
		TOTAL FOR TRANSIT						\$ 1,809,848	\$ 768,265	\$ -	\$ 2,578,113