



2026

Coordinated Public Transit Human Services Transportation Plan



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



“This report was funded in part through grant[s] from the Federal Highway Administration and/or Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views and opinions of the author(s) who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation, the Arizona Department of Transportation, or any other State or Federal Agency. This report does not constitute a standard, specification or regulation. Trade or manufacturer’s names that may appear herein because they are considered essential to the objectives of the report. ”.

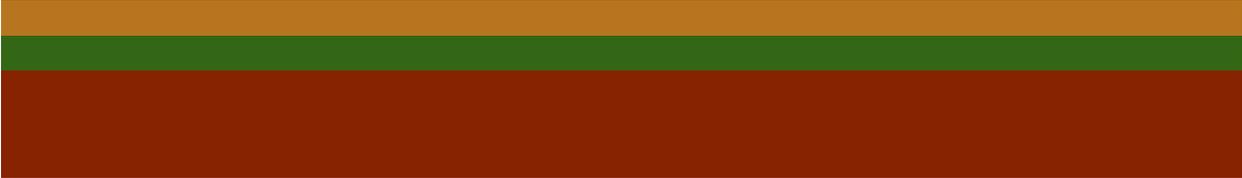


Table of Contents

01	FTA
01	Title VI
02	Introduction
03	CAG/SCMPO Staff
05	Population by Transportation Boundary within Gila and Pinal Counties CAG
07	Gila-Pinal Rides Committee
08	5310/5311 Providers
09	Planning Process
09	Development Process
09	Coordinated Transportation Planning Requirements
11	Demographics
17	Trip Generators
21	Unmet Needs/Gaps in Services
23	Project Evaluation and Selection
23	Identification of Barriers, Opportunities and Strategies
26	Regional Capacity
27	Conditions Assessments
28	Studies- In Progress and Recently Completed
30	Priorities, Goals and Objectives
32	Attachment A- Provider Profiles
51	Commercial Transportation Providers
52	Attachment B- Vehicle Inventory

FTA

Federal Transit Law requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310) programs begin with a locally developed coordinated public transit human services transportation plan. The purpose of this 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.

CAG and SCMPO recognizes that the transit environment is dynamic and ever changing. As a result, the plan is updated on an annual basis. This Plan includes updated regional demographic data, transit capacity building strategies, as well as updated information on new and existing transportation providers.

CAG and SCMPO 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 to make informative funding decisions for specialized transportation services.

Title VI

CAG and SCMPO are committed to ensuring that no person is discriminated against on the grounds of race, color, national origin, sex, age, disability, limited English proficiency, or low- income status as provided by Title VI of the Civil Rights Act of 1964, The Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 (Environmental Justice), Executive Order 13166 (Limited Proficiency), Code of Federal Regulations 49 Part 21, Code of Federal Regulations 23 part 200, and Code of Federal Regulations Part 303.

CAG AND SCMPO strive to ensure nondiscrimination in all its programs and activities, whether those programs and activities are federally funded or not. As a sub-recipient of federal funding, CAG and SCMPO are responsible for initiating and monitoring Title VI activities, preparing required reports, technical assistance and training.

CAG and SCMPO's Title VI Public Participation and Implementation Plan can be found at:

<https://cagaz.org/Departments/tpt/TitleVI/TitleVI.html>

<https://www.scmpto.org/title-vi/>

INTRODUCTION

The CAG and SCMPO Region includes two Counties, Gila and Pinal. Encompasses 10,170 square miles of central Arizona. The Region is comprised of two (2) counties, seventeen (17) incorporated municipalities, and four (4) Tribal Governments. San Tan Valley is officially the newest and largest town in Pinal County, having successfully incorporated on September 17, 2025. This transition from an unincorporated area to a municipality followed the passage of Proposition 495 on August 5, 2025. As the town transitions, they will work towards joining their respective COG and MPO's. Staff will coordinate with state agencies to collect data and statistics for future plans. Pinal County is split into three primary transportation planning authorities – Central Arizona Governments (CAG), the Sun Corridor Metropolitan Planning Organization (SCMPO) and Maricopa Association of Governments (MAG)

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

Central Arizona Governments (CAG)

CAG is a 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. 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.

Incorporated in 1975, CAG is one of six regional planning districts, or Councils of Governments (COGs), established by Arizona Governor Jack Williams through Executive Order 70-2, in response to President Lyndon B. Johnson's call for procedures that would encourage: "State and local planning agencies to work together in using common or consistent planning bases and in sharing planning facilities and resources, and utilization of common boundaries for planning and development districts or regions assisted by the Federal Government and consistency of such districts with established state planning and development districts and regions.

"Executive Order 70-2 established and delineated a system of planning and development districts to provide: "...a consistent geographic base for the coordination of federal, state and local development programs" while complying with federal planning requirements and addressing the concerns of local government officials." The most recent 2023 ACS 5-Year Estimates Data Profiles estimate the CAG Transportation Planning Boundary population at 83,880 people.

Sun Corridor Metropolitan Planning Organization (SCMPO)

The 2010 Census determined that the City of Casa Grande had reached a population of 50,000. As a result, federal law requires that a Metropolitan Planning Organization be formed to provide transportation planning within designated boundaries. The Sun Corridor Metropolitan Planning Organization (SCMPO) was formed in 2012. The SCMPO provides transportation planning services to the communities of Casa Grande, Coolidge, Eloy and rural portions of Pinal County, and covers 1,155 square miles, with an estimated population of nearly 127,758. Nestled between two Transportation Management Areas; Maricopa Association of Governments (MAG) and Pima Association of Governments (PAG), along with three Native American Tribes; the Sun Corridor MPO is in a unique position to develop 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, work with the Region’s railroads, and identify transportation needs and improvements along Interstate 8, Interstate 10, and the potential future of Interstate 11. The most recent 2023 ACS 5-Year Estimates Data Profiles notes the SCMPO Region’s population at 119,181 people.

Maricopa Association of Governments

The Maricopa Association of Governments (MAG) is one of six regional planning districts, or Councils of Governments (COGs), that provides a forum for local governments working together on issues that affect the lives of everyone in the greater Phoenix region. Member Agencies include 27 cities and towns, 3 Tribal Governments, Maricopa County, portions of Pinal County including Apache Junction, Florence, Maricopa, Queen Creek and the Gila River Indian Community, and the Arizona Department of Transportation. Their planning area encompasses about 10,600 square miles. MAG serves a total population of 189,477 within Pinal County.

CAG AND SCMPO TRANSPORTATION PROGRAM STAFFING

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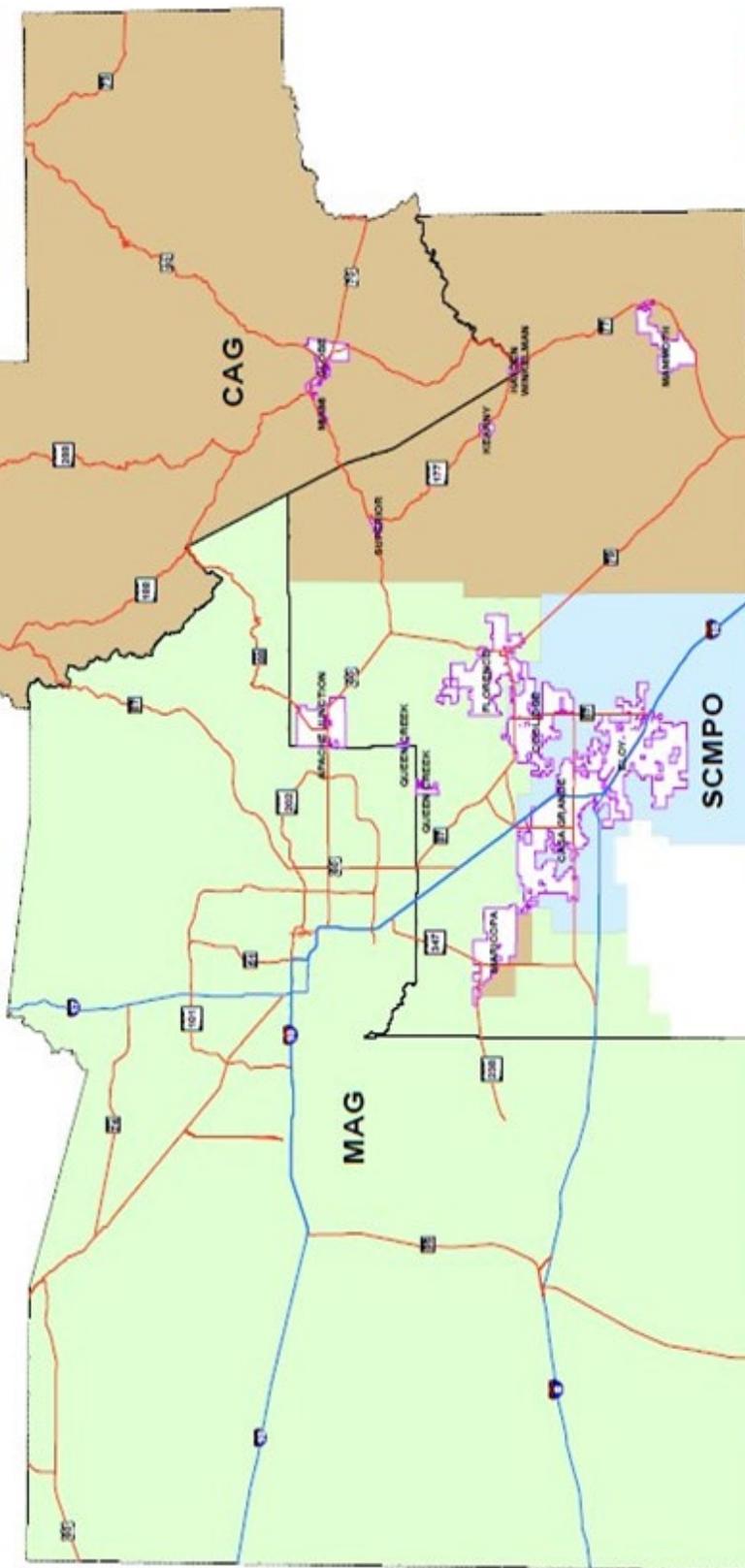
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Current COG/MPO Transportation Planning Boundaries

- CAG Cities
- Highway
- Interstate
- County Boundary
- COG/MPO Boundaries
 - Central Arizona Governments
 - Maricopa Association of Governments
 - Sun Corridor MPO



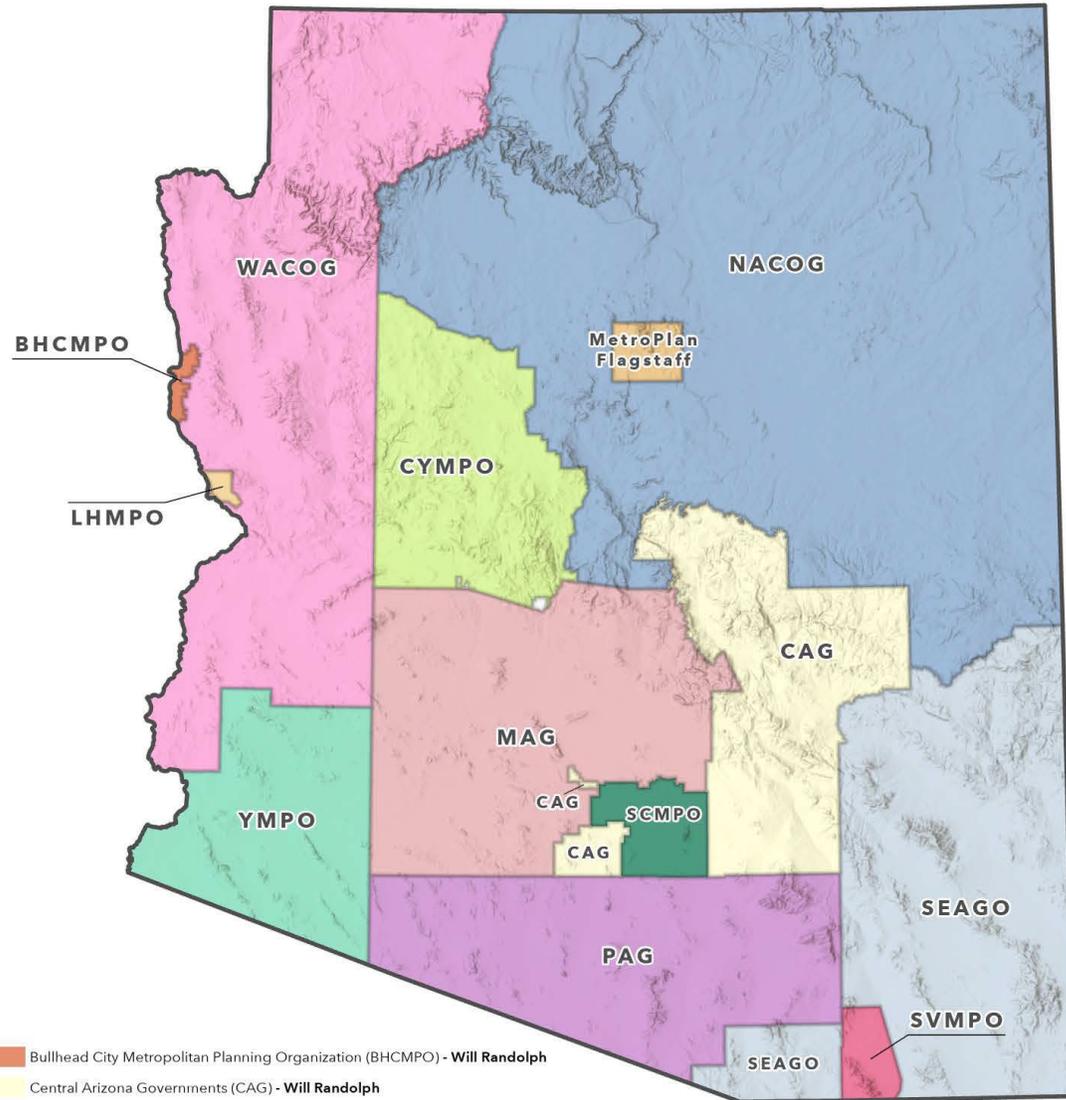
Disclaimer: This map does not represent a legal survey. It is intended for general planning purposes only.

Table 1: Population by Transportation Boundary within Gila and Pinal Counties CAG

CAG	
Community	Population
Ak-Chin Indian Community	1,351
Gila County – (Remainder of unincorporated County)	25,230
City of Globe	7,230
Town of Hayden	412
Town of Kearny	2,245
Town of Mammoth	1,015
Town of Marana (Pinal County Portion)	0
Town of Miami	1,436
Town of Payson	16,494
Pinal County – (Remainder of unincorporated County within CAG Transportation Boundary)	23,560
San Carlos Apache Tribe – (Gila County portion)	5,871
Town of Star Valley	2,517
Town of Superior	2,470
White Mountain Apache Tribe – (Gila County portion)	2,302
Town of Winkelman	226
CAG Population Total:	83,880
SUN CORRIDOR MPO	
Community	Population
City of Casa Grande	65,883
City of Coolidge	18,945
City of Eloy	18,994
Pinal County – (Remainder of unincorporated County within Sun Corridor MPO)	15,359
Sun Corridor MPO Population Total:	119,181
MAG	
Community	Population
City of Apache Junction – (Pinal County portion)	39,746
Town of Florence	25,961
Gila River Indian Community – (Pinal County portion)	9,163
City of Maricopa	73,300
Town of Queen Creek	13,669
Pinal County – (Remainder of unincorporated County within MAG Transportation Boundary)	193,566
MAG Population Total:	340,798

Source: U.S. Census Bureau, 2023 American Community Survey 5-year Estimates; Table B01003: Total Population

ADOT Regional Transportation Planner Assignments



- Bullhead City Metropolitan Planning Organization (BHCMPPO) - Will Randolph
- Central Arizona Governments (CAG) - Will Randolph
- Central Yavapai Metropolitan Planning Organization (CYMPO) - Ruth Garcia
- Lake Havasu Metropolitan Planning Organization (LHMPO) - Will Randolph
- Maricopa Association of Governments (MAG) - Jason James
- MetroPlan Flagstaff - Ruth Garcia
- Northern Arizona Council of Governments (NACOG) - Ruth Garcia
- Pima Association of Governments (PAG) - Jennifer Hobert
- Sun Corridor Metropolitan Planning Organization (SCMPO) - Will Randolph
- Southeastern Arizona Governments Organization (SEAGO) - Ruth Garcia
- Sierra Vista Metropolitan Planning Organization (SVMPO) - Ruth Garcia
- Western Arizona Council of Governments (WACOG) - Will Randolph
- Yuma Metropolitan Planning Organization (YMPO) - Jennifer Hobert

Assignments by Planner

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- Ruth Garcia (RGarcia5@azdot.gov, 602.712.8672) - CYMPO, MetroPlan, NACOG, SEAGO, SVMPO
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 MPDg@azdot.gov 8/25/2025
 Project ID: 2024025

The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.



GILA-PINAL RIDES COMMITTEE

The Gila-Pinal Rides Committee is the oversight committee for transit coordination issues within the CAG and the SCMPO Region. The committee is comprised of transit providers (5310 and 5311) and stakeholders from both Gila and Pinal Counties. The Gila-Pinal Rides Committee meets six times (6) per year. The meetings function 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. Meetings are scheduled to allow time for discussions on everyday transit needs, barriers, and coordination opportunities. Primary goals were identified as well as recommendations to enhance regional training efforts and reach out to transportation stakeholders currently using, directly or indirectly, 5310 and 5311 transportation resources. Additional details regarding program goals are noted in see *Priorities, Goals and Objectives* section on page 32.

These meetings provide an opportunity for rural area governments and organizations to discuss ways they can improve their services and share information pertinent to the success of their transit operations. They are able to share resources through program management and driver training, vehicle maintenance and repair, route coordination, program planning, and funding strategies. In addition, organizations work together to determine how to fill gaps in rider services, and to conduct geographic outreach. Meeting information is available on the CAG website, www.cagaz.org, and SCMPO website, www.scmpo.org. The attendees are identified in the CAG and SCMPO Regional Transit Providers shown on page 30.

Gila-Pinal Rides Transportation Coordination Committee 2025 Proposed Meeting Schedule

Wednesday - January 21, 2026	10:00 AM	Virtual Meeting / TBD
April 6-8, 2026 AzTA Conference	10:00 AM	Virtual Meeting / Mesa, AZ
Wednesday - May 20, 2026	10:00 AM	Virtual Meeting / TBD
Wednesday - July 22, 2026	10:00 AM	Virtual Meeting / TBD
Wednesday - September 23, 2026	10:00 AM	Virtual Meeting / TBD
Wednesday - November 18, 2026	10:00 AM	Virtual Meeting / TBD

CAG AND SCMPO REGIONAL Transit Providers

CAG and the SCMPO coordinate with local stakeholders to form partnerships to participate within the Gila-Pinal Rides Transportation Coordination Committee in an effort to provide the most comprehensive, effective transportation coordination for the CAG and SCMPO Region.

Participating Mobility Providers are involved in the Gila-Pinal Rides Transportation Coordination Committee and engaged in community cooperation and collaboration to improve travel opportunities for elders and people with disabilities. Profiles of each of these participating providers are included at the end of this section under Attachment A.

5310 Providers



5311 Providers



5307 Providers



PLANNING PROCESS

This plan provides an overview of the transit activities, past and future, throughout the CAG/SCMPO planning region. It is intended to educate communities, agencies, businesses, and other stakeholders on the availability of transit services within their community, or throughout the region. This plan lists all active or planned applicant agencies participating in section 5310 or 5311 transportation/transit programs for the CAG/SCMPO planning region. Agencies in the CAG/SCMPO region are invited to participate in various workshops, training, and bi-monthly coordination meetings. Below is a list of the workshops, training and coordination meetings that helped provide information for this Plan:

Gila-Pinal Rides Committee Draft Review	01/21/2025
CAG TTAC Approval	2/19/2026
SCMPO TAC Approval	2/27/2026
SCMPO Executive Board Approval	3/10/2026
CAG Management Approval	3/11/2026
CAG Regional Council Approval	3/28/2026
Submit Final Document to ADOT	3/31/ 2026

DEVELOPMENT PROCESS

PLAN UPDATE INPUT PROCESS

The Plan review process includes input and comments from the Gila-Pinal Rides Committee, the CAG Transportation Technical Advisory Committee (TTAC), Management Committee and Regional Council, the SCMPO Technical Advisory Committee (TAC) and Executive Board, as well as regional human service agencies whose clients reside and travel in, to and through Gila and/or Pinal Counties.

Public participation is welcomed and encouraged by CAG and SCMPO. There are numerous and varied techniques/activities utilized to provide the opportunity for public stakeholders involvement. This Plan was developed in coordination with CAG, SCMPO, the Gila-Pinal Rides Committee, area transit providers, human services agencies, area transportation committees, system users and other interested stakeholders. CAG and SCMPO obtain input directly from the providers who responded during the annual data request for program information.

COORDINATED TRANSPORTATION PLANNING REQUIREMENTS

Federal Transit Administration (FTA) Section 5300 Rural Public Transportation Programs provide funds for capital, administrative, operating, and training assistance to local public bodies and nonprofit organizations for the operation of public transportation services in nonurbanized areas. The following FTA Programs are available in the CAG/SCMPO Region:

Section 5310 Program

The Section 5310 provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation

mobility options. This program supports transportation services planned, designed and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. The Arizona Department of Transportation (ADOT) is the designated recipient for these funds in the state and is responsible for the administration of the program that includes conducting a competitive application process.

ADOT notes that while the focus of the Section 5310 program is on private non-profit agencies or groups, public agencies may function as grant recipients where no private non-profits exist to provide the service, or the state determines such funding is in the best interest of coordination in the region. Successful applications are initially adjudicated through a regional application evaluation and screening process, which includes ADOT and non-ADOT transportation and human service professionals. The Section 5310 program in Arizona utilizes the assistance of Council of Government (COG) and Metropolitan Planning Organization (MPO) planning offices to screen applicants within the state's eleven planning regions. ADOT then makes the final decision regarding awards based on this input and available budget, considering a number of evaluation factors that include expressed need for service and/or equipment, population served, financial capability to support funding, existing fleet inventories, coordination efforts and previous performance.

Section 5311 Program

The Section 5311 grant program's goals are to address the mobility needs of Arizona's rural population by

- enhancing access to health care, shopping, education, employment, public services and recreation.
- assisting local communities in building effective transit services in rural areas.

Annually, the Federal Transit Administration (FTA) allocates federal funds for the Section 5311 grant program. These funds are apportioned to the state on a formula basis, providing funding to support the administrative, operating and capital costs of public transit services in rural areas. The state has the primary responsibility to provide for the fair and equitable distribution of funds to qualified applicants. In Arizona, the ADOT's Multimodal Planning Division manages the Section 5311 grant program. Funding is provided to counties, cities, towns and American Indian tribes to operate transit systems at the local level.

Funds may be used for public transit services operating

- within small urban and rural communities.
- among small urban and rural communities.
- between small urban and rural communities and urbanized areas (cities of 50,000 or more).

Funds are distributed annually through a competitive application process. The application process is kicked off with a series of workshops and webinars that provide guidance on the process in September/October. Applications are submitted in December, and awards are generally made in July of each year. The program renews every federal fiscal year (Oct. 1 of each year).

Section 5307 Program

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, non-emergency medical transportation, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Section 5339 Program

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Section 5339 Statewide Funding is open to small urban and 5311 rural transit providers. There is a limit of one application and three (3) projects per recipient.

DEMOGRAPHICS

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

Census Geography

The Census information provided is available through the 2023 ACS 5-Year Estimates Data Profiles American Community Survey (ACS) 5-year estimates. For comparative purposes, demographic information for Arizona and the United States are also included where stated.

Population

The total populations for Gila and Pinal Counties are listed in Table 2: Gila and Pinal County Populations by Location. All estimates are based on the latest 5-year ACS data. The population growth in Gila County has been approximately 17.19 percent, Pinal County’s population growth has been continuously increasing over 17.36 percent.

Table 2: Gila and Pinal County Populations by Location

Gila County Communities	Population
City of Globe	7,159
Town of Hayden	509
Town of Miami	1,530
Town of Payson	16,738
San Carlos Apache Tribe – (Gila County portion)	5,938
Town of Star Valley	2,548
White Mountain Apache Tribe – (Gila County portion)	2,415
Town of Winkelman	292
Gila County – (Remainder of unincorporated County)	25,230
<u>Gila County Total Population</u>	<u>62,359</u>
Pinal County Communities	Population
Ak-Chin Indian Community	1,241
City of Apache Junction – (Pinal County Portion)	39,746
City of Casa Grande	65,883
City of Coolidge	18,945
City of Eloy	19,994
Town of Florence	24,175
Gila River Indian Community – (Pinal County portion)	8,966
Town of Kearny	1,755
Town of Mammoth	1,078
Town of Marana – (Pinal County portion)	0
City of Maricopa	73,300
Town of Queen Creek – (Pinal County portion)	13,669
Town of Superior	2,470
Pinal County – (Remainder of unincorporated County)	222,435
<u>Pinal County Total Population</u>	<u>493,657</u>

Source: U.S. Census Bureau, 2023 American Community Survey 5-year Estimates; Table B01003: Total Population

Table 3: Population, Land Area & Density

	Pinal County – (5,374 Square Miles)		Gila County – (4,796 Square Miles)	
	Population	Persons/Square Mile	Population	Persons/Square Mile
AZ State 2024 (Estimates)	493,657	91.86	62,359	13
AZ State 2021 (Estimates)	493,657	81.7	53,525	11.2
Census 2020	425,264	79.1	53,272	11.1
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 percent of housing units have no vehicles available, whereas Gila County has 2 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.

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

	Pinal County	Gila County	Arizona	United States
Occupied housing units	157,193	23,253	2,796,790	132,737,146
No vehicles available	5,719	1,325	151,776	11,310,673
Percent	4%	2%	5.1%	9%
Median travel time to work (minutes)	31.9	21.2	25.5	26.6

Source: U.S. Census Bureau, 2023 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 funded providers are not typically members of the commuting public, travel to and from work affects travel conditions for all residents. Median travel time to work in Pinal County is higher than the average for Arizona and the United States, while travel time in Gila County is below. Table 5: Comparisons of Time Leaving for Work indicates timeframes when commuters are leaving for work, throughout the day.

Table 5: Comparisons of Time Leaving for Work

	<i>Pinal County</i>	<i>% of Commuters</i>	<i>Gila County</i>	<i>% of Commuters</i>
Total Commuters	151,625	-	16,776	-
12:00AM - 5:59AM	45,701	30.14%	3,444	20.53%
6:00AM - 8:59AM	73,466	48.45%	9,464	56.41%
9:00AM - 11:59AM	10,933	7.21%	10,933	65.17%
12:00PM - 3:59PM	10,768	7.10%	2,143	12.77%
4:00PM - 11:59PM	10,757	7.09%	1,511	9.01%

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates; Table B08302: Time Leaving Home to Go to Work

Poverty Status

Gila County’s poverty rate is 19.8 percent, which is significantly higher than both the Arizona and National rates. Pinal County’s poverty rate, at 11.4 percent, is slightly lower than the Arizona and National rates.

Table 6: Poverty Status in the Past 12 Months

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Population base*	429,221	52,303	7,109,159	324,567,147
Population below poverty level	45,280	9,297	907,125	40,390,045
Percent	11.4%	19.8%	13.5%	12.6%
Population age 65+	85,050	15,082	1,232,461	51,705,664
Population below poverty level age 65+	8,180	1,664	131,172	5,654,531
Percent of people age 65+ below poverty level	9.62%	11.03%	10.64%	10.94%

*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, 2023 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.

Low Income

Limited or no public transportation service to employment centers poses a significant barrier to overcoming poverty, as many individuals and families with low incomes have limited or no convenient access to a personal vehicle.

The FTA defines low income or limited income individuals as individuals whose income falls below 150 percent of the federal poverty level. According to the latest U.S. Census figures, 11.4 percent or 45,280 people in Pinal County, and 19.8 percent or 9,297 people in Gila County, live below the poverty level. In Pinal County, 8,180

(9.62% of the total County population) of those living below the poverty level are over age 65 years of age. In Gila County, 1,664 (11.03% of the total County population) of those living below the poverty level are over the age of 65 years of age.

Income and Unemployment

Household income for Gila County is significantly less than the Arizona, national and Pinal County averages. Pinal County has a median household income lower than the national average but is only slightly lower than the Arizona average. The average unemployment rates for both Gila and Pinal Counties are higher than those of Arizona and the United States but have decreased since the previous year.

Table 7: Income and Unemployment

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Median household income	\$77,588	\$59,089	\$76,872	\$78,538
Percent of civilian labor force unemployed	7.4%	5.8%	5.2%	5.2%

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates; Table S1903: Median Income in the Past 12 Months (in 2023 Inflation-adjusted Dollars); Table S2301: Employment Status

Age

The Region is composed of a diverse age population. In Pinal County, the largest populations are within the 25 to 44 years of age range, with the lowest within the 18 to 24 age range. In Gila County, the largest populations are within 65 years of age and above. These differences in the ages of the populations are possible indications of the different transportation needs for each county within the CAG/SCMPO region.

Table 8: Population by Age Group

	<i>Pinal County</i>	<i>Gila County</i>
Under 18 years of age	20,841	10,623
Age 18 to 24 years	32,708	3,296
Age 25 to 44	110,266	10,058
Age 45 to 64	96,847	13,899
Age 65 years and older	85,903	15,335
TOTAL:	420,625	53,211

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates; Table B01001: Sex by Age

Target Populations

During the development of this Plan, demographic and travel information was collected to help determine where the focus of transit services should be. By coordinating services and developing this Plan, regional transportation providers work to improve transportation services for all residents, but specifically for special needs population that most frequently become transit-dependent, such as persons with a disability, low-income individuals and the elderly. Each segment of the population was compared to the total population to determine the percentage of population type represented, with the understanding that many individuals fall into more than one category or a combination of all considered categories. In addition to demographic and travel information, geographic and travel information were also considered.

Persons with Disabilities

For the general population, the ability to drive helps define personal mobility. For individuals with disabilities, the concept of personal mobility is much more complex. Individuals with disabilities may rely on family, friends, public transportation systems or private transportation providers.

According to the FTA, a disability means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment. According to the latest U.S. Census figures, 16.7 percent or 72,030 people in Pinal County have a disability and 20.1 percent or 11,515 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 these individuals.

Table 9: Disability Status

	<i>Pinal County</i>	<i>Gila County</i>	<i>Arizona</i>	<i>United States</i>
Population with a disability*	72,030	11,515	970,404	42,703,063
Percent	16.7%	21.9%	13.6%	13%

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

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics

Disability Status

Approximately 16.7 percent of the civilian, non-institutionalized population in Pinal County has a disability. This is a decrease from previous years but is still higher than the Arizona and National average. The percentage of the population with a disability in Gila County increased from the previous year to 21.9 percent, higher than the Arizona and the National rates. Table 1 breaks down the populations by disability status, type, and age group respectively.

Table 10: Disability Status by Age Group

	Pinal County		Gila County	
	Population	Percent (%)	Population	Percent (%)
Under 5 years of age	428	1.8%	11	.50%
Age 5 to 17 years	6,480	8.8%	383	4.9%
Age 18 to 64 years	33,137	25.9%	5,846	37.7%
Age 65 years and over	31,985	71%	15,993	76.6%

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

Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates; Table S1810: Disability Characteristics

TRIP GENERATORS

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

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

See agency profiles in Attachment A to identify the top service locations, passenger origins and destinations and trip purposes for those currently generated for each Section 5310 and 5311 service providers. While it is beneficial to provide public transportation access to residential areas and employment centers, providing connections to support services is a vital component of an effective public transportation system, especially for the targeted population identified herein. In many rural areas, it is difficult for the transit-dependent community to travel between these support/ social services and their residential areas. Rural transit helps bridge the spatial divide between people and these services. In many instances, human service agencies serve as the provider of public transportation to clients and their families. The role of these entities varies, with some agencies purchasing vehicles and enlisting drivers, while others contract with existing transit/transportation providers.

Location of Support Services

Medical Facilities

There are many major medical facilities important to residents of Gila and Pinal Counties. Many residents also travel to the adjoining Maricopa County and Pima County areas for medical services. Transportation to and from the very rural communities of the region can be a challenge, due to transportation barriers such as distance, lack of volunteers, drivers, time and availability of services. Table 11 describes the major medical centers in the region. These destinations are trip generators for the CAG and SCMPO region.

Table 11: Major Medical Facilities Serving the CAG and SCMPO Region

Facility	Location	
Banner Baywood Medical Center	Mesa	Maricopa County
Banner Casa Grande Medical Center	Casa Grande	Pinal County
Banner Gateway Medical Center	Gilbert	Maricopa County
Banner Goldfield Medical Center	Apache Junction	Pinal County
Banner Health Center	Maricopa	Pinal County
Banner Heart Hospital	Mesa	Maricopa County
Banner Ironwood Medical Center	San Tan Valley	Pinal County
Banner Payson Medical Center	Payson	Gila County
Banner University Medical Center	Tucson	Pima County
Chandler Regional Medical Center	Chandler	Maricopa
Cobre Valley Regional Medical Center	Globe	Gila County
Dialysis Center East	Sacaton	Pinal County
Dignity Health Medical Group	Maricopa	Pinal County
Exceptional Community Hospital- Eloy	Eloy	Pinal County
Exceptional Community Hospital- Maricopa	Maricopa	Pinal County
Florence Hospital at Anthem	Florence	Pinal County
Fresenius Kidney Care Apache Junction	Apache Junction	Pinal County
Fresenius Kidney Care Casa Grande	Casa Grande	Pinal County
Fresenius Kidney Care Globe	Globe	Gila County
Fresenius Kidney Care Mammoth	Mammoth	Pinal County
Fresenius Kidney Care San Carlos	San Carlos	Gila County
Fresenius Kidney Care San Tan	San Tan Valley	Pinal County
Fresenius Kidney Care Western Skies	Casa Grande	Pinal County
Heart and Vascular Center of Arizona	Globe	Gila County
Hu Hu Kam Memorial Hospital	Sacaton	Pinal County
Mountain Vista Medical Center	Mesa	Maricopa County
Northwest Medical Center	Tucson	Pima County

Oro Valley Hospital	Oro Valley	Pima County
Pinal County VA Clinic	Casa Grande	Pinal County
San Carlos Apache Health Care	Peridot	Graham County
Tucson VA Medical Center	Tucson	Pima County
Veteran's Medical Center	Phoenix	Maricopa County

Employers

Major employers in the Pinal portion of the CAG and SCMPO Region are in the public administration and retail trade industry. In Gila County, copper mining is the top industry, but the largest employment sector is public administration.

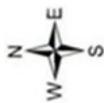
Table 12: Top Ten Employers			
Top Pinal County Employers		Top Gila County Employers	
	Jobs		Jobs
Pinal County	3,420	Asarco	1,370
State of Arizona	2,020	Gila County	760
Corecivic	1,980	BHP Copper	650
Walmart	1,720	Banner Health	610
Banner Health	1,420	Walmart	570
Casa Grande Union High School District No 82	1,050	Apache Gold Casino Resort	450
Lucid Motors	1,030	Globe Unified School District	420
Harrah's AK chin Hotel and Casino	800	Payson Unified School District 10	350
Maricopa Unified School District 20	720	United States Postal Service	310
Gila River Indian Community	720	Matazal Hotel and Casino	290

Source: Arizona COG/MPO Employer Database, employers with 5 or more employees

Colleges

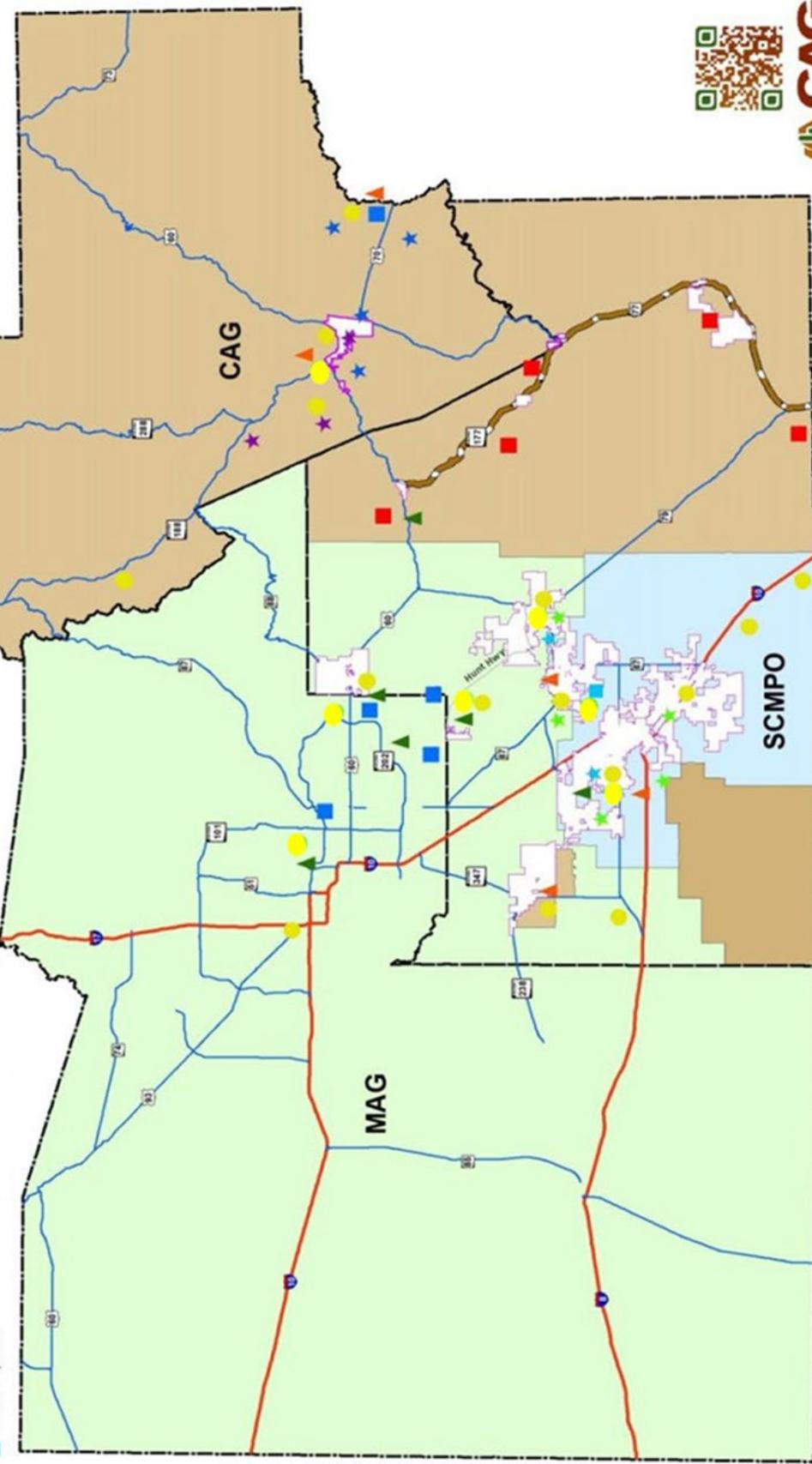
Colleges that serve the region include Central Arizona College, Gila Community College, Rio Salado College, Chandler-Gilbert Community College, Mesa Community College, Arizona State University, University of Arizona and Northern Arizona University.





Coordinated Regional Transit Service Areas

- Copper Corridor
- CAG Cities
- County Boundary
- COG/MPO Boundaries**
- Central Arizona Governments
- Maricopa Association of Governments
- Sun Corridor MPO
- Cenpatico
- Pinal Hispanic Council
- Cotton Express
- San Carlos Apache Nhee Bich'o Nii Public Transit
- Payson Multi-purpose Senior Center
- Cobre Valley Transit Services
- Portable Practical Educational Preparation
- Pinal County Division of Public Health
- Horizon Health & Wellness
- Central Arizona Council on Disabilities
- Central Arizona Regional Transit



Disclaimer:
This map does not represent a legal survey. It is intended for general planning purposes only.

UNMET NEEDS/GAPS IN SERVICES

On average, eighty percent (80%) of the clients and riders of the local transit providers were estimated to be transit dependent. The American Community Survey five-year estimates for 2023 ACS 5-Year Estimates Data Profiles noted in table 4, report that three-point one percent (3.1%) of households in Pinal County and five-point one percent (5.1%) of occupied households in Gila County have no vehicle available. In addition, it is also reported that fifteen (15%), on average, required the daily use of a wheelchair or specially equipped van to fully utilize services in their communities. Collectively this average aligns very closely with the American Community Survey disability estimates discussed in tables 9 and 11, which indicated 16.7% of residents in Pinal County and 21.9% of residents had some an identified disability.

Providers also reported that unmet needs include service gaps, lack of vehicular resources, and inadequate funding to meet the needs of the region. In response to the last survey conducted, every agency expressed a need for new vehicles within the next three (3) years. Plans to enhance or expand services often were limited due to financial constraints. When funding is reduced, agencies are forced to cut services or lessen their quality of service in order to continue operations.

Twenty-five percent (25%) of respondents reported issues with riders/clients/customers getting access to their service sites. Approximately eighty-eight percent (87.5%) of those responding to the survey stated that additional public transit options and/or transportation resources outside of their agency would be helpful to their clients and the communities they served.

Gaps in Services

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

- Central Gila County
- Greater Payson area
- Greater Globe / Miami area
- Eastern Pinal County (Rural areas)
- Western Pinal County (Urban areas)
- Circulator systems in Casa Grande, Eloy, Arizona City, and Florence
- Commuter service to the Phoenix metro area

Encouragement to explore the viability of ride and vehicle sharing between agencies and commute programs for employers will continue to be offered. Some agencies encounter issues with current methods of transporting clients/passengers to the requested site or service. The primary reasons are limited access to local flexed routes and the need for additional capital resources. Increased demand for services has intensified these problems.

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. As a result, in the lack of knowledge of this subject matter, AZRideInfo (www.azrideinfo.com) was created as a collaborative effort in bringing together statewide resources from transportation providers, social service organizations, nonprofits and community groups. The goal is a one-stop shop for transportation resources to increase access for older adults' needs and to allow the opportunity for them to engage in their communities fully and meaningfully.

Agencies that have expressed an interest and need of funding to either replace a vehicle, expand current fleet, for preventative maintenance, or any other eligible activity within the 5310 programs, have been listed below for the upcoming fiscal years:

Agency	Description Request	Fiscal Year	Federal Share \$	Local Match \$	Estimated Amount \$
Central Arizona Governments	Regional Mobility Management	FY26	\$120,000	\$27,500	\$147,500
	Regional Mobility Management	FY27	\$120,000	\$27,500	\$147,500
Payson Senior Center					
	Preventative Maintenance	FY25	\$12,000	\$2,000	\$10,000
	Preventative Maintenance	FY26	\$12,000	\$2,000	\$10,000
	Operations	FY25	\$25,000	\$25,000	\$50,000
	Operations	FY26	\$25,000	\$25,000	\$50,000
	Plus Ride Management Software	FY25	\$2,500	\$2,500	\$5,000
	Plus Ride Management Software	FY26	\$2,500	\$2,500	\$5,000
HOPE Inc.	Capital - Preventative Maintenance	FY25	\$2000	\$500	\$2,500
	Operations	FY25	\$0	\$0	\$0
GRAND TOTAL:		FY25	\$71,500	\$41,500	\$113,000
		FY26	\$216,500	\$57,000	\$273,500
		FY27	\$147,500	\$27,500	\$175,000

PROJECT EVALUATION AND SELECTION

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

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

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

Project Threshold Criteria

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

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

Project Evaluation Criteria

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

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

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

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

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

Project Management Criteria

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

Coordination Criteria

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

Project Specific Criteria

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

Capital Equipment

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

Replacement Vehicles or Equipment:

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

New/Expansion Service Vehicles or Equipment

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

Operations:

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

IDENTIFICATION OF BARRIER AND OPPORTUNITIES

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

Barriers:

- Geography (Distance, unpaved roads, and difficult weather)
- Funding (lack of political will; technical needs and connectivity)
- Education and marketing opportunities for Human Service agencies
- Lack of mechanics and spare vehicles when breakdowns occur
- Insufficient driver training opportunities
- The current inability to coordinate rides with for-profit or for-hire transportation companies.
- Disasters, hi-jacking threats, or emergency preparedness
- Safety of operations – (roads and driver training)
- Employers/Employment centers unwilling to assist riders and coordination.
- Lack of availability for PASS training

Opportunities:

- AZRideInfo (www.azrideinfo.com)
- Pinal County Transit Governance Study
- Pinal County Mobility Gap Analysis
- Coolidge Short Range Transit Study
- Gila County Transit Governance Study
- Youth are more interested in public transportation
- Public Private Partnerships (P3s)
- Advertising as a revenue generation
- Driverless/autonomous vehicles
- Working closely with stakeholders and local governments

- Engage local elected officials as champions for building support
- Education and marketing as it pertains to transportation and transit
- Encourage more regionally connected transit systems
- Expand transit services in Payson, Casa Grande, Florence, and Eloy communities
- Growth in Pinal County
- Promote methods or opportunities in funding bus stops and facilities for transit
- Improve technology, connectivity, and communication among providers and riders
- Improve driver training (to include emergency management)

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.

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 including extreme heat or cold in some areas, low population densities and lack of walkable streets in rural communities. In addition, current walking distances to bus stops (origins and/or destinations) may not be achievable for all segments of the population – including the elderly and people with disabilities.

REGIONAL CAPACITY

One hundred and thirty (130) reported or known vehicles provided transportation service to residents living in and around the CAG and SCMPO Region.. As noted in the Provider Profiles, in attachment A, the primary purpose for providing transportation is to assist residents with counseling, mental health appointments, congregate nutrition (mid-day group meals), home-delivered meals, job placement, residential care, trips to senior centers, supporting employment and volunteer opportunities. In the CAG and SCMPO Region, vehicles having the capacity to transport residents with wheelchairs are in the minority. While 54 vehicles were identified capable of transporting someone in a wheelchair, the remaining 79 vehicles in the regional fleet were not.

The breakout reported then for vehicles with wheelchair tie downs is as follows:

- Vehicles with No Tie Downs for Wheelchairs 79
- Vehicles with 1 Tie Down for a Wheelchair 4
- Vehicles with 2 Tie Downs for Wheelchairs 47

Human Services Transportation Level of Service

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

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

CONDITIONS ASSESSMENT

GENERAL ASSESSMENT OF CURRENT CONDITIONS

The lack of public transit systems in the CAG and SCMPO Regions place a heavy burden on human service agencies trying to provide services to their clients in these areas. In response many, if not all of them, have established some form of supplemental transportation program to get their clients to and from medical appointments, education and work training programs, grocery stores and other necessary destinations. As the name implies, client-based transportation programs are designed to serve community members who meet one or more eligibility parameters defined by federal requirements or the agency providing the service. These parameters include developmental disabilities (DD), serious mental illness (SMI), court-ordered treatment, a behavioral health diagnosis, low-income, age, and so forth. As helpful as these services are to their clients, they provide limited or no benefit to other members of the community.

This fractured approach to transportation services makes it difficult to develop economy-of-scale savings or program efficiencies like ridesharing and vehicle-sharing programs. Many public and private providers are left to deal with their own transportation issues in the most-costly ways possible and puts many human service agencies in the position of operating a supplemental program that is outside the boundaries of their area of expertise or the focus of their services. Despite these difficulties, many of these agencies choose to operate transportation programs for the good of their clients.

All public and private providers in the CAG/SCMPO regions are regularly encouraged to have drivers attend formal Passenger Assistance, Safety and Sensitivity (PASS) training. PASS training is the recognized industry standard when it comes to ensuring that passengers are transported in the safest, most sensitive and careful manner possible. Because many of the local providers rely on volunteers, and have a high driver turnover, the need for better access to training continues to be a priority. One of the goals established by the Gila-Pinal Rides Committee is to improve opportunities by providing more regional training classes. The CAG/SCMPO Mobility Management Coordinator became a certified PASS Trainer in 2025, making PASS training more accessible to transit providers within the region.

PERFORMANCE DATA

The 5310 human service transit agencies reporting have made approximately 59,983 one-way trips during the last year to transport elderly (60 years and older) and/or people who have a disability. That same group traveled approximately 578,248 in-service miles with the average trip at 9.64 miles.

As difficult as it was to provide transportation services in Gila and Pinal Counties during the COVID-19 pandemic, ridership levels have been steadily increasing and are nearly back to the pre-pandemic levels. Due to the pandemic, there was also an increase in reviewing and updating operational policies, safety policies and maintenance schedules.

STUDIES

Pinal County Mobility Gap Analysis

The Pinal County Coordinated Mobility Gap Analysis concluded in 2025. The purpose of the Analysis was to understand the transportation needs of seniors and people with disabilities in Pinal County by reassessing the current 5310 programs and other mobility providers, identify the gaps between current services and needs and prioritizing strategies to address those identified gaps at a sub-regional level using a data-driven approach. The study also identified the existing financial gaps while providing possible solutions to fill existing financial gaps. The Analysis identified information gaps and developed several deliverables to bridge the technical gap of the Section 5310 grant program for existing and new providers, provide the existing Coordinated Mobility Manager with marketing materials to inform elected officials and the general public about Coordinated Mobility services.

Gila County Transit Governance Study

CAG, in cooperation with Gila County and local providers, commissioned AECOM Consulting to conduct the Gila County Transit Governance Study to identify an institutional structure that will improve coordination and connectivity of transit programs within Gila County. The study provided a comprehensive guide to enhance transit services and design investment strategies that make best use of available federal, state, regional, and local resources. The study evaluated transit governance models and recommended a framework to guide future governance, management, and implementation of public transportation services in Gila County. The analysis includes recommendations on how existing and future public transportation services can coordinate and collaborate on service delivery as well as how the region should manage, structure, and oversee public transportation service development. On May 9, 2023, the Gila County Board of Supervisors voted and formed the Gila County Intergovernmental Public Transportation Authority (GCIPTA). Throughout the next several months, the GCIPTA will be working diligently on the transitional activities needed to execute the intended institutional structure the Gila County Transit Governance Study recommended.

Pinal County Strategic Transportation Safety Plan 2025

The Pinal County Strategic Transportation Safety Plan (STSP) 2024 was adopted by the Sun Corridor MPO Executive Board on March 11, 2025 and the Pinal County Board of Supervisors on June 18, 2025. The Pinal County STSP updates the 2019 STSP and addresses the necessary steps and elements to reduce the risk of death and serious injury to all transportation users in Pinal County while being the framework for reducing fatal and serious injury crashes on public roads by identifying crash trends, emphasis areas, performance measures, high-risk crash locations, funding resources, and potential projects.

Coolidge Short Range Transit Study

The City of Coolidge transit services connect several population centers in Pinal County, including Coolidge, Casa Grande, and Florence. These services provide residents with mobility for work, medical, social, and tourism trips throughout the region. The City’s transit department provides two services: Cotton Express, a local fixed route service, and Central Arizona Regional Transit (CART), an intercity commuter route. Cotton Express operates two fixed-route lines at a 35-minute frequency on weekdays, as well as on-demand service that provides curb-to- curb service within the city boundaries of Coolidge. CART provides long-distance regional connectivity from Coolidge to Casa Grande and Florence, operating every weekday.

The Short-Range Transit Plan (SRTP) investigated the potential to expand both service hours and regional route services. The SRTP provided recommendations for:

- Short Term, implementable service refinements
- Process adjustments to make the systems more user-friendly and cost-effective
- Future transit service expansion area
- Anticipated financial needs to serve recommended short-term improvements and future expansion

The key takeaways of the STRP identified the transit systems strengths, weaknesses and opportunities. A threats Analysis has been conducted to identify where to focus on developing recommendations that can feasibly be addressed by the City of Coolidge for CART and the Cotton Express.

Central Arizona Regional Transit (CART) Route Optimization Study

The CART Route Optimization Study kicked-off in December of 2021 with the goal of developing recommendations to improve the efficiency and ridership of CART while decreasing the cost of the system. As part of the Study, recommendations are being established to increase the efficiency of the routes, decrease the administrative burden, and increase public awareness and ridership via the creation of marketing materials.

Pinal County Transit Governance Study

CAG, after consulting with Pinal County, the Pinal Regional Transportation Authority (PRTA) and local providers, commissioned Nelson/Nygaard Consulting Associates to conduct the Pinal County Transit Governance Study to identify an institutional structure that would improve coordination and connectivity of transit programs within Pinal County. The study provides a comprehensive guide to enhance transit services and design investment strategies that make best use of available federal, state, regional, and local resources. The study evaluated transit governance models and recommended a framework to guide future governance, management, and implementation of public transportation services in Pinal County. The analysis includes recommendations on how existing and future public transportation services can coordinate and collaborate on service delivery as well as how the region should manage, structure, and oversee public transportation service development. For more information, please visit: <http://www.cagaz.org/Departments/tpt/pctransitstudy.html>

PRIORITIES, GOALS AND OBJECTIVES

The following priorities and objectives have been identified for greater and more effective Coordination among providers in Gila and Pinal Counties. Members of the Gila-Pinal Rides Committee work together to develop goals to assist with developing partnerships within the region and identify challenges that provider may encounter. These priorities, goals and objectives will guide future plans, studies, strategies and projects.

Operational Priorities

1. Encourage regional agencies to improve service to the elderly, persons with disabilities, individuals and families with low income, and the general public where possible and allowed by organizational policies.
2. Encourage and promote “best practices” for public health and safety.
3. Support continued funding of existing programs that serve areas that have limited or no public or private transportation alternatives.
4. Develop, assist and encourage programs that fill identified gaps in transportation services.
5. Encourage programs and projects to “go beyond” minimum Americans with Disabilities (ADA) requirements.
6. Encourage and promote programs that improve services by coordinating trips or engage in “vehicle-sharing” with other organizations.

Capital Priorities

1. Prioritize replacement of existing program vehicles that have exceeded the ADOT identified useful life and meet at least two of the operational priorities noted above.
2. Replace existing program vehicles that have exceeded the ADOT identified useful life and meet at least one of the operational priorities noted above.
3. Prioritize fleet expansions that provide increased access, or coordinate with another 5310 agency, and meet at least two of the operational priorities noted above.
4. Support fleet expansions that identify an unmet geographic or ridership need and meet at least two of the operational priorities noted above.

Goals and Objectives

For the 2026 update, the Gila-Pinal Rides Transportation Coordination Committee decided to develop new goals and objectives.

- | | |
|----------------|------------------------------------------------------------------------------------------------------------------------|
| Goal #1 | Develop better communication with ADOT Staff |
| Goal #2 | Develop Joint/Shared database for mobile mechanics information. Including location, services, contact information etc. |
| Goal #3 | Better Collaboration and information sharing. Including forms, Standard of Work, Best Practice. Create a shared drive |
| Goal #4 | Offering PASS Training in a more timely manner |

2025 Goal Accomplishments

The purpose of this section is an attempt to begin logging the success of how the goals and objectives are being met from the previous year. Since the FY25 goals are a continuation of the FY24 goals, the following accomplishments have been reported thus far to show how the previous year’s goals are meeting or not

meeting expectations. By doing so, future updates to this plan can determine if goals should remain, be adjusted, be added, or be deleted, pending annual reviews.

Goal #1 Develop better communication with ADOT Staff

Gila Pinal Rides Transportation Coordination Committee has collectively worked to actively create an open line of communication with the ADOT staff.

ACCOMPLISHMENT

- ADOT staff attending Gila Pinal Rides Transportation Coordination Committee meetings on a regular basis
- Quick response to providers needs by utilizing the ADOT Transit Team’s group email

Goal #2 Develop joint or shared services for mobile mechanic information. Creation of database including contact information, service areas, etc.

ACCOMPLISHMENT

- Work as a group to develop and create a database of mechanics that provide services through the Gila and Pinal Region
- Identified four mobile mechanics that provide services throughout the region

Goal #3 Better Collaboration and information sharing. Including forms, Standard of Work, Best Practice. Create a shared drive

ACCOMPLISHMENT

- Gila Pinal Rides Transportation Coordination Committee has collectively worked to identify, share documents and information through communication tools.

Goal #4 Offer PASS Training in a more timely manner

ACCOMPLISHMENT

- The CAG/SCMPO Mobility Management Coordinator has completed the CTAA online Train-the-Trainer Course and is a new certified PASS Trainer

Capital Equipment

While many types of capital can be requested under the Section 5310 program, ADOT’s primary prioritization is to replace or expand vehicle fleets that support coordinated regional efforts. Examples of eligible capital projects include vehicles, preventative maintenance, fleet maintenance equipment, vehicle equipment/parts, vehicle rehabilitation or overhaul, operations and maintenance structures, radios, and communication equipment, computer hardware/software, and dispatch systems.

It is a regional goal to ensure that all vehicles are safe and in a state of good repair. Age and mileage will receive high priority in making any funding recommendations to ADOT. It is also important that program fleets are operated in the most cost-effective manner possible. An organization’s number of vehicles and annual ridership is considered prior to making recommendations to ADOT on replacement or fleet expansion. Capital requests should be considered in the following order:

1. Re-assign vehicles whenever possible.

2. Replacement of an existing program vehicle that has exceeded its ADOT identified “useful life”.
3. New vehicle requests will be considered only when they fill regional service gaps.

Operations

Operating projects must be for public transportation services that address one of the following three purposes: exceed the minimum requirements of the ADA, improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary ADA paratransit service, or provide an alternative to public transportation that assists seniors and individuals with disabilities with transportation. Projects providing operating funds must be targeted toward meeting the transportation needs of seniors and individuals with disabilities, although they are encouraged to be open and used by the general public as a means of avoiding unnecessary segregation of services.



Attachment A

- The following pages are the individual profiles of Section 5310 and 5311 providers in Gila and Pinal Counties. This information is self-reported, and updates are requested annually.
- Other Mobility Providers who are not currently participating in the Gila-Pinal Rides Transportation Coordination Committee
- Commercial providers that provide airport shuttle, local taxi and other specialty transportation services in Gila and Pinal Counties



Beeline Bus

Serving Payson/Star Valley- Gila County

Overview of Program

Service Type: Public Deviated Flex Route

Service Area: Payson/Star Valley & Mesa Del Caballo

Applicant Status: Government Non-Profit

Major Funding Source: 5311 Funding, Gila County

Annual Date Year: 2025

Annual Trips: 9,500 (est.)

Annual Miles: 75,000 (est.)

Annual Hours: 6,000 (est.)

Vehicle Inventory: 4

Contact:

Julie Leonard

(928) 889-6563

jleonard@paysonaz.gov

Service Description:

Beeline Bus is a deviated flex route service that began service in November 2018. Operated by the Town of Payson, the Beeline Bus is a general public service with two routes: the Blue Route serving Payson north and south and the Red Route serving East Payson and Star Valley. A fleet of four vehicles provide service. Each route operates with one vehicle, with the others as backups. The buses provide service to major destinations along both routes, such as Banner Hospital, post office, library, Walmart, Bashas, Safeway, Senior Center, public parks, schools and numerous job sites. Deviated service is available up to ¼ mile and requires a 24-hour notice. Cost is \$1 per ride for the public. Seniors and Youth can ride for \$0.50/ride. Hours of operation are Monday through Friday, 6:00 am to 6:00 pm.

For more information:

<https://www.paysonaz.gov/community/beeline-bus>

Current Coordination/Needs:

The Town of Payson took over on 01/02/2023 with the operations ending on December 31, 2022, at the Payson Senior Center and Beeline Bus continuing to participate with other Gila County agencies in the Gila County Transit Governance Study, which is currently underway.

Unmet needs:

5339 grant funding for additional buses, area Expansion, Saturday Service and professional consultation



Central Arizona Regional Transit (CART)

City of Coolidge

Overview of Program

Service Type: Fixed Intercity Connector

Service Area: Florence to Casa Grande

Applicant Status: Local Government

Major Funding Source: 5311 Funding

Annual Date Year:

Annual Trips: 8,928

Annual Miles: 97,236

Annual Hours: 3,528

Vehicle Inventory: 3

Contact:

Erik Heet

(520) 723-6085

ehheet@coolidgeaz.com

Service Description:

The Central Arizona Regional Transit (CART) is operated by the City of Coolidge. Partners include Florence, Central Arizona College and Pinal County. CART is a fixed route connector service connecting Coolidge, Florence, Central Arizona College, and Casa Grande. Two vehicles are used daily. Two additional vehicles serve daily as backup. CART's intercity route hours of operation are from 5:00 am – 7:08 pm Monday through Friday.

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

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

For more information: Visit Central Arizona Regional Transit (CART) at www.ridethecart.com

Current Coordination/Needs:

Partnership between the City of Coolidge, Pinal County, the Town of Florence and Central Arizona College have allowed CART services to operate since 2010.

CART services currently connect with Casa Grande Link services daily, with the Link providing demand responsive service to visiting regional passengers. CART connects with Cotton Express services in Coolidge daily.

Unmet Needs:

Central Arizona Regional Transit's fixed route service hampers the ability for passengers to travel within the communities that CART services. Ridership visiting Florence and Casa Grande have limited public transit options available, providing mobility for passengers in each of these communities is a critical component to the region's future transit successes.



Copper Mountain Transit

Town of Miami/City of Globe– Gila County

Overview of Program

Service Type:

Public Transportation

Service Area:

Greater Globe-Miami

Applicant Status:

Local Government

Major Funding Source:

5311 Funding

Annual Date Year:

FY 2021/2022

Annual Trips: 12,484

Annual Miles: 92,689

Annual Hours: 7,730

Vehicle Inventory: 6

Contact:

Melinda Baeza

mbaeza@miamiaz.gov

(928) 473-8222

Service Description:

Copper Mountain Transit (CMT), formerly Cobre Valley Community Transit (CVCT), is a collaborative effort to provide public transit services to the greater Globe-Miami area of Gila County. Copper Mountain Transit currently operates a Dial-a-Ride and a Fixed Route with deviation services. Operating Monday through Friday, excluding all major holidays, Copper Mountain Transit fulfills the transportation needs of the residents in the community.

Dial-a-Ride provides transportation service in areas the buses cannot navigate and is available to the public, however, it is mainly utilized by Seniors and Individuals with Disabilities who have a difficult time reaching the bus stops.

The Fixed Route, with deviation service, has 24 stops throughout the Globe-Miami area located near or at business centers, banking, shopping, dialysis and medical centers, as well as governmental and municipal buildings. Deviation is available $\frac{3}{4}$ of a mile off the regular route for an additional fee.

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

For more information: visit www.miamiaz.gov/transit/transit-bus-routes or www.facebook.com/CopperMountainTransit

Current Coordination/Needs:

Currently working with Cobre Valley Hospital for a possible ER pass for non-medical transport discharged patients that need a ride but don't have the funds to pay for their transportation.

Unmet Needs:

The agency currently has no unmet needs.



Coolidge- Cotton Express

City of Coolidge- Pinal County

Overview of Program

Service Type:

Public Transit Service

Service Area: Coolidge

Applicant Status:

Local Government

Major Funding Source:

5311 Funding

Annual Date Year:

Annual Trips: 19,590

Annual Miles: 97,456

Annual Hours: 8,820

Vehicle Inventory: 7

Contact:

Erik Heet

heet@coolidgeaz.com

(520) 723-6085

Service Description:

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

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

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

For more information: Visit the Cotton Express at

www.coolidgeaz.com/transit

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 Coolidge’s Senior Center concerning transportation issues, and provides transportation to Family Resource Centers in Coolidge. In addition, bus stops are located at the DES and Pinal County Health Department offices, as well as several parks and recreation facilities. In the future, specific coordination opportunities with other health and social service providers are being discussed as local service provision is expected to change.

Unmet Needs:

The agency currently has no unmet needs. Continued growth in the Coolidge area may lead to additional transit service demand as the community develops further.

Dorothy Nolan Senior Center



TOWN OF
FLORENCE

Town of Florence- Pinal County

Service Description:

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

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

The transportation program was initiated for seniors who are at least fifty-five (55) years old and persons who are disabled. Transportation is provided to the Senior Center, medical appointments, shopping, and various social/recreation events. The Town has operated the Dorothy Nolan Senior Center since 1997. Numerous activities are provided daily including a nutritious meal program. The Senior Center currently operates four (4) vehicles, two with wheelchair lifts. The transportation program vans typically operate Monday through Friday, from 8:00 AM – 4:00 PM.

For more information: visit www.florenceaz.gov/senior-center/

Current Coordination/Needs:

Staffing/Coordination efforts to develop a Driver Training Program to ensure proper safety and maintenance of vehicles and to aide with need to obtain efficient volunteer drivers.

Unmet Needs:

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

Overview of Program

Service Type:

Seniors and people with disabilities

Service Area:

Town of Florence

Applicant Status:

Local Government

Major Funding Source:

5310 Funding

Annual Date Year: 2024

Annual Trips: 7,430

Annual Miles: 12,078

Annual Hours: 7,610

Vehicle Inventory: 4

Contact:

Carolyn Ballard

carolyn.ballard@florenceaz.gov

(520) 868-7648



TOWN OF
FLORENCE

Overview of Program

Service Type:

Seniors and people with disabilities

Service Area:

Town of Florence

Applicant Status:

Local Government

Major Funding Source:

5310 Funding

Annual Date Year: 2024

Annual Trips: 755

Annual Miles: 8,735

Annual Hours: 574.75

Vehicle Inventory: 4

Contact:

Carolyn Ballard

carolyn.ballard@florenceaz.gov

(520) 868-7648

Give-A Lift

Town of Florence – Pinal County

Service Description:

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

The Give-A-Lift program is a volunteer driver program that was initiated for seniors who are at least fifty-five (55) years old and persons who are disabled and serves the Town of Florence and the incorporated limits of Florence. The volunteer drivers provide door to door transportation to and from medical appointments. These trips, at times, include additional stops for the clients' shopping needs.

The Town of Florence has operated the Dorothy Nolan Senior Center since 1997. The senior center currently operates four (4) vehicles, two of which are ADA accessible vehicles with wheelchair lifts. The volunteer drivers utilize these vehicles to transport residents to medical appointments.

For more information: visit www.florenceaz.gov/senior-center/

Current Coordination/Needs:

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

Unmet Needs:

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



HOPE Incorporated

Serving Pinal County

Overview of Program

Service Type: Demand response.

Service Area: SEAGO/SVMPO, PAG, MAG, YMPO, CAG, NACOG and CYMPO

Applicant Status: Private/Non-Profit 501 (C) 3 under the corporate name Helping Ourselves Pursue Enrichment (HOPE, Inc.)

Major Funding Source: 5310, General, Operational, Maintenance & Supplemental funds

Annual Trips:

Annual Miles: 337,053

Annual Hours: 13,853

Vehicle Inventory: 48 All Regions.

Vehicles serving Pinal County: 3

Contact:

Steven Nath

520-770-1197 Office

520-559-1268 Mobile

Stevenath@hopearizona.org

Irma Llamas

520-770-1197 Office

520-256-7822 Mobile

Irmallamas@hopearizona.org

www.hopearizona.org

Service Description:

Helping Ourselves Pursue Enrichment (HOPE), Incorporated is a consumer-run (AKA peer and family-run) specialty provider of behavioral health services. With over thirty years of service delivery, HOPE provides professional peer-support services to individuals who are living with mental illness and/or substance use disorders, and to those involved in the criminal justice system. Designated a Center of Excellence by AZ Complete Health, HOPE provides quality care to individuals and families in Cochise, Navajo, Mojave, Pima, Pinal, Santa Cruz, Yavapai, and Yuma Counties. HOPE works with all ACC health plans, Arizona Complete Health, Mercy Care, Banner Health/UAHP,

Care First, Health Choice, United Healthcare ACC, Molina Health Plan.

For more information: Visit <https://hopearizona.org>

Current Coordination/Needs:

Unmet needs:

Requesting maintenance funds for vehicle repairs to support member and outreach services.



Horizon Health and Wellness

Gila and Pinal County

Overview of Program

Service Type:

Client Transportation Services

Service Area:

Gila and Pinal County

Applicant Status:

Non-Profit

Major Funding Source:

5310 Funding/AHCCCS

Annual Date Year: 2022

Annual Trips: 26,481

Annual Miles: 199,522

Annual Hours: 21,323

Vehicle Inventory: 35

Contact:

Vera Salazar

vera.salazar@hhwaz.org

(520) 836-1688

Service Description:

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

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

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

Pinal County: Trips – 12,951 | Miles – 119,481 | Hours – 13,307
Gila County: Trips – 13,530 | Miles – 80,041 | Hours – 8,016

For more information: www.hhwaz.org

Current Coordination/Needs:

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

Unmet Needs:

The agency currently has no unmet needs.



Payson Senior Center

Payson-Gila County

Overview of Program

Service Type:

Seniors and people with disabilities

Service Area:

Payson/Star Valley

Applicant Status:

Non-Profit

Major Funding Source:

5310 funding

Annual Date Year:

2023-2025

Annual Trips: 5,643

Annual Miles: 49,959

Annual Hours:

Vehicle Inventory:

6 ADOT owned 5 active

Contact:

Rima Urban

director@paysonseniorcenter.org

(928) 474-4876

Service Description:

The Payson Senior Center provides transportation for the seniors and disabled in the Payson area and provides homebound meals. Transportation is for any person ages 60 and over and for disabled people under 60. They provide transportation Monday through Thursday 8:00 am to 2:30 pm.

The Payson Senior Center has 6 vehicles (one is out of service and will be sold) supporting this service and it averages 12-14 hours a day between the 2 drivers. Their routes cover the Payson, Star Valley, Mesa Del Areas. Riders include seniors and persons with disabilities.

Their homebound service provides meals to those who are approved by Pinal-Gila (Central Az Aging). They currently have seven meal routes that cover the Payson Area. And south to Tonto Basin and they provide meals Monday through Friday. Their drivers normally leave by 9:00 am and are done by Noon.

For more information: visit www.paysonseniorcenter.org/transportation.html

Current Coordination/Needs:

The meals on Wheels program services the Town of Payson and Star Valley, and South to Tonto Basin. There are seven routes that deliver about 150 meals a day. Transit vehicles are used when not needed for transportation; however, the center is working on acquiring the adequate number of vehicles for the meal delivery program.

Unmet Needs:

The Payson Senior Center has requested funding for operations and preventative maintenance.



Pinal County – On The Go Express

Public Health Department – Pinal County

Overview of Program

Service Type:

Seniors and people with disabilities

Service Area:

Eastern Pinal County

Applicant Status:

Local Government

Major Funding Source:

Pinal County Public Health Services District

Annual Date Year: 2025

Annual Trips: 3702

Annual Miles: 81,473

Annual Hours: 2429

Vehicle Inventory: 7

Contact:

Mary Clements

mary.clements@pinalcountyz.gov

(520) 866-7312

Service Description:

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 serves Eastern Pinal County, encompassing the areas of Oracle, Oracle Junction, San Manuel, Mammoth, Aravaipa, Dudleyville, Kearny, Hayden, Winkelman, Saddlebrooke, Riverside/Kelvin and Superior.

Services provided by On the Go Express Transportation include transportation to medical appointments, dental appointments, vision appointments, physical therapy, grocery shopping and prescription pick up. Clients are also transported to medical appointments as far as the Veteran's hospitals in Tucson. A fleet of seven (7) vehicles is used to provide client transportation services. Four of these vehicles are wheelchair accessible.

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

For more information: call 1-800-208-6897 extension 4508

Current Coordination/Needs:

Specific coordination interests include active participation in coordination meetings with the Gila-Pinal Rides Transportation Coordination Committee at CAG and coordinating activities such as training, vehicle maintenance and public information.

Unmet Needs:

The agency currently has no unmet needs.



The Opportunity Tree

Casa Grande- Pinal County

Overview of Program

Service Type:

Member/Client Programs, support and transportation services.

Service Area:

Casa Grande and Maricopa

Applicant Status:

501-C3/Non-Profit

Major Funding Source:

5310 Funding

Annual Date Year: 2024

Annual Trips: 22,190

Annual Miles: 230,759

Annual Hours: 7,396

Vehicle Inventory: 17

Contact:

Neal Hallihan

nhallihan@theopportunitytree.org

(602) 956-0400 ext. 206

Service Description:

Mission:

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

Vision:

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

Services:

The Opportunity Tree is a nonprofit, 501c3 organization that offers a continuum of care/lifetime supports to individuals with intellectual and developmental disabilities and their families. Our primary supports include Day Treatment programs, Employment Services, Youth Transitions programs, Community-based residential services, and In-Home habilitation supports. The Opportunity Tree serves over 300 members with intellectual and developmental disabilities each year, across all program areas.

For more information: visit www.theopportunitytree.org

Current Coordination/Needs:

Includes active participation in coordination meetings with Gila-Pinal Rides Transportation Coordination Committee and attending training sessions, as well as providing transportation for people with intellectual disabilities to community wide events, essential services (programs and services, medical appointments, grocery shopping, etc.) and group supported employment opportunities. Continued exploration of ride sharing process is also taking place.

Unmet Needs:

Agency is awaiting delivery of Ford Starcraft cutaway to replace non-accessible vehicles and Maxivan with lift/ramp to expand transportation services, both of which were awarded during the years 1 and 2 of the 5310 2019-2020 grant cycle.



Pinal-Gila Council for Senior Citizens

Gila and Pinal County

Overview of Program

Service Type:

Supports Transit Services for Elderly

Service Area:

Pinal and Gila Counties

Applicant Status:

5310/Non-Profit

Major Funding Source:

Not Available

Annual Date Year: 2018

Annual Trips: Not Available

Annual Miles: Not Available

Annual Hours: Not Available

Vehicle Inventory: 1

Contact:

Victor Gomez

victorg@pgcsc.org

(520) 836-2758

Service Description:

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

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

For more information: visit www.pgcsc.org

Current Coordination/Needs:

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

Unmet Needs:

The agency currently has no unmet needs.



San Carlos Apache Tribe

Nnee Bich'oo Nii Transit

Gila, Pinal, Graham, Greenlee, and Maricopa Counties

Service Description:

San Carlos Apache Nnee Bich'oo Nii Services operates ten scheduled routes with an increased variety of fixed route, commuter routes, contract services, and intercity and intercity feeder routes. We provide fixed route services with deviation for all community members.

Currently Nnee Bich'oo 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 low-income individuals, veterans, seniors, youth and others who are transit-disadvantaged to the local workforce training, employment opportunities, health care, and other vital services.

We were involved in the Greater Gila County Feasibility Study with ridership surveys to ensure that services are current and meeting the needs of the riders for Gila & Pinal Counties. Multiple surveys have concluded that there is a need/desire for us to provide expanded services to the White Mountain Apache Tribe in order for families to reunite and employment opportunities.

We are also working closely with Copper Mountain Transit to provide services from Globe to Miami.

For more information: visit <http://www.nneebichionee.com>

Current Coordination/Needs:

Completed-Updated fleet by 2021 to include 5 new vehicles that will replace those with excessive mileage-TAM Plan.

Completed-Expand services to include the White Mountain Apache Tribe to assist those who are employed in that area and those without transportation to see family in that area.

Received two Four-Wheel Drive 14 and 24 passenger buses.

Unmet Needs:

FY2024-Expand the Safford Circular Route coordination of their elderly/disabled population.

FY2034-Oro Valley Connector route to Tucson.

Overview of Program

Service Type:

Our purpose is to provide Intercity and Intercity Feeder Public Transit to anyone in need of transportation.

Service Area:

Gila, Pinal, Graham

Applicant Status:

Local Government

Major Funding Source:

5310 Funding Tribal Transit Program (TTP)

Annual Date Year:

Annual Trips: 68,579

Annual Miles: 646,393.7

Annual Hours: 22,537.50

Vehicle Inventory: 32

Contact:

Bernadette Kniffin

bkniffin@tanf.scot.nsn.gov

(928) 475-5011 EXT 228



White Mountain Fort Apache Connection

White Mountain Apache Tribe – Gila County

Overview of Program

Service Type: Member/Client Programs, supports and transportation services

Service Area: White Mountain Apache Tribe-Gila County

Applicant Status: 501-C3/Non-Profit

Major Funding Source: 5311 Funding

Annual Date Year: 2024

Annual Trips: 242

Annual Miles: 210475

Annual Hours: 1724

Vehicle Inventory: 10

Contact:

Marco J. Burnette
Transit Manager
Marco.Burnette@wmat.us
928-338-5155

Service Description:

The White Mountain Apache Tribe Division of Transportation Fort Apache Connection (FAC) began in June 2017. FAC operates a Fixed/Deviated Route Service from Monday to Friday on the Fort Apache Indian Reservation. All our transits are American with Disabilities Act compliant.

The Fort Apache Connection currently operates four (4) routes. Services extend from the west end of the reservation to the east end. FAC has 30 transit stops in the major communities of Cibecue, Carrizo, Cedar Creek, Canyon Day, Whiteriver, North Fork, Hon-Dah, McNary, East Fork, Seven Mile and Fort Apache areas. Also, FAC created a partnership with the San Carlos Apache Tribe Nnee Bich’o Nii to connect at the Salt River Canyon to expand services for passengers who would like to visit family members, travel for work related purposes, or for leisure, on a seasonal basis. This partnership is called the Seneca Connector Route and operates twice a month starting in May to October.

Hours of operation are from 7:00am to 4:00pm Monday to Friday. There is no transit services on the third (3rd) Friday of each month. The fare for a one-way trip is \$2.00 for riders 59 and under, and \$1.00 for senior riders 60 years and older. Currently there are no weekly and monthly passes available.

Current Coordination/Needs:

The Fort Apache Connection is always working to identify ways of improving the transit service on the Fort Apache Indian Reservation. Rider surveys identify the current transit needs for the Fort Apache Connection.

The FAC intends to expand a new route from the west end from the town of Cibecue on the Fort Apache Indian Reservation to Show Low, Arizona, which is north of Cibecue, just off the boarder of the Fort Apache Indian Reservation. Furthermore, FAC is interested in establishing a seasonal transit to Sunrise, located in the northeastern section of the Fort Apache Indian Reservation.

need for assistance with the National Transportation Database and the Transit Award Management System. These two (2) are very technical and may at times be difficult to navigate.

Unmet Needs:

FAC is always seeking qualified CDL drivers. Also, there is a need for new buses as two of our first buses were purchased in 2017 and the wear and tear of the buses is important to address.

**Other Mobility Providers Participating in the Gila Pinal Rides Transportation Coordination Committee
(Not receiving 5310 Funds)**

<i>Providers</i>	<i>Main Office Location</i>
Town of Kearny	Kearny
Superior Senior Center	Superior

**Other Mobility Providers Not Participating in the Gila Pinal Rides Transportation Coordination
Committee (5310)**

<i>Providers</i>	<i>Main Office Location</i>
Ak-Chin Indian Community	Maricopa
Arizona Complete Health	Casa Grande
Catholic Community Services	Tucson
Central Arizona Council of Developmental Disabilities	Apache Junction
DES/DDD – Coolidge	Coolidge
Dorothy Powell Senior Adult Center	Casa Grande
Eloy Adult Center	Eloy
Gila County GEST	Globe
Gila River Transit	Sacaton
Globe Active Adult Center	Globe
MET (Maricopa Express Transit)	Maricopa
Miami Senior Center	Miami
Pinal Hispanic Council	Eloy

As part of the coordination among 5310 and 5311 transit providers, various training, webinar and workshop opportunities are organized, conducted or coordinated by CAG, SCMPO, AzTA, ADOT and various other organizations annually. Dates and locations will be announced, when scheduled.

Training opportunities include, but are not limited to:

- Provider Roundtables
- 5310 and 5311 Applications
- 5310 and 5311 Program Implementation Grant Writing, Management and Compliance Operation and Data Collection
- Federal Transportation Regs. and Guidelines Vehicle and Asset Management
- Best Practices for Public Health and Safety Best Practices for Transit Management
PASS Training for Drivers

Commercial Transportation Providers

Taxi, Shuttle and Specialty Transportation Providers

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

Prestige Cab Service	Apache Junction, AZ	(480) 646-1688
Union Cab Company	Mesa, AZ	(480) 303-9999
A1 Airport Shuttle	Casa Grande, AZ	(520) 705-0465
Yellow Cab	Phoenix, AZ	(480) 888-8888
Alegna	Maricopa, AZ	(480) 878-9501
Design a Ride	Gold Canyon, AZ	(480) 707-1393
Medstar Medical Transportation	Mesa, AZ	(602) 469-2149
Desert Medical Transport	Mesa, AZ	(480) 848-0117
AZ Freedom Transportation	Mesa, AZ	(480) 818-5334

Non-Emergency Medical Transportation

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

Greyhound Intercity Bus Service

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

AMTRAK

AMTRAK's "Texas Eagle" is a passenger train/rail service that serves South/Central Arizona with stops five days per week in Benson, Tucson, Maricopa and Yuma on the route between Chicago, Illinois and Los Angeles, California. The "Southwest Chief" is a passenger train/rail service that serves Northern Arizona, with daily stops in Winslow, Flagstaff and Kingman on the route between Chicago, Illinois and Los Angeles, California. Refer to the AMTRAK website at www.amtrak.com or call 800-872-7245 for information on schedules, rates and travel details.



Attachment B

VEHICLE INVENTORY

The following is a vehicle inventory for the CAG and SCMPO Region, as reported by providers in 2025 (unless otherwise noted). An asterisk (*) is placed for each vehicle that was reported to have been acquired from DOT, ADOT, or MAG.

BeeLine Bus

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2014	2848	Ford	Starcraft	Bus	11	2	y	Spare	192,035/Ok
2015	5223	Ford	Starcraft	Bus	11	2	Y	Spare	164,586/Ok
2020	5671	Chevrolet	ARBOC	Bus	14	2	Y	Active	152,650/Good
2023*	3279	Chevrolet	ARBOC	Bus	14	2	Y	Active	42,622/Good

Central Arizona Regional Transit (CART)

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2009	3448	Chevy	G450	Bus	19	2	Y	Active	301,242 / Poor
2009	3543	Chevy	G450	Bus	19	2	Y	Active	296,427/ Poor
2014	7379	Chevy	G450	Bus	19	2	Y	Active	191,899/ Adequate
2014	7057	Chevy	G450	Bus	19	2	Y	Active	212,012 / Adequate
2018	7169	Chevy	G450	Bus	14	2	Y	Active	110,041 / Good
2019	3639	Braun	Entervan	Van	6	2	Y	Active	80,220 / Good
2023	3282	Chevy	G450	Bus	14	2	Y	Active	20,842 / Excellent

Copper Mountain Transit

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
*2019	1102	Dodge	Grand Caravan	Van (DAR)	6	1	Ramp	Active	70,124 / Good
*2019	1152	Dodge	Grand Caravan	Van (DAR)	6	1	Ramp	Active	59,436 / Good
*2020	5572	Chevy	Express 4500/Arb oc SOF	Bus	14	2	Ramp	Active	69,630/ Good
*2021	2859	Chevy	Express 4500/Arb oc SOF	Bus	14	2	Ramp	Active	37,213 /Good
*2021	2963	Chevy	Express 4500/Arb oc SOF	Bus	14	2	Ramp	Active	36,098 /Good
*2010	2556	Dodge	Caravan	Minivan	6	1	Ramp	Spare	183,392/Fair needs repairs

Cotton Express

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2009	3448	Chevy	G450	Bus	19	2	Y	Active	292,335 / Poor
2009	3129	Chevy	G450	Bus	19	2	Y	Active	265,830 / Poor
2009	3543	Chevy	G450	Bus	19	2	Y	Active	270,416/ Poor
2014	7379	Chevy	G450	Bus	19	2	Y	Active	167,351/ Fair
2014	7057	Chevy	G450	Bus	19	2	Y	Active	190,228 / Fair
2018	8890	Chevy	G450	Bus	14	2	Y	Active	75,455 / Good
2019	3639	Braun	Entervan	Van	6	2	Y	Active	47,678 / Good

Dorothy Nolan Senior Center / Give-a-Lift - Town of Florence

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2011	1413	Ford	El Dorado	Cutaway	10	2	Y	Active	71,128 / Fair
*2018	7912	Ford Starc	E-350 Allstar	Cutaway	15	2	Y	Active	34,376/ Good
*2020	6013	Chevy	Express	Maxi Van	12	0	N	Active	22,346 / Good
2025	0192	Chevy	Equinox	SUV	7	0	N	Active	3,816/Excellent

HOPE Incorporated

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass. Capacity	W/C Seat #	Lift-Y-N	Active or Spare	Miles & Condition
2021	1348	Kia	Forte	Car	5	0	N	Active	2,908/Good

Horizon Health & Wellness

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2009	9713	Ford	Supreme	Off Lien	8	2	Y	Active	124,334 / Fair
2010	0790	Ford	Supreme	5310	8	2	Y	Active	90,590 / Fair
2010	0267	Ford	Supreme	Off Lien	8	2	Y	Active	119,728 / Fair
2011	8550	Ford	E350	5310	8	2	Y	Active	77,841 / Fair
2012	7530	Ford	Supreme	5310	8	2	Y	Active	112,982 / Fair
2013	3945	Chevy	Express	5310	12	NA	NA	Active	144,095 / Fair
2013	3457	Chevy	Express	5310	12	NA	NA	Active	73,806 / Good
2013	3832	Chevy	Express	5310	12	NA	NA	Active	116,974 / Fair
2013	4819	Chevy	Express	5310	12	NA	NA	Active	111,699 / Fair
2014	0799	Ford	E350	Agency	15	NA	NA	Active	79,283 / Good
2015	2056	Chevy	Express	5310	12	NA	NA	Active	132,767 / Fair
2015	3134	Chevy	Express	5310	12	NA	NA	Active	132,038 / Fair
2015	3773	Chevy	Express	5310	12	NA	NA	Active	92,971 / Fair
2015	7996	Chevy	Express	5310	12	NA	NA	Active	108,974 / Fair
2015	7248	Chevy	Express	5310	12	NA	NA	Active	99,223 / Good

2015	3189	Ford	Transit	5310	12	NA	NA	Active	90,494 / Good
2015	7152	Ford	Transit	Agency	12	NA	AN	Active	93,044 / Fair
2015	7963	Chevy	Express	5310	12	NA	NA	Active	93,623 / Fair
2015	9501	Dodge	Caravan	5310	7	NA	NA	Active	134,702 / Fair
2016	2848	Ford	Transit	5310	8	2	Y	Active	77,045 / Good
2016	1680	Chevy	Express	5310	12	NA	NA	Active	107,827 / Good
2016	0570	Chevy	Express	5310	12	NA	NA	Active	144,482 / Fair
2016	3003	Chevy	Express	5310	12	NA	NA	Active	95,034 / Good
2016	3256	Chevy	Express	5310	12	NA	NA	Active	61,824 / Good
2016	3196	Chevy	Express	5310	12	NA	NA	Active	78,087 / Good
2016	8059	Dodge	Caravan	5310	7	NA	NA	Active	119,040 / Fair
2017	7649	Chevy	Express	5310	12	NA	NA	Active	77,580 / Good
2017	0642	Ford	E150	5310	7	NA	NA	Active	66,354 / Good
2017	1030	Ford	Transit	5310	8	2	Y	Active	104,615 / Good
2018	3794	Chevy	Express	5310	12	NA	NA	Active	97,195 / Good
2022	4555	Chrysler	Voyager	Agency	3	2	NA	Active	34,647 / New
2022	04581	Chrysler	Voyager	Agency	3	2	NA	Active	29,842 / New
2023	5678	Chevy	Traverse	Agency	7	NA	NA	Active	22,452 / New

Payson Senior Center

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2008	6735	Chevrolet	Uplander	Van	6	0	N	Spare	49,352 / Fair
2010	1206	Toyota	Sienna	Van	6	0	N	Active	56,128 / Good
2011	0597	Chevrolet	Express	Van	12	0	N	Active	67,468 / Good
2012	3705	Dodge	Grand Caravan	Van	6	0	N	Active	57,495 / Good
2012	1333	Dodge	Grand Caravan	Van	5	1	N	Active	71,299 / Good
2019	9110	Ford	Transit350	Van	6	2	Y	Active	46,423 / Good

Pinal County On the Go Express

Vehicle Year	VIN # Last 4	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Vehicle Year
2012	2910	SUPREME	BS	Transit	8	2	Y	Spare	2012
2014	7821	STARCRAFT	XPRESS 22	Transit	8	2	Y	Active	2014
2016	7748	KIA	Sedona	Van	6	0	N	Active	2016
2017	2625	FORD E 350	Transit Van	Van	8	2	y	Active	2017
2018	0384	FORD E 350	Transit Van	Van	8	2	y	Active	2018
2020	3385	CHRYSLER	Pacifica	Transit	6	0	N	Active	2020
2021	1849	CHRYSLER	Pacifica	Transit	6	0	N	Active	2021

San Carlos Nnee Bich'o Nii Vehicles

Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2008	0208	Ford	350 Econo	Van	7	N/A	N	Active	422,621.9
2013	2866	Ford	E-350	Van	7	N/A	N	Active	38,870.3
2013	2867	Ford E-350	E-350	Van	7	N/A	N	Active	43,402.9
2017	3169	TRANSIT	WORKST W350	Van	7	N/A	N	Active	100,566.0
2017	3170	TRANSIT VAN	WORKST W350	Van	7	N/A	N	Active	137,062.0
	7409	White Truck		Van	15	N/A	N	Active	255,355.0
	9125	White Truck		Van	7	N/A	N	Active	180,287.0
2015	2277	STARC	Caravan	Van	7	2	Ramp	Active	247,334.0
2019	2056	Champion	Defender	Van	7	N/A	N	Active	290,808.0
2019	8215	Champion		Van	7	N/A	N	Active	84,306.4
2019	1136	Ford	F550	Van	12	N/A	N	Active	26,257.0
2019	56019	Ford	Econoline	Van	8	N/A	N	Active	201,642.0
2019	6020	Ford	Econoline	Van	8	N/A	N	Active	318,866.0
2019	6021	Ford	Econoline	Van	7	N/A	N	Active	216,931.0
2021	1875	Champion		Van	7	N/A	N	Active	82,003.0
2021	1876	Champion		Van	7	N/A	N	Active	77,048.0
2021	9212	Champion							59,315.0
2021	1877	Champion							49,568.0
2021	6782	Champion							88,960.9
2021	6781	Champion							59,108.8
2023	4956	Ford							4,642.0
2023	4954	Ford							2,664.0

The Opportunity Tree - Casa Grande

Vehicle Year	VIN #	Make	Model	Type of Vehicle	Pass Capacity	W/C seat #	Lift-Y-N	Active or Spare	Miles & Condition
2015	5052	Dodge	Caravan	Van	6	0	N	Active	88410 / Fair
2016 (Out of Service 12/19/23)	8709	Dodge	Caravan	Van	6	0	N	Active	109,703 / Poor
2017	8950	Toyota	Sienna	Van	8	0	N	Active	117,644 / Fair
2017 (Out of Service 12/7/23)	8790	Dodge	Caravan	Van	6	0	N	Active	79,742 / Poor
2017	8809	Ford	Transit 350	Van	12	4	Y	Active	94,697 / Fair
2017	0654	Toyota	Sienna	Van	8	0	N	Active	74,802 / Fair

2017	8798	Ford	Transit 350	Van	12	4	Y	Active	73,361 / Fair
2018	7705	Toyota	Sienna	Van	8	0	N	Active	86,980 / Fair
2019	7370	Nissan	Sentra	Car	4	0	N	Active	73,125/ Good
2019	* 2956	Dodge	Caravan Entervan	Van	6	2	Y	Active	23,869 / Excellent
2022	* 4890	Chrysler	Voyager Entervan	Van	7	2	Y	Active	15,878/ Excellent
2022	* 3637	Ford	Starcraft E- 450	Cutaway	14	4	Y	Active	7794/ Excellent
2022 (In service 9/26/23)	*2253	Chrysler	Voyager Entervan	Van	7	2	Y	Active	2873/ Excellent
2023 (In service 12/8/23)	* 8320	Ford	Starcraft E- 450	Cutaway	14	4	Y	Active	2135/ Excellent
2017	4294	Dodge	Caravan	Van	7	0	n	Active	95,957/Fair
2018	7907	Ford	Transit 350	Van	12	4	y	Active	77,021/Fair
2017	1729	Ford	Transit 350	Van	12	4	y	Active	55,938/Good
2017	3096	Dodge	Caravan	Van	7	0	n	Active	81,101/Fair
2018 (In service 8/31/23)	7298	Chevrolet	Traverse	Van	7	0	n	Active	76,727/Good
2017	5796	Ford	Transit Connect	Van	6	0	n	Active	110,257/ Poor
2017 (Out of Service 8/23/23)	0556	Dodge	Caravan	Van	7	0	n	Active	59,172/Fair