

2023 YMPO Regional Coordination Plan



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2023 YMPO Regional Coordination Plan

Prepared for

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TABLE OF CONTENTS

CHAPTER	PAGE
1	Introduction 1
	Purpose of the Regional Coordination Plan..... 1
	Study Approach 1
	The Yuma Metropolitan Planning Organization 1
2	Federal and State Coordination Requirements 5
	Federal Coordination Requirements..... 5
	State Coordination Requirements 6
3	Yuma Regional Characteristics 7
	Geography 7
	Demographics..... 8
	Activity Centers..... 12
4	Review of Existing Planning Documents..... 15
	YMPO Regional Transportation Coordination Plan (2017)..... 15
	YICPTA/YMPO Short-Range Transit Plan (2021)..... 15
	2022-2045 Long-Range Transportation Plan Update (2021) 16
	YMPO 2023 Title VI Nondiscrimination in Federally Assisted Programs 16
	Yuma County 2030 Comprehensive Plan (In Progress)..... 17
5	Existing Regional Transportation Services..... 19
	Introduction..... 19
	Existing Transportation Providers..... 19
	Providers No Longer Serving Yuma County 30
6	Stakeholder and Public Outreach 33
	Introduction..... 33
	Stakeholder and Public Outreach Workshops 33
	Online Community Survey 34
7	Potential Needs, Gaps, and Duplicative Services 37
	Introduction..... 37
	Transportation Barriers and Needs..... 37
	Gaps in Service..... 37
	Duplicative Services 38

8	Evaluation Criteria and Coordination	39
	Evaluation Criteria and Coordination.....	39
9	Regional Goals and Strategies	41
	YMPO Regional Coordination Goals.....	41
	Recommended Strategies.....	43
	FTA Section 5310 Projects	44

LIST OF TABLES

<i>TABLE</i>	<i>PAGE</i>
Table 1: YMPO Executive Board Roster 2023.....	2
Table 2: Technical Advisory Committee Roster 2023	3
Table 3: Regional Mobility Committee 2023.....	3
Table 4: Historic Population of the YMPO Member Agencies.....	8
Table 5: Yuma County Demographic Characteristics	10
Table 6: Yuma County Transit Needs Index	11
Table 7: Major Transit Activity Centers in Yuma County.....	13
Table 8: YMPO 2017 Regional Coordination Plan Goals	15
Table 9: Summary of YCAT Services and Frequency	20
Table 10: YCAT Fixed Route Operations.....	20
Table 11: YCAT OnCall Operations	22
Table 12: Achieve Human Services, Inc Operations	24
Table 13: Crossroads Mission Operations.....	25
Table 14: Hope, Inc Operations	26
Table 15: Horizon Health and Wellness Operations	27
Table 16: NAU Center for Service and Volunteerism	27
Table 17: Saguaro Foundation Operations	28
Table 18: NAZCARE Inc. Operations.....	31
Table 19: YMPO 2023 Regional Coordination Plan Goals and Strategies.....	44
Table 20: 2023 YMPO RCP FTA Section 5310 Grant Requests	45

LIST OF FIGURES

<i>FIGURE</i>	<i>PAGE</i>
Figure 1: YMPO Study Area	7
Figure 2: Transit Needs Index	12
Figure 3: YCAT Downtown Yuma Transit Center Map.....	21
Figure 4: YCAT OnCall and Deviated Services Map	23

[Appendix A: Demographic Maps](#)

[Appendix B: Vehicle Inventories of Yuma County Transportation Providers](#)

[Appendix C: Detailed Online Community Survey Results](#)

[Appendix D: Yuma Regional 5310 Transit Program Brochure](#)

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PURPOSE OF THE REGIONAL COORDINATION PLAN

The Regional Coordination Plan (RCP) reviews the public, non-profit, and for-profit transportation providers operating throughout Yuma County, and then determines the opportunities for improved coordination among these entities. Increased coordination among existing transit providers helps to eliminate redundancy between services, ensures the efficient use of limited funds, and supports the design of more effective transportation programs moving forward. The RCP ultimately presents coordination goals and strategies that will enhance regional mobility and address the unmet transit needs of local residents, specifically of senior adults, persons with disabilities, and people with low-incomes.¹ The RCP describes both capital and noncapital projects that will enhance the mobility of these groups and are therefore projects eligible to receive funding through the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities program, or Section 5310.

STUDY APPROACH

This document presents information about existing conditions in Yuma County, including a demographic analysis, a review of existing planning documents, and an inventory of existing transportation service. It also includes a summary of community and stakeholder outreach and input. An assessment of transportation potential service needs and gaps as well as duplicative services will also be provided. It will then provide an analysis of potential coordination strategies and preliminary recommendations for consideration. Finally, this document will culminate in the 2023 YMPO Regional Coordination Plan.

THE YUMA METROPOLITAN PLANNING ORGANIZATION

Metropolitan Planning Organizations are required by federal law in all urban areas with at least 50,000 residents and are intended to ensure the effective use of federal transportation funds through the implementation of both short-term and long-range transportation planning projects. The Yuma Metropolitan Planning Organization (YMPO) is responsible for transportation planning in the greater Yuma, Arizona, Metropolitan Area, as designated by the Governor of the State of Arizona. The YMPO is comprised of the following jurisdictions: Yuma County, the Cities of Yuma, San Luis, and Somerton, the Town of Wellton, the Cocopah Indian Tribe, and ADOT. As the YMPO's boundaries extend into California, the Quechan Indian Tribe, and the Town of Winterhaven, California, are also included as ex-officio members.

The mission of the YMPO is to coordinate regional transportation and land use planning efforts which enhance the region's multimodal transportation network and increase the quality of life for residents. The YMPO engages the community with ongoing planning studies in order to determine which transportation

¹ Arizona Department of Transportation (ADOT). (2023). *Regional Coordination Plans*. ADOT. <https://azdot.gov/planning/transit-programs-and-grants/5310-enhanced-mobility-seniors-and-individuals-disabilities-0>

solutions will best meet the needs of residents given available resources. The YMPO produces reports which recognize the differing needs of residents living in more urbanized areas versus those living in more rural areas of the county, as well as the differing demands of the various business types operating in Yuma County. In addition to the RCP, the MPO manages the Transportation Improvement Program (TIP), Long-Range Transportation Plan (LRTP), and Safety Plans.

Executive Board

The YMPO Executive Board acts as the policy-making body for the organization. The Board membership consists of two (2) individuals from the Yuma County Board of Supervisors, three (3) from the City of Yuma, and one (1) each from the City of San Luis, the City of Somerton, the Town of Wellton, the Cocopah Indian Tribe, and ADOT State Transportation Board (AZ STB). The current Executive Board is shown in Table 1.

Table 1: YMPO Executive Board Roster 2023		
Role	Member	Affiliation
Chair	Gary Knight	Council Member, City of Yuma
Vice-Chair	Cecilia McCollough	Mayor Pro Tem, Town of Wellton
Secretary-Treasurer	Maria Cruz	Council Member, City of San Luis
Member	Gerardo Anaya	Mayor, City of Somerton
Member	Bruce Fenske	Southwest Administrator, ADOT
Member	Lynn Pancrazi	Supervisor, Yuma County
Member	Arturo Morales	Council Member, City of Yuma
Member	Michael Shelton	Council Member, City of Yuma
Member	Winnie Ortega	Council Member, Cocopah Tribe
Member	Martin Porchas	Supervisor, Yuma County
<i>Note: Southwest Administrator is present on behalf of the STB member</i>		
<i>Source: YMPO</i>		

Technical Advisory Committee

The Technical Advisory Committee (TAC) is comprised of representatives from each of the YMPO's participating agencies who are professionals in fields related to transportation, such as engineering, public works, or planning. The TAC is responsible for providing professional recommendations to the Executive Board and/or YMPO staff on transportation planning projects and issues. There are ex-officio, non-voting TAC members from the Quechan Indian Tribe, the Federal Transit Administration, and the Yuma County Intergovernmental Public Transit Authority, among others. The current members of the TAC are shown in Table 2.

Table 2: Technical Advisory Committee Roster 2023

Role	Member	Affiliation
Chair	Eulogio Vera	Public Works Director, City of San Luis
Vice-Chair	Eric Holland	Planning Director, Cocopah Indian Tribe
Member	Saul Albor	Interim Community Dev't Director, City of Somerton
Member	Mark Hoffman	Senior Planner, ADOT
Member	Susan Cowey	CIP Administrator, City of Yuma
Member	Frank Sanchez	County Engineer, Yuma County
Member	Jennifer Albers	Principal Planner, City of Yuma
Member	Kelly Fricke	Public Works Director, Yuma County
Member	Joseph Grant	Public Works Director, Town of Wellton
Member	Dave Wostenberg	City Engineer, City of Yuma
<i>Source: YMPO</i>		

Regional Mobility Committee

The Yuma Regional Mobility Committee (RMC) consists of agencies from the Yuma Metropolitan Area that either provide transportation services or work directly with people in greater need of mobility assistance. The RMC was established to assist regional transportation coordination efforts by providing an organizational structure for discussing mobility issues impacting local residents. The RMC also contributes to the development of the goals and strategies included in the RCP and helps with implementing the final RCP strategies. The organizations below contribute representation to the RMC in Table 3.

Table 3: Regional Mobility Committee 2023

Organization	Type
Crossroads Mission	Community Services
H.O.P.E. Inc.	Community Services
Rise Services	Community Services
S.M.I.L.E.	Community Services
Northern Arizona University AmeriCorps Volunteer Service	Community Services
Western Arizona Council of Governments (WACOG)	Community Services
ACHIEVE Human Services, Inc.	Disability Services
Saguaro Foundation	Disability Services
City of San Luis	Government
City of Somerton	Government
Town of Wellton	Government
Horizon Health and Wellness	Health
YCIPTA / YCAT	Public Transit
<i>Source: YMPO</i>	

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FEDERAL AND STATE COORDINATION REQUIREMENTS

FEDERAL COORDINATION REQUIREMENTS

The FTA's Section 5310 program provides formula funding to the states to then administer to organizations which are working to address the unmet transit needs of senior adults and people with disabilities. States receive funding based on the number of seniors and disabled persons living in the state. States then award funding to private nonprofit organizations, local governments, and public transportation providers to use for various projects. Overall, the program is intended to provide increased mobility options for seniors and persons with disabilities, both by reducing the number of barriers preventing these groups from utilizing existing transportation resources and by creating new options specifically catered to the needs of these groups. Projects can be both capital and noncapital investments; capital investments could include new vans or wheelchair lifts, while noncapital investments could include funding a volunteer driver program or improving wayfinding near bus stops.

Projects selected for Section 5310 funding must be "included in a locally developed, coordinated public transit-human services transportation plan." FTA guidance defines this plan, or the RCP, as "a locally developed, coordinated public transit-human services transportation plan ('coordinated plan') that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation." The RCP must be "developed and approved through a process that includes participation" by seniors, individuals with disabilities, low-income individuals, human services agencies, and transportation providers. RCPs must be developed based on actual operations and available resources, not hypothetical situations. The required components of an RCP are set forth in FTA circular 9070.1G, and include:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit).
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

This update to the YMPO RCP will comply with FTA requirements, so local mobility projects can continue to qualify for Section 5310 funding.

STATE COORDINATION REQUIREMENTS

The Arizona Department of Transportation (ADOT) is responsible for planning, building, maintaining, and operating the state highway system. ADOT also has jurisdiction over bridges and the Grand Canyon Airport. ADOT consists of multiple divisions, one of which is the Multimodal Planning Division (MPD). The MPD creates both statewide and regional plans, working with the Transportation Management Areas (TMAs), MPOs, Councils of Government (COGs), and Tribal Governments across the state to coordinate transportation planning and programs. Recently, the ADOT Planning Division has played an instrumental role in the deployment of electric vehicle infrastructure and alternative fueling stations across Arizona.

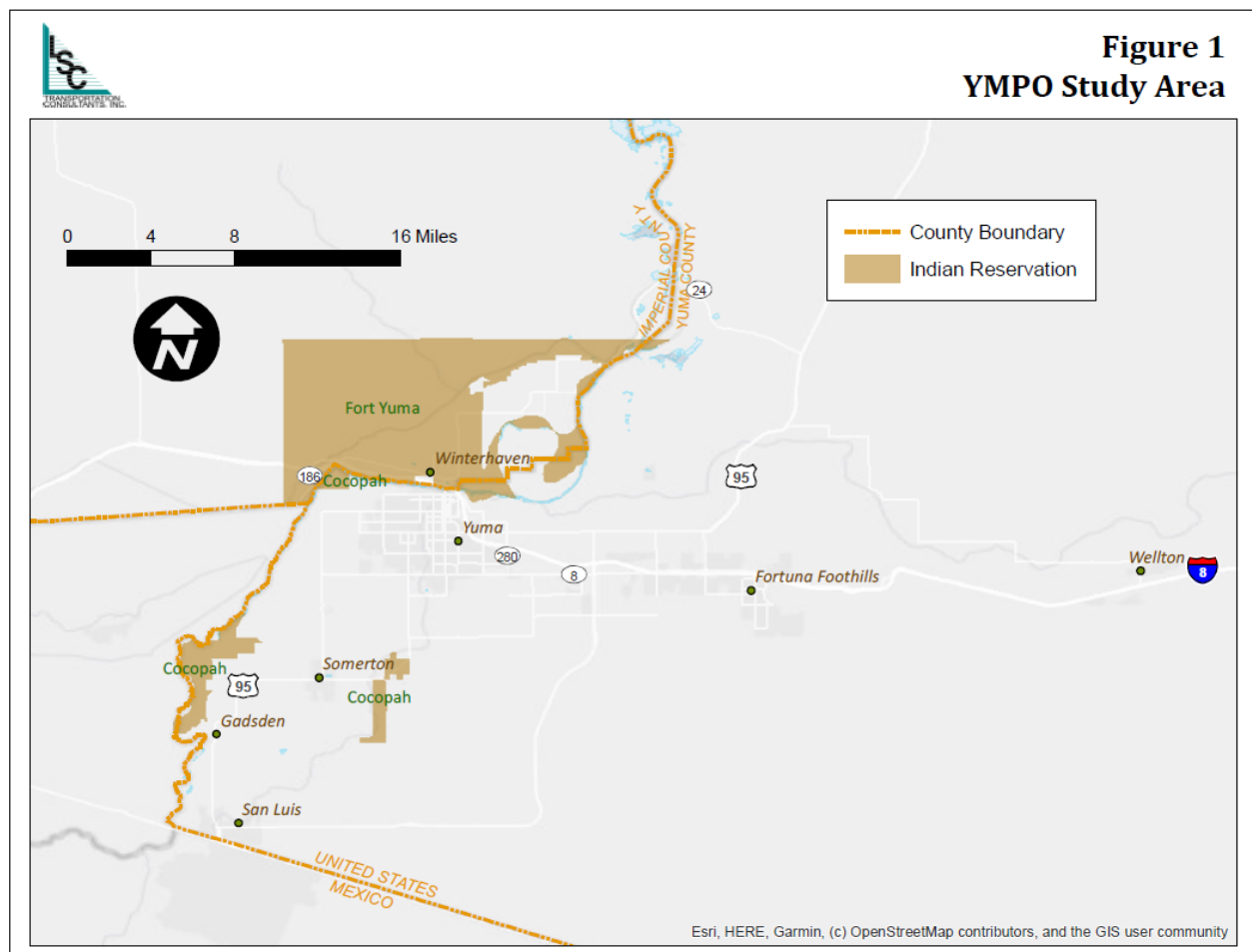
One of ADOT's primary responsibilities is to allocate federal and state transportation funds to qualifying projects in Arizona. One of the FTA programs administered by ADOT is the Section 5310 grant program, described in the previous section. A team of ADOT staff and other transportation and human service professionals evaluate Section 5310 grant applications from each of the state's twelve planning regions. Prior to ADOT review, proposals are screened by the local MPO or COG. ADOT reviews proposals based on local demographics, the relative need for service or equipment, the financial capacity of the applicant to support the project they are proposing, current fleet inventory efforts, and historic transit performance. ADOT also evaluates applicants' history of participating in regional coordination efforts and meetings. To be awarded Section 5310 funding, projects must have been included in the region's RCP. Projects are considered to be derived from the RCP if they are consistent with the policies and strategies set forth in the plan.

YUMA REGIONAL CHARACTERISTICS

GEOGRAPHY

Yuma County spans 5,519 square miles in the most southwestern corner of Arizona. Lying within the Sonora Desert, Yuma County is arid and experiences hot summers and moderate winters, with very little precipitation throughout the year. The region lies in the lower Colorado River Basin.

Interstate 8 (I-8) bisects Yuma County east to west and is the major roadway for residents traveling by car to Phoenix, Tucson, or San Diego. US 95 is the primary north-south roadway in the county, providing connectivity between the Cities of Yuma, Somerton, and San Luis before terminating at the border. State Route (SR) 195 is an alternative route for people traveling between Yuma or Fortuna Foothills and San Luis. Figure 1 shows a political map of the study area.



Bordered by Maricopa and Pima Counties to the east, La Paz County to the north, California to the west, and the Mexican states of Sonora and Baja California to the south, Yuma County's demographics, culture, and economy are diverse, and heavily influenced by the county's location along the southern US border.

As of the 2020 US Census, Yuma County was the largest majority-Hispanic county in Arizona. Many people commute across the border daily for work as well, as Yuma County is one of the largest agricultural producers in the nation, ranking third in the US for vegetable production and producing approximately 90 percent of the leafy greens sold across the US during the winter months. Besides agriculture, Yuma County's economy is largely comprised of businesses from the military/defense, tourism, and retail sectors.

Most of Yuma County's land area is either open desert or agriculture. There are only four incorporated communities in Yuma County: The Cities of San Luis, Somerton, and Yuma, and the Town of Wellton. There are also over a dozen unincorporated communities across the county, with the largest being Fortuna Foothills and Avenue B and C. Historically, the Yuma County-region is home to the Cocopah and Quechan tribes. Today, the Cocopah Indian Reservation is located within Yuma County, while the Fort Yuma Indian Reservation, of the Quechan Tribe, spans land in both Imperial County, California, as well as Yuma County.

DEMOGRAPHICS

A region's demographic makeup can greatly impact the relative demand for transit services. This section discusses some of the demographic characteristics driving the need for accessible transportation services in Yuma County.

Historic Population Trends

Changes to the region's overall population size can result in either increased or decreased demand for transit services. Historical population trends reveal how the rate of population growth has changed over time, providing insight into how much growth can be expected in the future. Table 4 shows the historic population of the YMPO Member Agencies and unincorporated Yuma County from 2010 to 2022 based on data from the US Census and the Arizona Office of Employment and Population Statistics.

Table 4: Historic Population of the YMPO Member Agencies								
	2010		2015		2020		2022	
	Population	% Annual Growth	Population	% Annual Growth	Population	% Annual Growth	Population	% Annual Growth
Yuma County	195,751	--	204,275	0.9%	203,881	0.0%	209,920	0.6%
San Luis	25,505	--	34,001	5.8%	35,257	0.7%	36,074	0.5%
Somerton	14,287	--	15,579	1.7%	16,301	0.9%	14,651	-2.1%
Wellton	2,882	--	3,101	1.5%	3,091	-0.1%	2,549	-3.9%
Yuma	93,064	--	97,950	1.0%	97,428	-0.1%	99,600	0.4%
Cocopah Indian Reservation	817	--	826	0.2%	857	0.7%	--	--
Unincorporated Areas	60,013	--	59,151	-0.3%	56,121	-1.1%	55,794	-0.1%
State of Arizona	6,392,017	--	6,828,065	1.3%	7,151,502	0.9%	7,409,189	0.7%
<i>Sources: U.S. Census Bureau, the Arizona Office of Employment and Population Statistics - Population Estimates (July 1, 2022)</i>								

The State of Arizona is also included in Table 4 as a point of comparison. Some of the takeaways from Table 4 include:

- The Yuma County population grew by 4.4 percent from 2010 to 2015, before growth began to slow, resulting in 0 percent annual growth from 2015 to 2020. Overall, the Yuma County population grew by 7 percent from 2010 to 2022, which is a significantly slower rate than the State of Arizona (16 percent).
- The City of Yuma has been the county's biggest population center for the entire 21st century. Yuma's population grew at the same rate as the county from 2010 to 2022 (7 percent).
- Outside of Yuma, the other population centers in Yuma County grew at very different rates 2010 to 2022; the Cities of Somerton and San Luis grew by 41 percent and 3 percent, respectively, while the Town of Wellton experienced a 12 percent decline during this time period. The rapid growth of San Luis has resulted in increased demand for transit services in the community.
- The Cocopah Indian Reservation's population experienced an annual increase of 8.2 percent between 2010 and 2020.
- The population living in the unincorporated areas of Yuma County decreased by a total of 9 percent between 2010 and 2022.

In all, Yuma County has grown at a slightly slower rate compared to the State of Arizona. Population growth has slowed down more measurably in recent years, with many areas of Yuma County experiencing zero or negative growth from 2015 to 2022. The areas in the county that have grown most rapidly are the Cities of San Luis and Yuma. The data suggests that the Yuma County population will most likely stay consistent in size over the next five years, and that any growth will likely be concentrated in San Luis and Yuma.

Potential Transit Dependent Population

It has been found that a large portion of transit ridership nationwide tends to be drawn from certain demographic groups which are collectively referred to as the transit dependent population. The potentially transit dependent groups considered in this RCP are senior adults, persons with a disability, low-income persons, the unemployed, and persons who live in households with no vehicles available. Table 5 presents data showing where individuals from each of these five demographic groups live in Yuma County. Table 5 breaks down the data by community, showing specific values for each of Yuma County's incorporated communities, the Cocopah Indian Reservation, and Fortuna Foothills. Fortuna Foothills is included despite not being incorporated because it is the third largest community by population in the county. All other unincorporated communities are included in "Other Areas in Yuma County." Detailed figures representing this data are included in Appendix A. Below is a list of highlights from Table 5:

- Many **senior adults** rely on transportation services, especially if they no longer have a driver's license. One out of every five Yuma County residents is a senior adult over the age of 65 (40,170 persons), which is a slightly greater proportion compared to the State of Arizona (18 percent).

The majority of the county’s senior population lives in either Fortuna Foothills or Yuma (71 percent).

- Transportation services are often helpful for people with mobility-limiting disabilities or disabilities that make it difficult to drive a car. Based on data from the 2020 US American Community Survey (ACS), there are 25,773 **disabled persons** in Yuma County (13 percent of the total population), which is close to the disability rate across Arizona (13.6 percent). 45 percent of disabled persons in Yuma County live in the City of Yuma, while 22 percent live in Fortuna Foothills. San Luis is home to 9 percent of the county’s disabled and Somerton is home to 5 percent. 16 percent of the Yuma County disabled population lives in communities considered in the “Other Areas” category.
- Due to the high costs associated with owning and maintaining a vehicle, many **low-income** individuals instead use transit services to get around. It is estimated that 18 percent of the Yuma County population lives below the federal poverty level (as defined by the US Census Bureau), which is a greater rate than the State of Arizona (12.8 percent). Given that Yuma is the most populated community in the county, it is also home to the most low-income persons (42 percent of the total county low-income population). 19 percent of low-income persons in Yuma County live in San Luis, and 18 percent in “Other Areas.”
- The **unemployed** population is considered to be those people who are available or searching for work, but not employed. While the local unemployment rate is not consistent and can change throughout the year depending on local economic conditions, the 2020 US ACS estimated that the Yuma County unemployment rate was only 4 percent. 47 percent of Yuma County’s unemployed persons live in the City of Yuma, 20 percent live in “Other Areas,” or the smaller communities not specifically named in the table, and 19 percent live in San Luis.
- People who live in households with no vehicles available, or **zero-vehicle households**, are often dependent on transportation services. There are approximately 4,205 zero-vehicle households in Yuma County, and half of these homes are located in the City of Yuma. 20 percent of the county’s zero-vehicle households are in the county’s “Other Areas,” suggesting there may be people isolated in more remote areas of Yuma County with no vehicle consistently available. 13 percent of the zero-vehicle households are located in San Luis.

Table 5: Yuma County Demographic Characteristics

Place	Total		Seniors (65+)		Persons with a Disability		Persons Below Poverty Level		Unemployed		Zero-Vehicle Households	
	Persons	Households	#	%	#	%	#	%	#	%	#	%
Cocopah Indian Reservation	1,297	506	405	1%	229	1%	473	1%	44	1%	78	2%
Fortuna Foothills	29,297	13,536	13,322	33%	5,690	22%	3,172	8%	463	6%	388	9%
San Luis	33,875	8,356	2,808	7%	2,239	9%	7,227	19%	1,443	19%	534	13%
Somerton	16,301	4,702	1,332	3%	1,350	5%	3,303	9%	553	7%	210	5%
Wellton	3,091	1,381	1,282	3%	575	2%	725	2%	1	0%	72	2%
Yuma	97,428	35,344	15,192	38%	11,692	45%	15,698	42%	3,551	47%	2,074	49%
Other Areas in Yuma County	22,592	11,156	5,829	15%	3,998	16%	6,734	18%	1,510	20%	849	20%
Total	203,881	74,981	40,170	20%	25,773	13%	37,332	18%	7,565	4%	4,205	2%

Source: US American Community Survey 2020 5-Year Estimates

Transit Needs Index

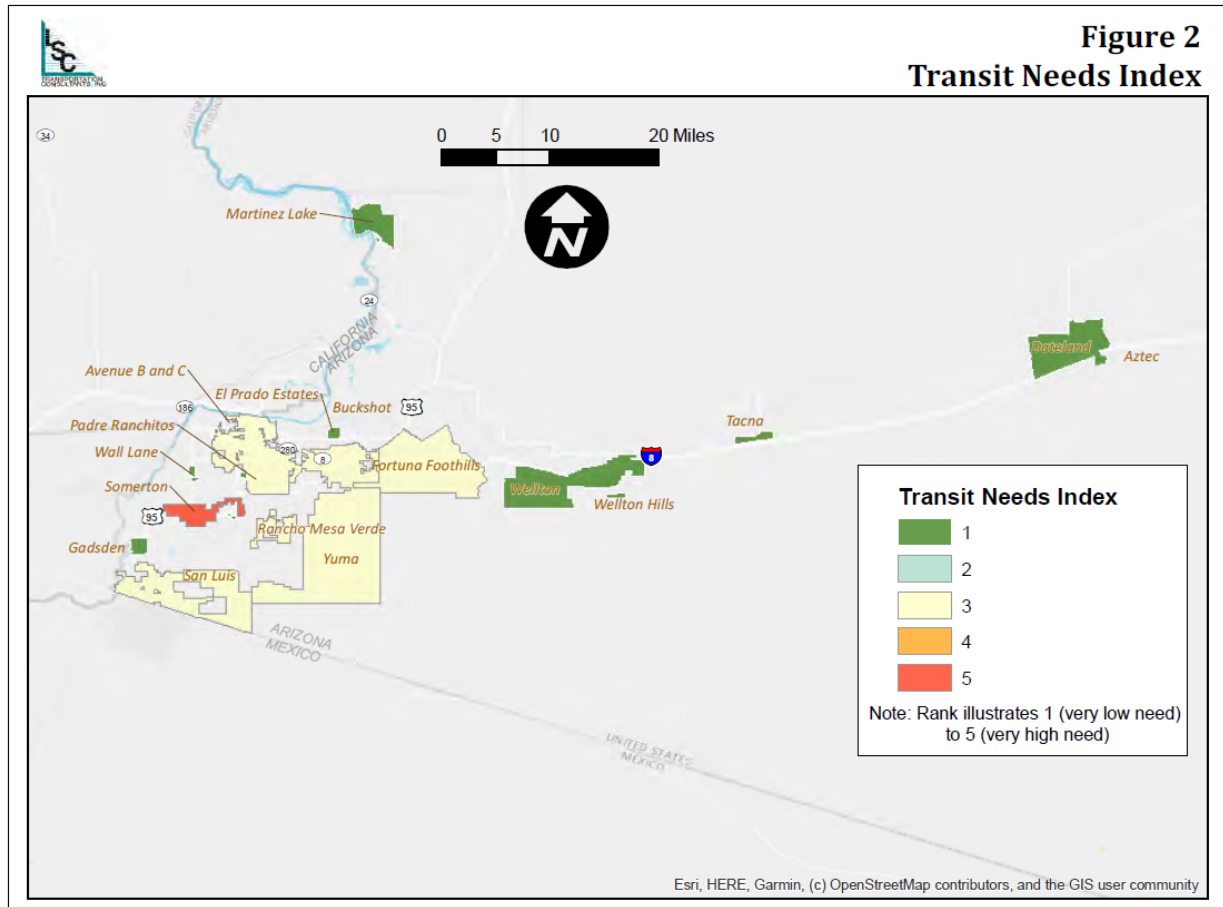
While it is valuable to understand where specific demographic groups are concentrated when planning transit services, especially as some services are catered towards certain populations, it is also important to consider the greater picture across the study area. To discern overarching patterns in where potentially transit dependent persons live, it is helpful to analyze all of the various demographic categories together.

A Transit Needs Index (TNI) (Table 6) was developed to calculate which areas of south western Yuma County have the greatest need for transit services across all of the transit dependent groups discussed in the previous section. The transit dependent groups within each of the communities/areas mentioned in Table 5 were ranked on a scale of 1 (very low need) to 5 (very high need) based on the density of said group (number of people per square mile) compared to the respective density of that demographic group in the other communities. Each rank score by type was then summed by community/area to determine an overall score which represents the TNI. The TNI is shown in Table 6 and Figure 2, providing information as to what areas of Yuma County have the greatest concentration of persons with transit need.

Place	Square Miles	Total Persons	# of households	Senior Adults (65+) Rank	Persons with a Disability Rank	Persons Below Poverty Level Rank	Unemployed Rank	Zero-Vehicle Households Rank	Overall Transit Needs Index Rank
Cocopah Indian Reservation	10.0	1,297	506	2	1	1	1	2	7
Fortuna Foothills	40.1	29,297	13,536	5	3	1	1	2	12
San Luis	34.0	33,875	8,356	2	2	3	3	3	13
Somerton	7.3	16,301	4,702	3	5	5	5	5	23
Wellton	28.9	3,091	1,381	1	1	1	1	1	5
Yuma	120.8	97,428	35,344	2	2	2	2	3	11
Other Areas in Yuma County	5,272.7	22,592	11,156	1	1	1	1	1	5
Total	5,514	203,881	74,981	1	1	1	1	1	5

Source: LSC Transportation Consultants, Inc.

Based on the TNI, the community with the greatest need for transportation services is Somerton. Somerton ranked the highest for the greatest concentration of persons with disabilities, persons below the poverty level, unemployed persons, and zero-vehicle households, resulting in the highest score of the communities indexed (23), and therefore indicating the greatest need. Besides Somerton, the three other communities which were calculated to have moderate overall transit need were Yuma, San Luis, and Fortuna Foothills. The TNI is only one tool for assessing transit needs, however, and it is still important to consider other conditions influencing demand for transit. For instance, even though the City of Yuma did not rank the highest in the TNI, when planning transportation programs, it is still important to consider that most of Yuma County's transit dependent population lives in the city. While the population living in the Town of Wellton is small, it is the only community excluded from most of the transit providers' service areas, leaving many residents with no transportation alternatives.



ACTIVITY CENTERS

Activity centers are places which are highly trafficked by local residents, and therefore generate high levels of transit demand. These locations include medical facilities, grocery stores, human services agencies, tribal headquarters, schools, and parks, among others. Effective transportation services ensure people can get to and from these major activity centers. Table 7 lists some of the offices and facilities identified during the planning process as being significant locations in the greater Yuma area. It is important to note that Table 7 does not include or show every destination in the YMPO planning area that people may need transportation services in order to get to.

Most of the activity centers mentioned in Table 7 are located in the City of Yuma, including Yuma County government offices, the largest university campus complex in the county, multiple supermarkets, and a number of human services agencies dedicated to aiding seniors, persons with disabilities, and low-income individuals, among other groups. There are also a number of amenities in San Luis and Somerton. For medical specialists, large airports, and other amenities not available in Yuma County, many residents travel to either Phoenix or Tucson, the two largest cities in Arizona by population. Many activity centers listed in Table 7 are shown in context with the Yuma County public transit system in Figure 3 of Chapter 5.

An important reality to note from Table 7 is that the only two full-service hospitals in Yuma County are located in the City of Yuma (the Yuma Regional Medical Center and Exceptional Community Hospital); while

the Yuma Regional Medical Center also has a branch location in San Luis, that facility only offers primary care services. Therefore, it can be assumed that a large number of people who live outside of the City of Yuma likely have to travel longer distances if they need advanced or specialized medical treatment. It is critical that seniors and persons with disabilities living outside of the City of Yuma are able to get the assistance they need to get to medical appointments in Yuma.

Table 7: Major Transit Activity Centers in Yuma County					
	Human Services & Tribal Agencies	Seniors	Shopping & Recreation	Education	Medical
Cocopah Indian Reservation	Cocopah Tribal Council	Cocopah Elderly Program		Cocopah Vocational Center	
Fortuna Foothills		Helping Hands of Yuma	Dollar General Yuma County Foothills Library Foothills Plaza Walmart Mesa Del Sol and Las Barracas Golf Courses	Yuma County Foothills Library	Fortuna Medical Group
San Luis		San Luis Senior Center	Walmart Cesar Chavez Cultural Center Food City Supermarket Joe Orduño Park	Arizona Western College - San Luis Center	Yuma Regional Medical Center (Primary Care) Sunset Health Regional Center for Border Health Community Health Associates
Somerton	Campesinos sin Fronteras Somerton Resource Center	Desert Valley Senior Program SYNERGY HomeCare	Del Sol Market Family Dollar Yuma County Somerton Library Joe Muñoz Park Somerton Heritage Pool Cocopah Casino Wild River Entertainment Center Cocopah Gold Course	Arizona Western College - Somerton Center	Sunset Health Regional Center for Border Health
Wellton		SYNERGY HomeCare	Del Sol Market Yuma County Wellton Library Coyote Wash and Butterfield Golf Courses		Sunset Health
Yuma	Saguaro Foundation Horizon Health and Wellness ARIZONA@WORK Centers ACHIEVE Human Services H.O.P.E. Inc. Quechan Tribal Council United Way Crossroads Mission	WACOG Area Agency on Aging Catholic Community Services RISE Services, Inc. SMILE	Walmart (multiple) Albertsons (multiple) Del Sol Market (multiple) Yuma County Library West Wetlands Parks Yuma Art Center Yuma Swap Meet Flea Market Yuma North End Community Center	Arizona Western College/ Northern Arizona University/ University of Arizona	Yuma Regional Medical Center Exceptional Community Hospital NextCare Urgent Care Public Health Services District Yuma Rehabilitation Hospital Sunset Health VA Clinic Exceptional Community Hospital
Winterhaven (CA)	Quechan Tribal Departments	Quechan Elder Family Services	Paradise Casino		Fort Yuma Health Center (Tribal)
Other Out-of-County Locations			Phoneix, Tucson		
Source: LSC Transportation Consultants, Inc.					

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REVIEW OF EXISTING PLANNING DOCUMENTS

There have been a number of recent planning efforts that are relevant to the RCP. This chapter reviews some of these existing studies.

YMPO REGIONAL TRANSPORTATION COORDINATION PLAN (2017)

The previous RCP was completed in 2017. The study considered Yuma County demographics and the regional transportation providers in operation at the time to develop coordination goals and strategies. As mentioned earlier, in order for a project to be funded under Federal Transit Administration (FTA) Section 5310, the project must have been included in the RCP. Each goal in the 2017 RCP also included associated objectives and implementation strategies. The broader goals outlined in the plan are shown in Table 8. The lead agency responsible for implementing the goal, the potential fundings sources identified in the 2017 RCP, and the current implementation status are also shown.

Table 8: YMPO 2017 Regional Coordination Plan Goals

Goal	Lead Agency	Potential Funding Sources	Implementation Status
Expand SARA Rides and increase coordination with transit providers in nearby regions.	Saguaro Foundation	FTA Section 5312 R2W	<i>Continuous</i>
Involve more groups in the YMPO Regional Mobility Committee.	YMPO/RMC	N/A	<i>Not Implemented</i>
Market the FTA Section 5310- funded programs to the public to inform potential users of available transportation resources.	YMPO, YCAT	Agency Funding	<i>Continuous</i>
Ensure all vehicles used for the elderly or disabled are fully ADA compliant.	All operators of 5310 vehicles.	FTA Section 5310, Agency Funding	<i>Not Implemented</i>
Develop taxi voucher program for eligible passengers needing transportation beyond existing fixed route services.	YCAT/Saguaro Foundation	Needed to Identify Funding Sources	<i>Not Implemented</i>
Work to address unmet transit needs within Yuma County, as well as identify individuals and groups with unmet needs.	YMPO/RMC	FTA Section 5310, 5311	<i>Continuous</i>

Sources: 2017 Yuma Regional Transportation Coordination Plan, YMPO

YCIPTA/YMPO SHORT-RANGE TRANSIT PLAN (2021)

A short-range transit plan (SRTP) is a five-year plan to improve transit services to be either more efficient or to better serve the local community. The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and the YMPO most recently prepared a SRTP for FY 2021-22 through FY 2025-26. The SRTP considered the impacts of the COVID-19 pandemic, future population growth and transit demand, unmet transit needs in the community, and anticipated financial revenues to develop recommended service and capital plans.

The service plan included both targeted improvements and greater system redesign efforts for Yuma County Area Transit (YCAT). YCAT offers fixed routes, on-demand paratransit transportation (YCAT OnCall), and a vanpool program. YCAT also offers deviated fixed route service along some of its routes, as well as within outlined FLEX zones.

The targeted, near-term service improvement strategies included:

- Modify/expand FLEX service coverage to reach more potential customers.
- Restore late afternoon schedule reliability on selected routes.
- Prevent the chronic overcrowding and customer pass-ups at schools or other locations.
- Simplify customer information and system functionality.

Suggested near-term projects include modifying the Route Orange 2's FLEX zone, coordinating the Route Blue 5 and Route Turquoise 10 schedules to provide service on half-hour headways to the Quechan Indian Reservation, and restructuring the routes in central Yuma.

2022-2045 YMPO LONG-RANGE TRANSPORTATION PLAN UPDATE (2021)

The most recent update to the YMPO Long-Range Transportation Plan (LRTP) covers the planning period from 2022 to 2045. The LRTP is updated every four years and is intended to provide a long-term vision for the region's transportation system to influence which projects receive public funding. The LRTP addresses roadways, multimodal transportation, public transit, and aviation in the study area, and includes short-, mid-, and long-term projects and strategies for each of the transportation modes. Many of the projects included in the LRTP have the potential to impact transportation services; for instance, road improvement projects may temporarily add travel time for transit passengers, and projects targeted for pedestrians or bicyclists can likely benefit passengers trying to get to bus stops safely. For public transit, the LRTP recommended implementing the cost-feasible projects from the YMPO/YCIPTA SRTP.

YMPO 2023 TITLE VI NONDISCRIMINATION IN FEDERALLY ASSISTED PROGRAMS

Title VI of the Civil Rights Act of 1964 prevents discrimination on the basis of race, color, or nationality in programs that receive federal funding. The YMPO is a federal grant recipient, and therefore its programs are required to conform to Title VI. In addition to the requirements of Title VI, the YMPO's Title VI/ADA Nondiscrimination Policy statement also says that no one should be discriminated from participating in or benefiting from a YMPO program or activity based on their age, sex, disability status, English proficiency, or low-income status. The YMPO has committed to preventing discrimination in both its federally and non-federally funded programs.

The Executive Chair of the YMPO also serves as the Title VI Chief Officer and is responsible for leading YMPO's nondiscrimination efforts. The Title VI Liaison is responsible for implementing nondiscrimination policies and monitoring outcomes to ensure YMPO's programs comply with Title VI regulations. The Title VI Liaison supervises the Title VI Coordinator, who is responsible for identifying potential discrimination issues and designing programs to address these concerns, providing Title VI training to staff, developing a yearly Title VI Accomplishment and Goals Report per ADOT guidelines, and processing Title VI complaints received, among other related tasks. The YMPO 2023 Title VI Nondiscrimination in Federally Assisted Programs plan outlines how people can file complaints if they felt they witnessed or experienced discrimination in any of the programs administered by the YMPO. The plan also discusses the YMPO's plan on how to engage local residents with limited English proficiency and its commitment to advancing environmental justice through its plans and programs.

YUMA COUNTY 2030 COMPREHENSIVE PLAN (IN PROGRESS)

The Yuma County 2030 Comprehensive Plan is the official guide for the development of unincorporated areas in Yuma County. The intention of the Comprehensive Plan is to ensure future development preserves Yuma County's natural resources and enhances the quality of life of both current and future residents. While the focus of the Comprehensive Plan is to determine land use policy in the region, it also emphasizes the importance of an effective transportation system.

The Circulation Element of the Yuma County Comprehensive Plan guides the future development of various transportation modes in unincorporated Yuma County. The Circulation Element discusses the history of public transportation in Yuma County, and the upcoming construction of a new maintenance facility, offices, and bus yard for YCAT at the northwest corner of Arizona Avenue and 34th Street in Yuma. This facility will include a wash bay, vehicle training area, and fueling stations and storage. YCAT has also discussed installing vehicle canopies with solar panels on the roof in the future, but these plans are only tentative at the time of writing. Circulation policies and priorities recommended in the Comprehensive Plan that are related to public transit include: supporting the plans adopted by the YMPO, encouraging multimodal and alternative modes of transportation, and promoting the use of public or multimodal transportation systems.

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EXISTING REGIONAL TRANSPORTATION SERVICES

INTRODUCTION

There are a variety of transportation providers operating in the YMPO jurisdictional area, including public, private, and non-profit entities which provide fixed route, paratransit, non-emergency-medical transportation (NEMT), and curb-to-curb services. While it is excellent that there are so many transit services available to Yuma County residents, there are still unmet transit needs that persist in the community. It is important that, when possible, the existing transportation providers in Yuma County coordinate their efforts to ensure that limited transportation resources are being used efficiently to address and overcome the mobility barriers impeding residents. This section describes the transportation services already operating in Yuma County, summarizes recent operating data, and discusses current coordination efforts. More detailed information on the transportation providers' current vehicle fleet is also provided in Appendix B.

EXISTING TRANSPORTATION PROVIDERS

Yuma County Intergovernmental Public Transportation Authority (YCIPTA)

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) was established in December 2010 per the requirements of Arizona Revised Statutes – Title 28 to administer, plan, operate, and maintain public transit services in Yuma County. The public transit system is known as Yuma County Area Transit (YCAT). The YMPO formally transferred ownership and operations responsibility of YCAT to YCIPTA in 2012. The public transit system operates within the political boundaries of the county's four incorporated communities as well as in the unincorporated areas. The YCIPTA is comprised of Yuma County, the Cities of San Luis, Somerton, and Yuma, the Town of Wellton, Cocopah Indian Tribe, Quechan Indian Tribe, and Arizona Western College. The Board consists of one member from each member jurisdiction and is responsible for determining policies and providing managerial direction for YCAT. YCIPTA/YCAT participates in the RMC and contributes to SARA rides (discussed further later in the Chapter).

Yuma County Area Transit (YCAT)

YCAT was founded in February 2000 as a public paratransit service and was initially named the Greater Yuma Area Dial-a-Ride (DAR). The Greater Yuma Area DAR was operated by the Saguaro Foundation (discussed more later in the Chapter) and funded by the YMPO. Fixed route service began shortly thereafter in November 2000. The public transit system was then rebranded as YCAT in July 2002. YCAT is now owned and managed by YCIPTA. Over the years, the public transit system has expanded to include eight fixed routes, a paratransit service (YCAT On-Call), and a Vanpool program. Fixed route and paratransit operations are provided through contract by RATP Development Services, LLC., and the Vanpool program is contracted to Commute with Enterprise. In 2021, YCAT's fleet consisted of 28 revenue vehicles of various sizes. Commute with Enterprise also provided 35 vehicles (dependent on the number of commuter groups) for the Vanpool program.

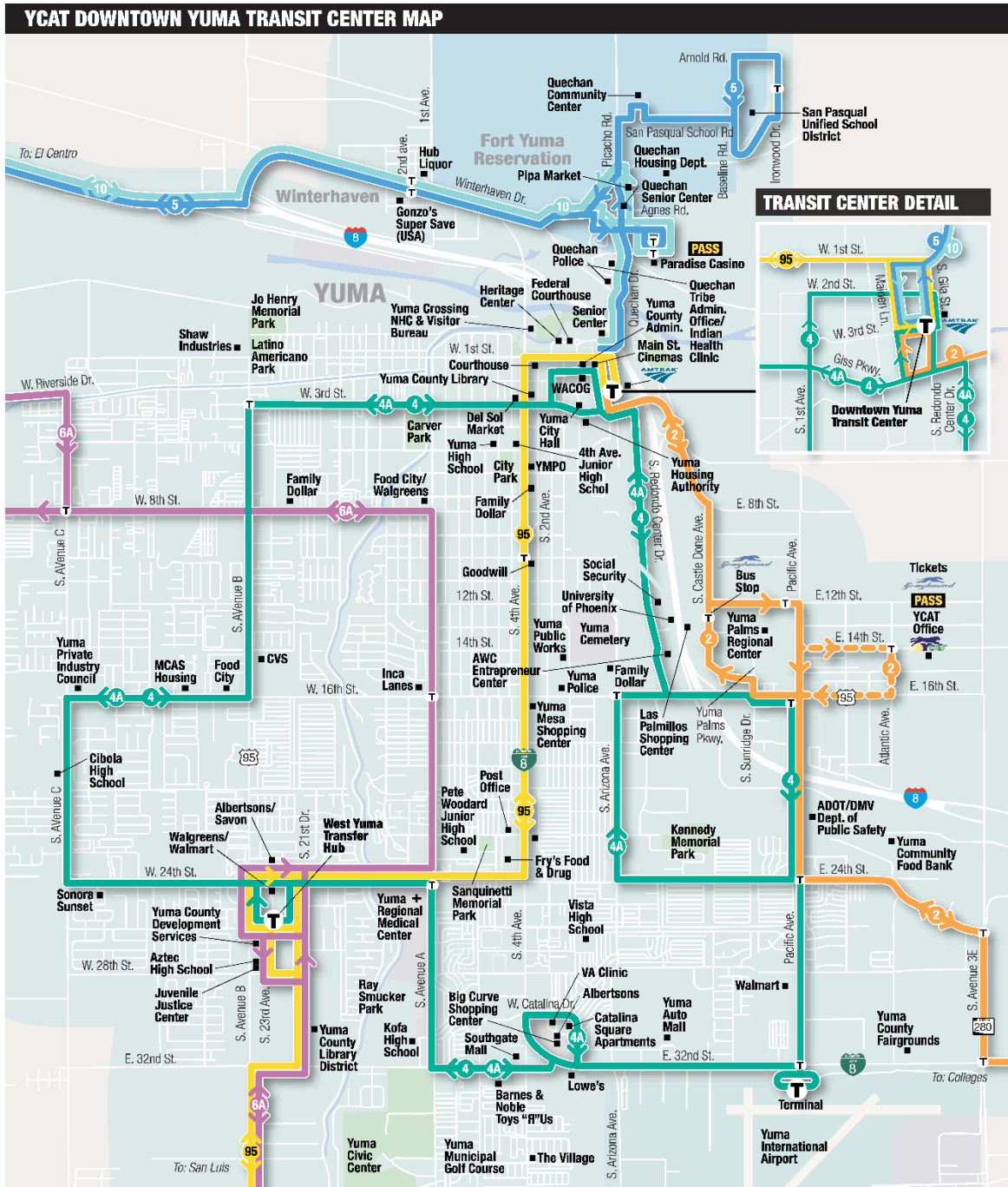
The YCAT fixed routes are described in Table 9 and shown in Figure 3 in reference to local activity centers, some of which were described in Table 7 of Chapter 3. YCAT fixed routes are available to the everyone in the general public. One-way regular fares are \$2.00, but senior adults ages 65 years or older, persons with disabilities, Medicare card holders, ADA certified persons, and students ages 5 to 18 years old with a student ID can qualify for a discounted fare of \$1.00. Passengers can request a deviation from the fixed route within defined FLEX zones along the Brown Route 3, Blue Route 5, or Gold Route 8 for \$2.00, no matter the passenger-type. There is also multi-ride pass products available for passengers to purchase.

Table 9: Summary of YCAT Services and Frequency							Weekday Service
	Service Hours ¹				Start & End Locations		Frequency (Minutes)
	Weekday Service		Saturday Service				
	Start	End	Start	End	Terminal 1	Terminal 2	
Orange Route 2	5:27 AM	8:15 PM	9:26 AM	6:21 PM	Downtown Yuma Transit Center	AWC/NAU/UA ²	60
Green Route 4/4A	6:53 AM	7:16 PM	9:53 AM	4:17 PM	West Yuma Transfer Hub	Same as start	<60
Blue Route 5	7:25 AM	7:17 PM	9:25 AM	4:17 PM	Downtown Yuma Transit Center	Quechan Casino Resort	60
Purple Route 6A	6:50 AM	6:50 PM	9:15 AM	4:25 AM	North Cocopah Reservation	West Cocopah Reservation	60 or 90
Gold Route 8	6:55 AM	4:52 PM	N/A	N/A	Arizona Ave @ William St (Wellton)	AWC/NAU/UA	1.5 Roundtrips
Silver Route 9 ⁴	5:46 AM	6:16 PM	N/A	N/A	Avenue F @ San Pedro St (San Luis)	AWC/NAU/UA	4 NB and 2 SB trips ³
Turquoise Route 10 ⁵	8:30 AM	5:17 PM	N/A	N/A	Downtown Yuma Transit Center	State St @ 7th St (El Centro)	2 Roundtrips
Yellow Route 95	5:35 AM	8:07 PM	9:09 AM	6:43 PM	Downtown Yuma Transit Center	William Brooks Ave @ B St (San Luis)	30 or 60
Note 1: Summary accurate as of December, 2022. No service on New Year's Day, Memorial Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, or Christmas Day. No Sunday service.							
Note 2: AWC/NAU/UA - Arizona Western College/Northern Arizona University/University of Arizona							
Note 3: NB - Northbound, SB - Southbound							
Note 4: The Silver Route 9 only operates when AWC/NAU/UA is in session. The Silver Route 9 only operates Monday through Thursday.							
Note 5: The Turquoise Route 10 only operates on Mondays, Wednesdays, and Fridays.							
Note 5: YCAT also offers an On-Call Paratransit Service and a Vanpool service.							
Source: YCIPTA Website, 2023							

A summary of YCAT fixed route operations for the last three complete fiscal years (FYs) is shown in Table 10. YCAT has consistently provided hundreds of thousands of passenger-trips each year, however ridership dropped significantly due to the COVID-19 pandemic, resulting in a 44 percent decrease in ridership from FY 2019-20 to FY 2020-21.

Table 10: YCAT Fixed Route Operations				
<i>FY 2019-20 - 2021-22</i>				
Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	380,286	212,936	283,977	-25%
Vehicle Service Miles	704,541	607,202	785,877	12%
Vehicle Service Hours	32,372	28,246	36,716	13%
Operating Costs¹	\$2,505,230	\$2,266,097	\$3,120,560	25%
Fare Revenues	\$294,105	\$27,192	\$306,061	4%
Operating Subsidy	\$2,211,125	\$2,238,905	\$2,814,499	27%
Source: YCIPTA SRTP, National Transit Database Note 1: Operating Costs only includes hourly contract costs.				

Figure 3
YCAT Downtown Yuma Transit Center Map



YCAT cut fixed route services in response to the pandemic, resulting in the slight decreases to service levels in FY 2020-21. CARES Act revenues were also used to provide free fares for passengers in FY 2020-21, which is why YCAT's fare revenue totals were so low. Ridership began to return in FY 2021-22, with fixed route ridership increasing 33 percent over the previous year.

YCAT OnCall is the demand response program that provides door-to-door transportation services for eligible passengers within 0.75 miles of the YCAT fixed routes, with the exception of the three deviated fixed routes. The YCAT OnCall service area is shown in Figure 4. Passengers are considered eligible to use the service if they have a disability that limits their use of the fixed routes, no matter their age. One-way fares are \$4.00 for a single passenger; however, passengers can apply for a subsidy from the Western Area Council of Governments (WACOG) (discussed more later) to help pay for their ride if they are traveling to medical appointments, dialysis, shopping, senior centers, or pharmacies. If a passenger needs more assistance than can be provided by the bus driver, a personal care attendant can ride along for free.

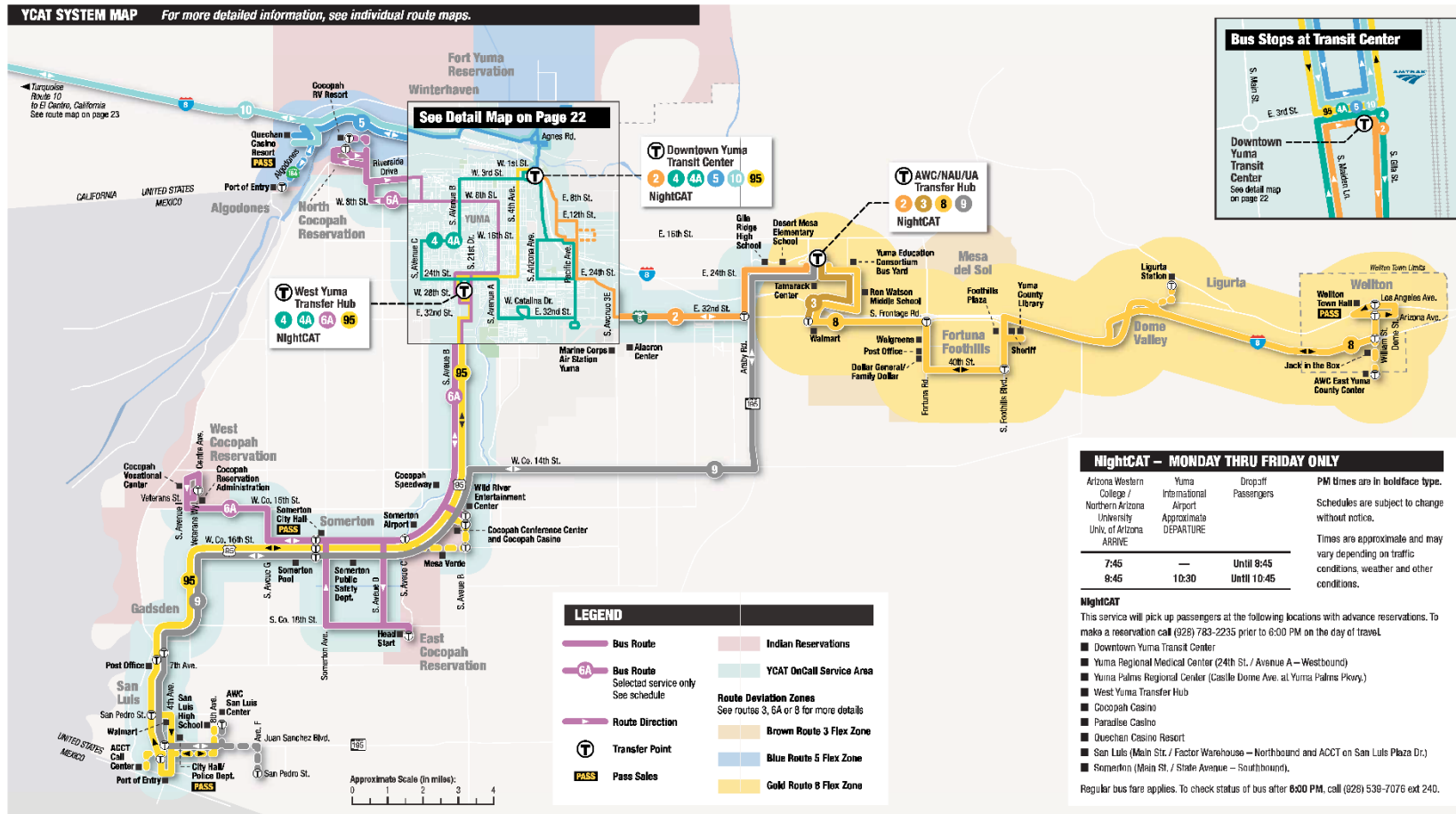
YCAT OnCall operations data is summarized in Table 11. Much like the fixed routes, YCAT OnCall ridership was negatively impacted by the COVID-19 pandemic but has significantly recovered. YCAT OnCall completed 7,379 passenger-trips in FY 2021-22, which represents only a 1 percent decrease from FY 2019-20. While YCAT OnCall completed a similar number of passenger-trips in FY 2019-20 and FY 2021-22, the service operated less service miles and hours in FY 2021-22, likely due to passengers simply requesting shorter trips. CARES Act funding was also used to subsidize fares in FY 2020-21. The YCAT Vanpool program provides vans for groups of seven to fifteen commuters. One member of the group is designated as the primary driver, and then other passengers pay the primary driver a monthly fee to pay for operations costs. YCAT then provides a van and a \$300 subsidy on a first come, first serve basis. Yuma Proving Ground employees are the top group served by the Vanpool program.

Table 11: YCAT OnCall Operations				
<i>FY 2019-20 - 2021-22</i>				
Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	7,471	6,489	7,379	-1%
Vehicle Service Miles	82,744	53,302	59,515	-28%
Vehicle Service Hours	4,244	2,798	3,367	-21%
Operating Costs¹	\$230,957	\$224,555	\$154,620	-33%
Fare Revenues	\$1,094	\$310	\$3,407	211%
Operating Subsidy	\$229,863	\$224,245	\$151,213	-34%
<i>Source: YCIPTA SRTP and National Transit Database</i>				
Note 1: Operating Costs only includes hourly contract costs.				

Figure 4 YCAT OnCall and Deviated Services Map

YCAT RIDER'S GUIDE

YCAT RIDER'S GUIDE



Rural/Human Services Transportation Providers

In addition to the public transit system, there are various Yuma County human services agencies which provide transportation. Many of these services are catered towards the organizations' clientele. These transportation services play a vital role in supplementing the public transit system and aiding those with greater mobility needs. Only organizations which directly provide transportation or provide subsidies for mobility-limited individuals are discussed in this section.

ACHIEVE Human Services, Inc. dba Yuma WORC Center

ACHIEVE Humans Services, Inc. (ACHIEVE) is a nonprofit organization that helps individuals living in rural Arizona and enrolled in programs offered by the Department of Economic Security (DES), Division of Developmental Disabilities (DDD), or the Rehabilitation Services Administration (RSA). Some of the services offered by ACHIEVE include employment training, housing programs, and a limited van service. ACHIEVE is a member of the RMC and contributes to SARA Rides (discussed later in the Chapter).

ACHIEVE's van service is primarily intended for its clients enrolled in its employment programs or who are employed by ACHIEVE itself and have no other form of transportation. Adult day program participants can also use the van service if there is capacity. The van service is not door-to-door, rather, participants are picked up and dropped off at preestablished locations. ACHIEVE provides rides in Yuma, San Luis, Somerton, Fortuna Foothills, Wellton, and Gadsden each week Monday through Friday from 6 AM to 8 PM, but also provides rides outside of those hours on a by-case basis. Trips cost \$2.50 for individuals paying privately.

As seen in Table 12, ACHIEVE completed 47,301 passenger-trips in FY 2021-22, a 55 percent decrease over FY 2019-20. Part of this decrease is likely due to the COVID-19 pandemic. Despite completing less passenger-trips, ACHIEVE staff estimated that the organization still operated a similar number of vehicle service hours and miles across its 29-vehicle fleet in FY 2021-22 compared to previous years. Operating costs have risen significantly. While in previous years Achieve has collected fares, currently they are not collecting nor reporting any fare revenue.

Table 12: Achieve Human Services, Inc. Operations

FY 2019-20 - 2021-22

Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	106,069	86,228	47,301	-55%
Vehicle Service Miles	54,732	37,256	55,031	1%
Vehicle Service Hours	2,966	2,966	2,966	0%
Operating Costs	\$230,000	\$220,000	\$500,000	117%
Fare Revenues	N/A	N/A	N/A	--
Operating Subsidy	\$230,000	\$220,000	\$500,000	117%

Source: YMPO Quarterly Reports, Achieve Human Services, Inc.

Cocopah Indian Tribe

The Cocopah Indian Tribe is a federally recognized, sovereign tribal nation with headquarters in Somerton. There are approximately 1,000 enrolled Cocopah Tribal members. A representative from the Cocopah Tribe is always included on the YMPO Executive Board, the YMPO Technical Advisory Committee, and the YCIPTA Executive Board. Members from the Cocopah Tribe have also historically participated in the RMC coordination efforts.

As a recipient of FTA 5311 Tribal Transit funds and a member of YCIPTA, the Cocopah Tribe provides transportation services to its members by providing funds for a fixed route service administered and operated by YCIPTA, the Purple Route 6A. The Purple Route 6A operates Monday through Saturday, providing connectivity between the North and West Cocopah Reservations via Yuma, the East Cocopah Reservation, and Somerton. The Purple Route 6A is featured in Figure 3 and also described in Table 9. Operations data for this route is included with the other YCAT fixed route operations statistics. The Cocopah Department of Education also provides transportation services for students, but these services are not analyzed in this RCP.

Crossroads Mission

Crossroads Mission is a Christian, faith-based nonprofit that supports unhoused and people struggling with substance abuse living in the greater-Yuma area. Services provided include counseling, addiction recovery facilities, case management, job training, education, and shower access, among others. Crossroads Mission provides rides to program participants, if needed, to and from rehabilitation services, medical appointments, job interviews, social service facilities, shopping, and recreational activities in both Yuma and La Paz Counties. Crossroads Mission participates in the YMPO's RMC.

As Crossroads Mission offers programs every day of the week, transportation services are also available daily between 8:00 AM and 5:00 PM. These services are provided free of charge. The last two fiscal years, Crossroads Mission provided over 5,500 rides for its program participants, operating over 11,000 service miles and over 1,400 service hours each year (Table 13). Crossroads Mission provides transportation on a very small budget of less than \$2,000 per year the last two years.

Table 13: Crossroads Mission Operations				
<i>FY 2019-20 - 2021-22</i>				
Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	8,818	5,704	5,595	-37%
Vehicle Service Miles	17,520	12,923	11,235	-36%
Vehicle Service Hours	1,950	1,950	1,463	-25%
Operating Costs	\$2,628	\$1,938	\$1,685	-36%
Fare Revenues	--	--	--	--
Operating Subsidy	\$2,628	\$1,938	\$1,685	-36%
<i>Source: YMPO Quarterly Reports, Crossroads Mission</i>				

Helping Ourselves Pursue Enrichment, Inc. (HOPE)

HOPE was founded over 30 years ago to provide recovery-based community services throughout Arizona, with a location in the City of Yuma. HOPE intends for members to feel empowered to make their own decisions regarding their recoveries; therefore, HOPE's program is centered on the concepts of peer and family feedback, member resiliency, trauma informed care, and health and wellness initiatives. HOPE is funded by federal and state grants, as well as by private donations. HOPE participates in the RMC.

HOPE provides transportation with its 7-vehicle fleet to clients unable to get to programming or appointments from Monday through Saturday, 8:00 AM to 5:00 PM. Rides can be arranged in Yuma, San Luis, Somerton, Fortuna Foothills, Wellton, and Gadsden. HOPE's transportation program has experienced success in recent years, providing 44 percent more passenger-trips in FY 2021-22 compared to FY 2019-20 (Table 14). The expansion of the program resulted in the budget increasing by 40 percent over the last three years.

Table 14: HOPE, Inc. Operations

FY 2019-20 - 2021-22

Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	5,208	3,218	7,519	44%
Vehicle Service Miles	18,907	10,974	39,484	109%
Vehicle Service Hours	2,800	1,506	3,556	27%
Operating Costs	\$106,956	\$110,864	\$149,580	40%
Fare Revenues	--	--	--	--
Operating Subsidy	\$106,956	\$110,864	\$149,580	40%

Source: YMPO Quarterly Reports, Hope Inc.

Horizon Health and Wellness

Horizon Health and Wellness (Horizon Health) is a private, non-profit healthcare agency that provides medical services in Yuma County. Horizon Health provides rides with its 13-vehicle fleet at no cost to and from medical and psychiatric appointments, therapy sessions, day treatment programs, and other medically necessary services for eligible patients. Patients can arrange for transportation Monday through Friday from 8:00 AM to 5:00 PM. Horizon Health provides rides in Yuma, San Luis, Somerton, and Fortuna Foothills. Staff from Horizon Health actively participate in the YMPO's RMC.

As seen in Table 15, Horizon Health provided transportation for 3,369 passenger-trips in FY 2021-22, which was a 31 percent increase over FY 2019-20. Both the number of service miles and service hours operated decreased significantly from FY 2019-20 to FY 2021-22, signifying that the cost efficiency of Horizon Health's transportation service has likely improved.

Table 15: Horizon Health and Wellness Operations*FY 2019-20 - 2021-22*

Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	2,565	4,355	3,369	31%
Vehicle Service Miles	80,395	57,496	48,124	-40%
Vehicle Service Hours	8,221	6,962	4,521	-45%
<i>Source: YMPO Quarterly Reports, Horizon Health and Wellness</i>				

Northern Arizona University – Center for Service and Volunteerism

The Northern Arizona University (NAU) Center for Service and Volunteerism Senior Companion Program provides a no-charge, door-through-door demand response service to homebound seniors and adults with disabilities living in Yuma, Fortuna Foothills, San Luis, and Somerton. The Senior Companion Program (SCP) partners with non-profits and other senior-serving organizations to match older adult volunteers with clients to provide services weekdays from 8:00 AM to 5:00 PM. NAU began sponsoring the SCP in northern Arizona in 1985 and expanded services to Yuma County in 2019. SCP volunteers support their clients by providing friendly visits, companionship, household assistance, and transportation services to support their independence. NAU also coordinates with WACOG to secure YCAT bus tickets or to arrange rides for its clients on providers covered by their insurance. Volunteers occasionally help participants secure their YCAT bus tickets or arrange for other rides so that clients have transportation throughout the entire week.

Table 16 shows operations data for the NAU Center for Service and Volunteerism’s demand response program. Based on the trips requested, NAU provided 36 percent less passenger-trips in FY 2021-22 but operated 39 percent more service miles and 179 percent more hours compared to three years ago. Participation has rebounded since the COVID-19 pandemic lows in FY 2020-21. The SCP is focused on volunteer recruitment in 2023 and 2024 to be able to provide services to more homebound seniors.

Table 16: NAU Center for Service and Volunteerism*FY 2019-20 - 2021-22*

Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	361	39	230	-36%
Vehicle Service Miles	1,751	688	2,430	39%
Vehicle Service Hours	1,293	108	3,606	179%
Operating Costs	\$15,000	\$15,000	\$11,632	-22%
Fare Revenues	--	--	--	--
Operating Subsidy	\$15,000	\$15,000	\$11,632	-22%
<i>Source: YMPO Quarterly Reports, NAU</i>				

Saguaro Foundation/Saguaro Transportation Services/SARA Rides

The Saguaro Foundation is a nonprofit dedicated to serving children and adults with disabilities or behavioral health challenges. The Saguaro Foundation has received FTA Section 5310 funding for decades to provide transportation to senior adults, handicapped, and developmentally disabled individuals throughout all of south western Yuma County. The Saguaro Foundation is a member of the RMC. The entire Saguaro Foundation vehicle fleet is accessible for persons with wheelchairs, mobility carts, or walkers. People can schedule rides with the Saguaro Foundation to social service agencies, medical appointments, and other essential trip purposes such as grocery shopping. Passengers can schedule rides for any time, any day of the week. While some trips are subsidized, privately paid trips range in cost from \$18.25 for one-way trips within Yuma to \$25.00 for one-way trips out of town.

Saguaro Transportation Services' operations data for the last three FYs is shown in Table 17. The Saguaro Foundation completed nearly 10,000 passenger-trips in FY 2021-22, representing a 33 percent increase over three years ago. The number of vehicle service miles increased slightly (8 percent) while the number of service hours decreased slightly (3 percent) from FY 2019-20 to FY 2021-22. The Saguaro Foundation's transportation budget increased to \$500,000 in FY 2021-22. While the Saguaro Foundation does collect fares on some of the trips it provides, no fare revenue data was available at the time of this study.

Table 17: Saguaro Foundation Operations

FY 2019-20 - 2021-22

Operations Data	Fiscal Year			% Change FY 20 - FY 22
	FY 19-20	FY 20-21	FY 21-22	
Passenger-Trips	7,428	11,714	9,874	33%
Vehicle Service Miles	739,735	772,186	797,051	8%
Vehicle Service Hours	6,985	4,144	6,787	-3%
Operating Costs	\$400,000	\$400,000	\$500,000	25%
Fare Revenues	N/A	N/A	N/A	--
Operating Subsidy	\$400,000	\$400,000	\$500,000	25%
<i>Source: YMPO Quarterly Reports, Saguaro Foundation</i>				

In addition to assisting with regional coordination through the RMC, the Saguaro Foundation also operates the Safe, Affordable, Reliable, Accessible (SARA) Rides one call, one click center. SARA Rides offers one number for people to call that allows them to schedule a ride through Section 5310 Providers², ensuring as many people as possible are able to get a ride. SARA Rides uses route match software to schedule rides on behalf of the transportation agencies and services based on the criteria of the various programs. Agencies participating in SARA Rides includes YCIPTA, some of the human/social services agencies discussed in this section which have their own vehicle fleets, and organizations with no vehicle fleet of their own.

² A complete list of Section 5310 Providers in the region are included under Appendix D: Yuma Regional 5310 Transit Program Brochure

Quechan Elder/Family Services

The Quechan Indian Tribe is another federally recognized, sovereign tribal nation based in Winterhaven, CA, right across the Colorado River from the City of Yuma. Similar to the Cocopah Tribe, the Quechan Tribe and the Imperial County Transportation Commission provide funding to YCIPTA to operate the Blue Route 5, described earlier, which provides connectivity between Yuma and the Fort Yuma Indian Reservation, Winterhaven, the Quechan Resort and Casino, and the Andrade Port of Entry. The Quechan Tribe and the Imperial County Transportation Commission also provide funding to YCIPTA to operate the Turquoise Route 10, also described earlier, which operates between Yuma and El Centro, CA. Operations data for these two routes are summarized earlier in the Chapter with the other YCAT fixed routes.

In addition to these services, the Quechan Elder/Family Services Department provides transportation for older tribal members in need of assistance. Eligible members can request rides from their homes to social security offices, the Bureau of Indian Affairs, and Indian Health Services, among other legal, social service, and medical destinations. Senior tribal members can also arrange for rides to go to the grocery store, the laundromat, or non-emergency medical appointments. The Quechan Elder/Family Services Department did not provide any operations data for their transportation program at the time of this study.

RISE Services, Inc.

RISE Services, Inc. (RISE) helps individuals with disabilities across the western US to live productive and fulfilling lives through its day, employment, family, residential, and children's services. RISE provides transportation for day program participants who are unable to get to RISE on their own. RISE programs operate Monday through Friday. RISE is a member of the YMPO's RMC. RISE did not provide any operations data for their transportation program.

City of San Luis Senior Services Department

The City of San Luis Parks and Recreation Department helps local seniors get where they need to go by providing transportation through its Senior Services division. Seniors can arrange for rides to destinations within the City of San Luis. The Senior Services Department is open on weekdays from 7:00 AM to 2:00 PM. No operations data was provided by the City of San Luis. City of San Luis staff participate in the YMPO.

Services Maximizing Independent Living & Empowerment (SMILE)

Services Maximizing Independent Living & Empowerment (SMILE) is a Center for Independent Living (CIL) funded by the Independent Living Discretionary Grant Program. SMILE serves disabled persons in Yuma County by providing independent living training, peer counseling, participant advocacy, and transition services. SMILE also provides mobility training and transportation referral and assistance. SMILE staff help program participants arrange rides with other providers described in this RCP and assist participants with purchasing YCAT and YCAT OnCall pass products.

Town of Wellton Ride Service

The Town of Wellton will be initiating a new ride service in 2023 to help meet the transportation needs of the community's senior population. The program is being designed to enable local seniors to continue to age-in-place. The Town of Wellton's service will provide transportation for registered program participants

to and from medical appointments, senior programs, recreational activities, and shopping. Rides will be able to be arranged Monday through Friday, 8:00 AM to 5:00 PM. There will be no fee for rides within the Town of Wellton. Fees for rides outside of the town limits will be calculated by the distance traveled.

Western Area Council of Governments (WACOG)

The WACOG Area Agency on Aging (AAA) serves senior adults aged 60 or older and their caregivers living in Yuma, La Paz, and Mojave Counties. Occasionally, depending on available resources, WACOG AAA will also provide some services to disabled adults. Services provided include assistance with applying for Medicare benefits, job training, senior nutrition, care services referrals, caregiver support, and transportation assistance, among others. Service availability does vary across the WACOG service area depending on funding. To access WACOG AAA services, people must go through an intake meeting by phone.

WACOG AAA helps meet the transportation needs of senior adults and persons with disabilities through two different approaches. First, the WACOG AAA administers the WACOG Rider Assistance Program (WRAP), a driver reimbursement program. WRAP participants designate a driver, who cannot live in their household, who helps the participant by providing rides for grocery shopping, social service appointments, medical appointments, and senior center visits. The WRAP program then reimburses these drivers at 37 cents per mile. WACOG also helps Yuma County residents with their mobility needs by referring them to discounted YCAT pass products, helping them register with YCAT OnCall, and helping them register with the Saguaro Foundation's Transportation Services. WACOG has a limited number of free passes for YCAT services that it distributes to clients in need of financial assistance.

PROVIDERS NO LONGER SERVING YUMA COUNTY

There are two human service agencies which suspended their Yuma County programming as of 2022. These two organizations are summarized in this section because although they are no longer operating in Yuma County and therefore unable to coordinate with the other existing providers, it is valuable to learn more about the services they provided to better determine which residents may have unmet transit needs in their absence.

SAAVI

SAAVI, short for the Southern Arizona Association for the Visually Impaired, is a nonprofit agency that serves blind people of all ages across the state since 1964. SAAVI provides skills training in nonvisual techniques, allowing program participants to live more independent lives. In the past, SAAVi used to provide accommodating transportation for blind Yuma County residents, providing rides Monday through Friday from 8:00 AM to 4:00 PM free of charge. No other operations data was provided by SAAVI.

NAZCARE, Inc.

NAZCARE provides recovery services to both individuals and families being impacted by mental and/or substance abuse disorders in rural Arizona. Some of the services provided by NAZCARE at their Yuma County location (El Bienestar Wellness Center) included peer support, monitoring skills, wellness planning, recreational activities, life skills, employment readiness, nutrition counseling, and exercise classes, among others.

NAZCARE previously provided door-to-door, demand response transportation to its clients in Yuma County Monday through Friday from 10:00 AM to 4:00 PM. No fees were charged for this service. Clients were able to utilize this service for free to get to and from local locations; NAZCARE did not provide trips to out-of-county destinations. NAZCARE provided upwards of 15,000 passenger-trips annually through this service, operating over 175,000 service miles and 32,000 service hours the last three fiscal years (Table 18). A representative from NAZCARE has historically been a part of the YMPO RMC. NAZCARE referred its clients to the Community Health Associates and HOPE, Inc.

Table 18: NAZCARE, Inc. Operations				
<i>FY 2019-20 - 2021-22</i>				
Operations Data	Fiscal Year			% Change
	FY 19-20	FY 20-21	FY 21-22	FY 20 - FY 22
Passenger-Trips	21,500	14,569	16,181	-25%
Vehicle Service Miles	190,000	176,258	181,470	-4%
Vehicle Service Hours	35,000	33,964	32,000	-9%
<i>Source: YMPO Quarterly Reports, NAZCARE, Inc.</i>				

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STAKEHOLDER AND PUBLIC OUTREACH

INTRODUCTION

During the months of December and January, LSC Transportation Consultants conducted two stakeholders' meetings, two public workshops, and one online community survey. During these engagement opportunities, the findings were summarized and presented via PowerPoint. Each presentation also featured questions for discussion and opportunity for feedback. The following section describes the input received through each type of engagement activity.

STAKEHOLDER AND PUBLIC OUTREACH WORKSHOPS

Regional Mobility Committee and Technical Advisory Committee

Both the YMPO Regional Mobility Committee (RMC) and YMPO Technical Advisory Committee (TAC) meetings were held during the week of January 9th via teleconference. As discussed in Chapter 5, the RMC and TAC are made up of local transportation providers and government agency representatives. After findings from were presented, a series of questions were asked to create discussion around transportation and transit services within Yuma County. These questions included the following:

- Are there any other current transit/mobility needs that we should include?
- Are there currently any duplications in service that you know of?
- What do you think the major barriers to transit and transportation are in Yuma County?

While the unanimous input received at each of these meetings was positive, the following potential challenges and transportation barriers were identified:

- ➔ Services can be limiting for people who do not meet the requirements.
- ➔ Lack of continuity in information.
- ➔ Limitations to service are not always known by public.
- ➔ Students do not have many options in getting to and from school in rural areas of the county.

While discussing the previous 2017 plan's goals and objectives, it was agreed that taxi vouchers were likely not an effective use of time and effort moving forward. The RMC also agreed that they would like to be more inclusive of local tribal leaders and government representatives particularly from Somerton, which had been identified as an area of Yuma County with a high concentration of transit dependent people.

General Public

Two public workshops were conducted during the week of January 30th. There were two in-person meetings held, one at the San Luis Library branch in the early afternoon and another at the Yuma Main Library in the later afternoon. Participants were also given the opportunity to attend the Yuma Main Library workshop via Zoom. During the workshop, the overall project goals and objectives were presented, demographic data

was discussed, and questions were asked of attendees. During the open discussion portion of the meeting, the following issues were raised for consideration moving forward:

- The region needs to continue to make sure all information is translated to Spanish at a minimum. Language translation may need to consider the Filipino community as their population in the region grows.
- Students need more options and education regarding transportation in the region.
- More effort needs to be made in coordinating and planning transportation for social, recreational, and non-medical trips for residents.
- 1st and last mile transportation for residents using YCAT.
- Increase public awareness of existing services.
- Provide connections between Phoenix Airport and Yuma County.
- Improve NEMT reliability.

ONLINE COMMUNITY SURVEY

An online community survey was made available to the greater-Yuma population from January 19 through February 6, 2023. The community survey was designed to collect data regarding how people currently use and perceive both public and specialized transportation services in the Yuma-area, as well as to determine if there were any trends in the unmet transit needs of the survey respondents.

The community survey was advertised first by emailing various stakeholders the surveys and flyers to advertise the survey. Both the survey and the flyers were available in both English and Spanish. These flyers had QR codes for people to scan to take the survey online. These stakeholders were then asked to distribute the survey to their own networks and to post the flyers wherever possible. All of the survey materials were then emailed to the stakeholders a second time during the survey effort.

The survey was entirely online through Survey Monkey and available in both English and Spanish, with a simple introduction and 16 questions in multiple choice, short-answer, or comment format. Only 24 people participated in community survey, all responding in English, despite having multiple weeks to participate. Tables and figures presenting the online community survey results are included in Appendix C. Below is a brief summary of the results:

- All of the respondents were between the ages of 31 to 75 years old. 92 percent had at least one working vehicle available to their home, and 29 percent had three or more vehicles available.
- While only 25 percent of the survey respondents reported to using specialized transportation services, 62 percent said that they have a friend or family member who relies on these services. The respondents ranked the importance of having specialized transportation services available for the local community a 5 out of 5, or “important.”
- 21 percent of the respondents said that they occasionally need a ride within Yuma County, but do not have one available. When asked if sometimes they couldn’t get a ride to destinations outside of Yuma County, this number jumped to 46 percent.

- The most common destination the respondents said that they had been unable to get a ride to was medical appointments (32 percent), followed by shopping (23 percent) and work (18 percent). The respondents indicated a greater need for transportation assistance on weekdays compared to weekends. The most popular times of day the respondents need transportation services were 6:00 AM to 8:00 AM and 8:00 AM to 12:00 PM.
- The top reasons preventing the respondents from utilizing public transit, taxis/Ubers/Lyfts, or other specialized transportation services were the bus schedules/frequencies (41 percent), the bus stops being too far away (32 percent), and how difficult it is to find information on these services (27 percent).
- The survey respondents were relatively aware of the public transit services available in Yuma County: 95 percent of the respondents either had used or heard of YCAT, but only 37 percent had used/heard of YCAT On-Call.
- The specialized transportation services most used or heard of by the survey respondents were the Saguaro Foundation (63 percent), the City of San Luis Senior Services Department (31 percent), and the Western Area Council of Governments (WACOG) (31 percent). These results indicate that there is generally less awareness of the specialized transportation services available in Yuma County compared to the public transit services.
- In the additional comments, some respondents expressed the importance of maintaining specialized transportation services for the local disabled and senior adult populations. Two individuals discussed how there needs to be more, and clearer, information made available on Yuma County's specialized transportation services to spread awareness and help make it easier for people to take advantage of these programs.

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POTENTIAL NEEDS, GAPS, AND DUPLICATIVE SERVICES

INTRODUCTION

Estimating the needs for specialized transportation requires multiple approaches. To determine the potential transportation needs and gaps for the YMPO community, recent demographic data from both the 2019-2023 American Community Survey and 2020 Decennial Census was first analyzed and discussed in Chapter 3. To further supplement this information, a provider questionnaire was distributed and community stakeholder workshops were held. Lastly, an online community survey and two in-person, one being an online hybrid, workshops were held to gather additional public input. The following sections describe the needs and gaps in service identified during the planning process. Later, these needs and gaps will inform the strategy recommendations that will be put forth in Chapter 9.

TRANSPORTATION BARRIERS AND NEEDS

The major barriers identified during the research, stakeholder questionnaires, and public outreach related to eligibility, scheduling, geography, and informational understanding.

The following potential transportation needs were identified during the course of the Plan:

- Transportation can be limiting for people who either do not meet or know that they meet the eligibility requirements for services.
- There is a lack of transportation services for non-medical appointments.
- Many people simply do not know what services are available or how to learn more information.
- Students do not have many options in getting to and from school in rural areas of the county.

GAPS IN SERVICE

Gaps in service are typically identified under three categories:

- Geographic gaps are those areas which do not have service available, either for residents or to reach key destinations.
- Temporal gaps are defined as days or times when service is not available.
- Eligibility gaps exist when individuals are not eligible for transportation services because they do not meet the criteria of the agencies providing transportation.

The plan process identified the following gaps in service:

- There are very few transportation services within the City of Somerton.
- There are very few transportation services within the Town of Wellton.
- There is a lack of regional services with connections to Phoenix or Tucson.
- The absence of two transportation service providers (NAZCARE, Inc. and SAAVI) which have recently ended their service in Yuma County. This may result in a gap of services to those who

- are impacted by mental and/or substance abuse disorders (NAZCARE, Inc) or those who experience vision impairment (SAAVI).
- 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 stakeholder interviews revealed no overlap of services, a lack of information and coordination could result in a duplication of services.

DUPLICATIVE SERVICES

There were no major duplicative services identified during the study.

EVALUATION CRITERIA AND COORDINATION

EVALUATION CRITERIA AND COORDINATION

The YMPO provides initial review of applications for potential FTA projects. Major responsibilities include:

- Developing and maintaining each RCP.
- Reviewing 5310 applications submitted annually and prioritizing regional project funding recommendations based on the goals and recommendations defined by the RCP, as well as funding availability. Recommendations for goals and objectives for coordination strategies will be presented in Chapters 10.
- Providing technical assistance to applicants and subsequent grant sub recipients in each region in meeting federal and state grant requirements.
- Coordinating transportation activities in the region, within a mobility management framework. Applicants are to work directly with YMPO staff on Section 5310 application requirements.

After YMPO review, the prioritized project recommendations will be forwarded to ADOT for its review of overall program compliance and budget impact, prior to the Department's statewide grant submittal to the FTA. In addition, the YMPO is responsible for managing the Regional Mobility Committee, which, in turn, oversees and provides input towards the RCP and prioritized projects to be funded in each region.

Proposed projects must aim to improve the mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility. These projects or programs may include any of the following: buses and vans, wheelchair lifts, ramps, and securement devices, transit-related information technology systems, including scheduling/routing/one-call systems, mobility management programs, or acquisition of transportation services under a contract, lease, or other arrangements. Some examples of nontraditional Section 5310 project include: travel training, volunteer driver programs, building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features, improving signage, or way-finding technology, incremental cost of providing same day service or door-to-door service, purchasing vehicles to support new accessible taxi, rides sharing, and/or vanpooling programs.

Lastly, the federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share. In the YMPO region, service providers actively participate in a Regional Mobility Committee (RMC). 5310 funding will only be distributed to projects that are listed in the RCP and which meet the above criteria. The RMC makes a recommendation to the TAC, then the TAC makes a recommendation to the Executive Board to approve or adopt the Plan.

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Chapter 9

REGIONAL GOALS AND STRATEGIES

This chapter identifies mobility goals and supportive strategies most suitable for the YMPO region. These potential goals and strategies aim to meet the transportation needs for both individuals who are 65+ years or living with a disability. The goals include the following: 1) Maintain Existing Transportation Services; 2) Enhance or Expand Transportation Services; 3) Increase Awareness of Available Mobility Resources; and 4) Increase Cooperation and Coordination Among Transportation Providers. Each goal is then followed by sample activities, programs, and projects that could be funded as they relate to each goal.

YMPO REGIONAL COORDINATION GOALS

Through various discussions with YMPO staff, the regional Technical Advisory Committee (TAC), and the Regional Mobility Committee (RMC) the following goals are presented in an order of priority. Each goal has examples of which types of activities, programs, and projects could potentially be funded by FTA Section 5310 project requests. These activities are meant to be illustrative and are not recommendations of this RCP.

I. Maintain Existing Transportation Services

This goal includes measures that keep existing public transit, tribal transit, non-profit, and private for-profit services operating in a safe and reliable way. This category includes activities such as:

- Maintain and replace vehicles to ensure State of Good Repair and asset management standards.
- Maintain transportation infrastructure and facilities to support State of Good Repair, asset management, and ADA standards.
- Recruit and retain volunteer and/or paid drivers to maintain existing service levels.
- Promote location-efficiency and accessibility when siting new facilities that serve seniors, people with disabilities, or those with low income.
- Sustain shared-cost programs for human and social service providers that enhance flexible mobility options for clientele who are seniors, people with disabilities, veterans, or people with low income.
- Apply for capital and operating grants to support existing transportation services.

II. Increase Public Awareness of Available Transportation Resources

This goal includes measures that reduce or eliminate uncertainty and confusion about mobility services or that increase traveler confidence in how to use the services available to them. This category includes activities such as:

- Develop and deploy travel training programs for seniors, people with disabilities, and people with low-income.

- Develop and promote coordinated online resources and information brochures that inform and educate about all mobility resources available in the region.
- Target outreach to seniors, people with disabilities, and people with low income about the array of long-distance, “one-seat” travel options currently available.
- Educate human services providers to increase their awareness of travel options available to their clients.
- Establish a consolidated call center for traveler information and trip reservations.
- Apply for grants to increase public awareness of available resources.

III. Increase Cooperation and Coordination Among Transportation Providers

This goal includes measures that enhance the ability of different organizations to coordinate with each other in the delivery of services to improve overall efficiency and quality of service. This category includes activities such as:

- Expand opportunities for communication between transportation service providers and referral agencies.
- Support on-going communication and coordination between public, tribal, non-profit, and for-profit transportation service providers.
- Enhance the capacity for coordinated scheduling, reservations, and dispatch services among providers.
- Support vehicle sharing and maintenance agreements between service providers where feasible.
- Enhance emergency transportation planning and coordination for people with special mobility needs.
- Expand coordination with tribal transit providers and tribal health systems.
- Coordinate public and specialized transportation services with Veterans’ transportation programs.
- Investigate and reduce potential duplication of services or consolidate services for improved efficiency.
- Apply for grants to increase cooperation and coordination among service providers.

IV. Enhance or Expand Transportation Services

This includes measures that increase the availability or duration of mobility services, reduce the need to travel altogether, or which introduce new programs to address identified unmet needs. This category includes activities such as:

- Increase hours of service operation to start earlier in the day and/or run later at night.
- Increase days of service operation to include weekends.
- Increase the operating frequency of existing service.

- Expand services into new or underserved areas.
- Recruit and retain volunteer and/or paid drivers to expand service levels.
- Enhance or introduce “first mile/last mile” service connections.
- Reduce travel cost as a barrier to accessing services.
- Improve Non-Emergency Medical Transport (NEMT) services for patients discharged from hospitals or other care facilities.
- Apply for capital and operating grants to enhance or expand transportation services.

RECOMMENDED STRATEGIES

Table 19 shows each recommended strategy and the goal it supports. These strategies are also sorted by priority. The following describes each strategy in additional detail.

Ensure that there are enough ADA compliant vehicles for use. YMPO and the regional transit and transportation providers shall continue to provide services that support those with mobility restrictions and disability. Each provider should ensure that there are enough ADA compliant vehicles to adequately serve their clientele.

Expand marketing efforts to inform the public in addition to potential users of available transportation resources and services within the region. YMPO and the RMC shall continue to seek ways in which to further educate the general public and eligible transit and transportation clients of the existing services available. This may include increasing marketing efforts through in-person presence at social events, placing more ads in news media outlets, and providing additional marketing outreach materials.

Involve more groups in the YMPO Regional Mobility Committee. The RMC will continue to seek new groups to join their bi-monthly committee meetings. This strategy is intended to promote ongoing inclusivity of various socio-economic and demographic groups within the region who would benefit the transportation and transit landscape overseen by the YMPO.

Work to address unmet transit needs within Yuma County, as well as identify individuals and groups with unmet needs. The YMPO will continue to gather unmet needs with the ongoing intention of improving the transit and transportation network throughout Yuma County.

Explore possible coordination in providing non-medical transportation services. The YMPO and RMC will continue to seek ways in which to provide transportation services that are not necessarily medical. In providing transportation for non-medical trips such as social events, grocery shopping, and other errands, the YMPO and RMC strive to create a certain quality of life for people who are over the age of 65 years old and/or living with a disability.

Expand SARA Rides and increase coordination with transit providers in nearby regions. The YMPO and RMC will continue to support SARA rides in providing transportation services with a focus on increasing inter-regional connections.

Expand to serve additional areas and populations of Yuma County. The YMPO and RMC will continue to seek ways in which to service additional areas and populations of those needing transportation services within Yuma County.

Explore opportunities to provide limited service to Phoenix. The YMPO and RMC will continue to explore ways in which to support and raise awareness towards the need for limited transportation services to and from Phoenix.

Table 19: YMPO 2023 Regional Coordination Plan Goals and Strategies			
Recommended Goal	Strategy	Lead Agency	Potential Funding Sources
<i>1. Maintain Existing Transportation Services</i>	Ensure that there are enough ADA compliant vehicles for use.	All operators of 5310 vehicles.	FTA Section 5310, Agency Funding
<i>2. Increase Public Awareness of Available Transportation Resources</i>	Expand marketing efforts to inform general public and potential users of available transportation resources and services within the region.	YMPO, YCAT, RMC, Service providers	FTA Section 5310, Agency Funding
<i>3. Increase Cooperation and Coordination Among Transportation Providers</i>	Involve more groups in the YMPO Regional Mobility Committee.	YMPO/RMC	N/A
<i>4. Enhance or Expand Transportation Services</i>	Work to address unmet transit needs within Yuma County, as well as identify individuals and groups with unmet needs.	YMPO/RMC	FTA Section 5310, 5311
<i>4. Enhance or Expand Transportation Services</i>	Explore possible coordination in providing non-medical transportation services.	YMPO/RMC	FTA Section 5310, Agency Funding
<i>4. Enhance or Expand Transportation Services</i>	Expand SARA Rides and increase coordination with transit providers in nearby regions.	Saguaro Foundation	FTA Section 5312 R2W
<i>4. Enhance or Expand Transportation Services</i>	Expand to serve additional areas and populations of Yuma County.	YMPO/RMC	FTA Section 5310, Agency Funding
<i>4. Enhance or Expand Transportation Services</i>	Explore opportunities to provide limited service to Phoenix.	YMPO/RMC	FTA Section 5310, Agency Funding

FTA SECTION 5310 PROJECTS

Table 20 shows a summary of project funding requests to be funded under the FTA Section 5310 Program. As shown, these projects are primarily aimed to maintain existing vehicles and services. Over the next two fiscal years transportation providers will be asking for a total of \$2,664,808 in FTA Section 5310 Grant funding. This would be matched locally with \$1,459,439. These projects all support the recommended goals and strategies recommended by the RCP.

Table 20: 2023 YMPO RCP FTA Section 5310 Grant Requests

Agency	Funding Request	Federal Funding	Local Match	Total Cost
ACHIEVE Human Services, Inc.	Maintenance Funds - Vehicles	\$80,000	\$20,000	\$100,000
ACHIEVE Human Services, Inc.	Replacement - Minivan (No Ramp)	\$71,665	\$19,709	\$91,374
ACHIEVE Human Services, Inc.	Replacement - Minivan (No Ramp)	\$71,665	\$19,709	\$91,374
Crossroads Mission	New Vehicle - Minivan (No Ramp)	\$71,665	\$19,709	\$91,374
Crossroads Mission	New Vehicle - Minivan (No Ramp)	\$71,665	\$19,709	\$91,374
Crossroads Mission	Operating Funds - Transportation Program (FY 23)	\$15,000	\$15,000	\$30,000
Crossroads Mission	Operating Funds - Transportation Program (FY 24)	\$15,000	\$15,000	\$30,000
Crossroads Mission	Maintenance Funds - Vehicles (FY 23)	\$10,000	\$2,500	\$12,500
Crossroads Mission	Maintenance Funds - Vehicles (FY 24)	\$10,000	\$2,500	\$12,500
HOPE, Inc.	Operating Funds - Transportation Program (FY 23)	\$101,788	\$101,788	\$203,576
HOPE, Inc.	Operating Funds - Transportation Program (FY 24)	\$114,462	\$114,462	\$228,924
HOPE, Inc.	Maintenance Funds - Vehicles (FY 23)	\$10,800	\$2,700	\$13,500
HOPE, Inc.	Maintenance Funds - Vehicles (FY 24)	\$11,340	\$2,835	\$14,175
HOPE, Inc.	Replacement - Minivan (No Ramp)	\$71,665	\$19,709	\$91,374
HOPE, Inc.	New Vehicle - Minivan (No Ramp)	\$85,987	\$23,647	\$109,634
NAU Center for Service & Volunteerism	Operating Funds - Transportation Program (FY 23)	\$24,421	\$24,421	\$48,842
NAU Center for Service & Volunteerism	Operating Funds - Transportation Program (FY 24)	\$24,421	\$24,421	\$48,842
RISE	Maintenance Funds - Vehicles	\$65,000	\$16,250	\$81,250
Saguaro Foundation	Operating Funds - Transportation Program (FY 23)	\$300,000	\$300,000	\$600,000
Saguaro Foundation	Operating Funds - Transportation Program (FY 24)	\$300,000	\$300,000	\$600,000
Saguaro Foundation	Operating Funds - One Call One Click Center (FY 23)	\$25,000	\$6,250	\$31,250
Saguaro Foundation	Operating Funds - One Call One Click Center (FY 24)	\$25,000	\$6,250	\$31,250
Saguaro Foundation	Maintenance Funds - Vehicles (FY 23)	\$300,000	\$75,000	\$375,000
Saguaro Foundation	Maintenance Funds - Vehicles (FY 24)	\$300,000	\$75,000	\$375,000
Saguaro Foundation	Replacement - Cutaway (With Lift) (14-Passenger)	\$105,774	\$29,088	\$134,862
Saguaro Foundation	Replacement - Cutaway (With Lift) (14-Passenger)	\$105,774	\$29,088	\$134,862
Saguaro Foundation	Replacement - Cutaway (With Lift) (14-Passenger)	\$126,930	\$34,906	\$161,835
Saguaro Foundation	Replacement - Minivan (With Ramp)	\$71,665	\$19,709	\$91,374
Saguaro Foundation	New Vehicle - Minivan (With Ramp)	\$85,987	\$23,646	\$109,634
Saguaro Foundation	Replacement - Cutaway (With Lift) (9-passenger)	\$119,103	\$33,593	\$152,696
City of Somerton	New Vehicle - Cutaway (with Lift)	\$126,930	\$34,906	\$161,835
Total		\$2,998,707	\$1,511,502	\$4,510,209
Source: YMPO Agency 2023-2024 Workbooks				
Note: This table includes current and future Fiscal Year funding requests.				

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DEMOGRAPHIC MAPS

The demographics of a region greatly influence the relative demand for various transit services. This Appendix contains demographic maps that present visual representations of the data discussed in Chapter 2 of the YMPO Regional Coordination Plan. The maps depict where potentially transit dependent persons live in the YMPO jurisdictional area. The population categories analyzed include:

- Figure A-1, Senior population ages 65 or older – who often are no longer comfortable driving or no longer able to but need to get out of home for various purposes, including medical appointments, grocery shopping, and other personal business.
- Figure A-2, Individuals with a disability – who may have a condition that makes it difficult to drive themselves.
- Figure A-3, The population living below the poverty level –who often lack the means to acquire or maintain a private automobile. This population is considered to be those who live below the poverty level as defined by the US Census Bureau.
- Figure A-4, Unemployed population – who may lack the means to acquire or maintain a private automobile. This population is considered to be those who are available or searching for work, but not employed.
- Figure A-5, Households without a vehicle available – those who live in home without a vehicle available are very likely to rely on alternative transportation such as public transit.

Figure A.1

Senior Adults (65 and Over)

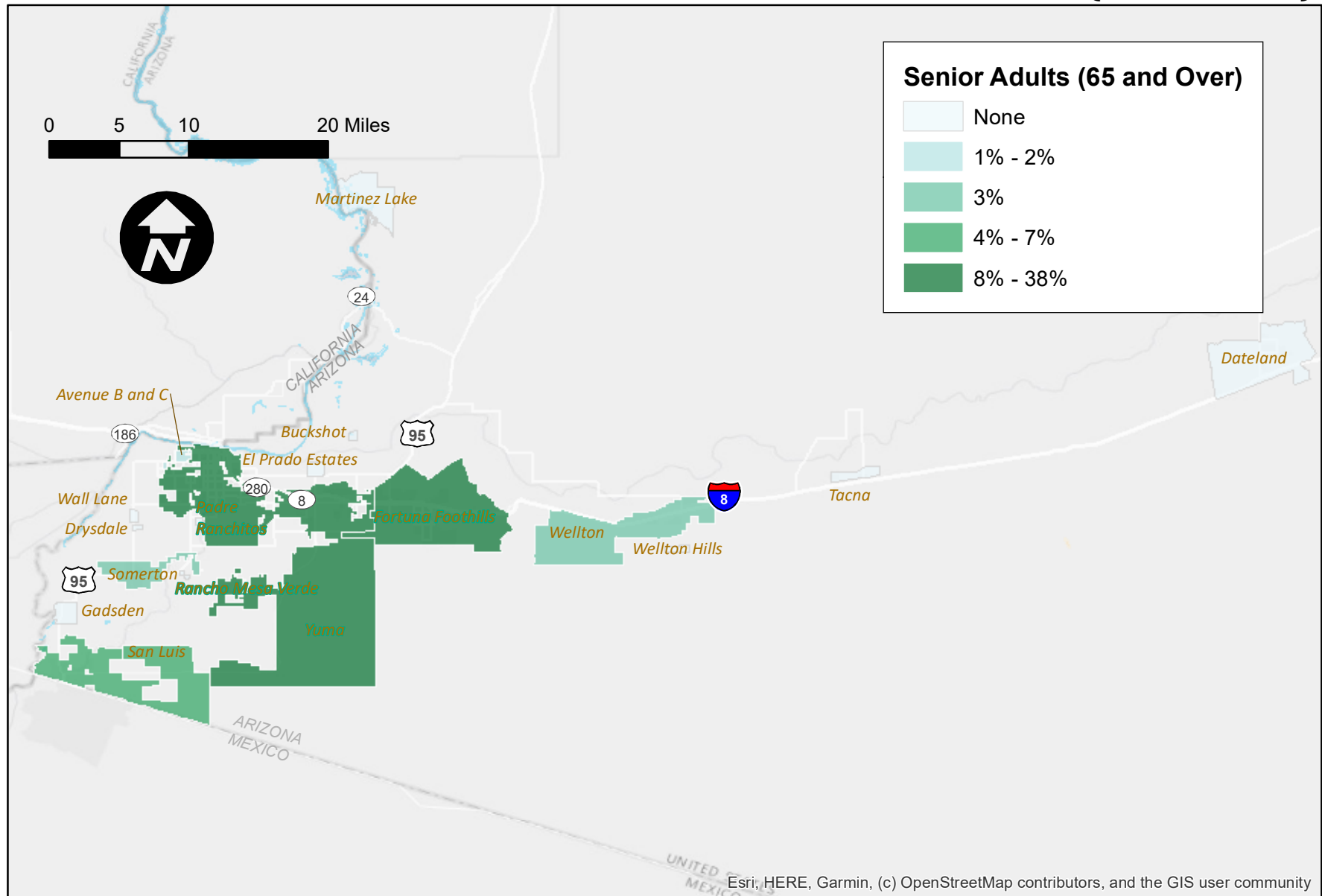


Figure A.2 Persons with a Disability

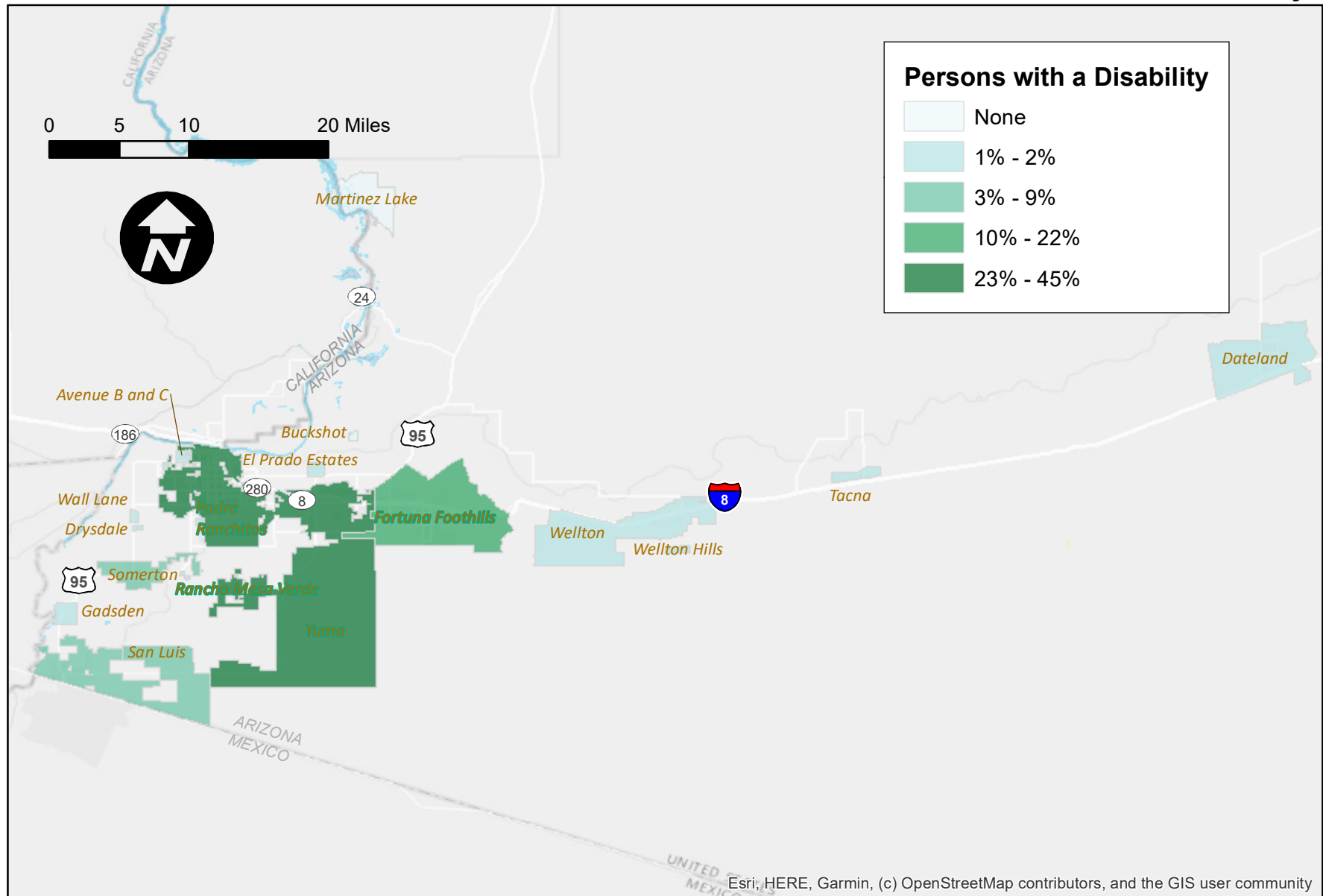


Figure A.3

Persons Living Below the Poverty Line

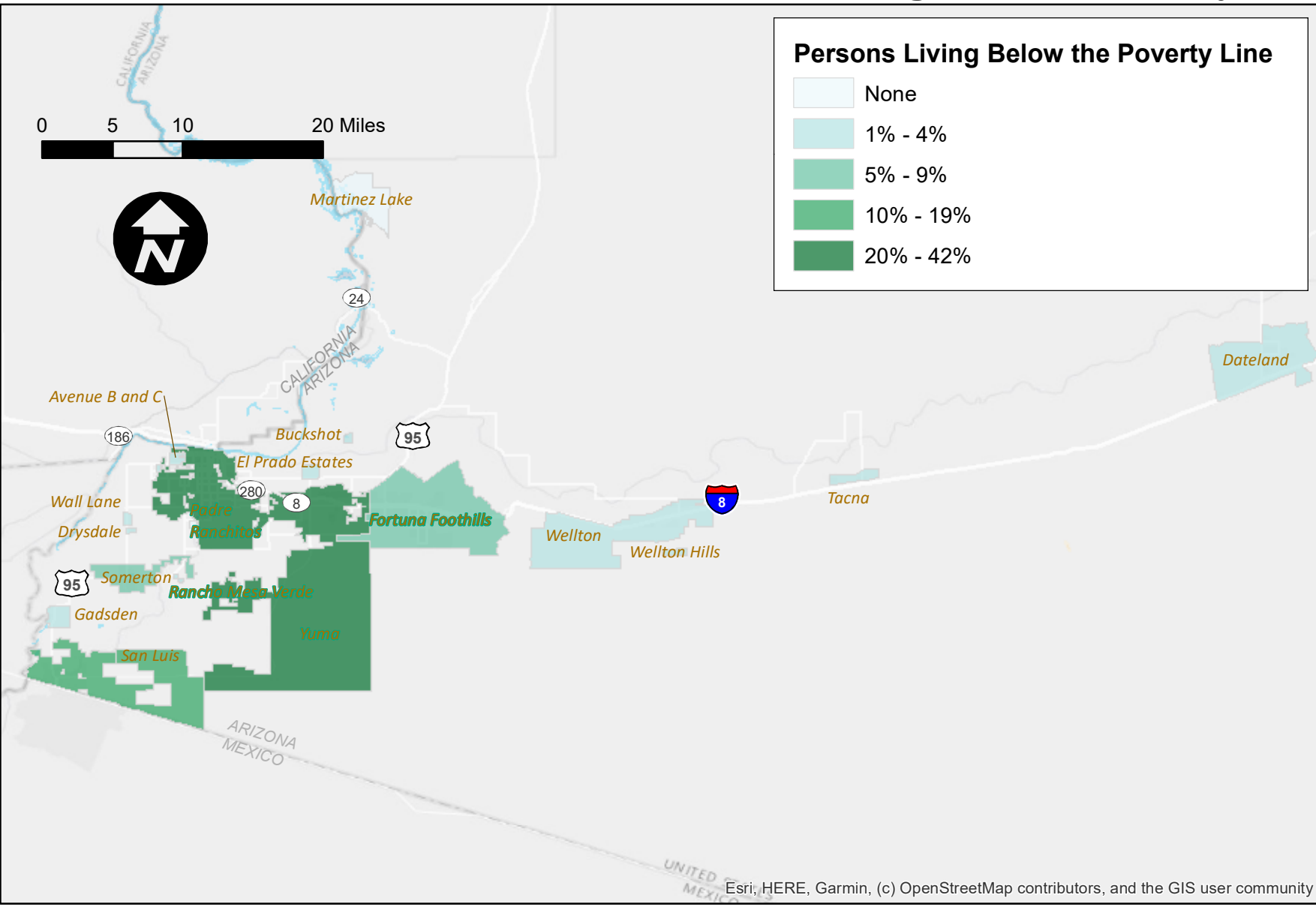


Figure A.4 Unemployed

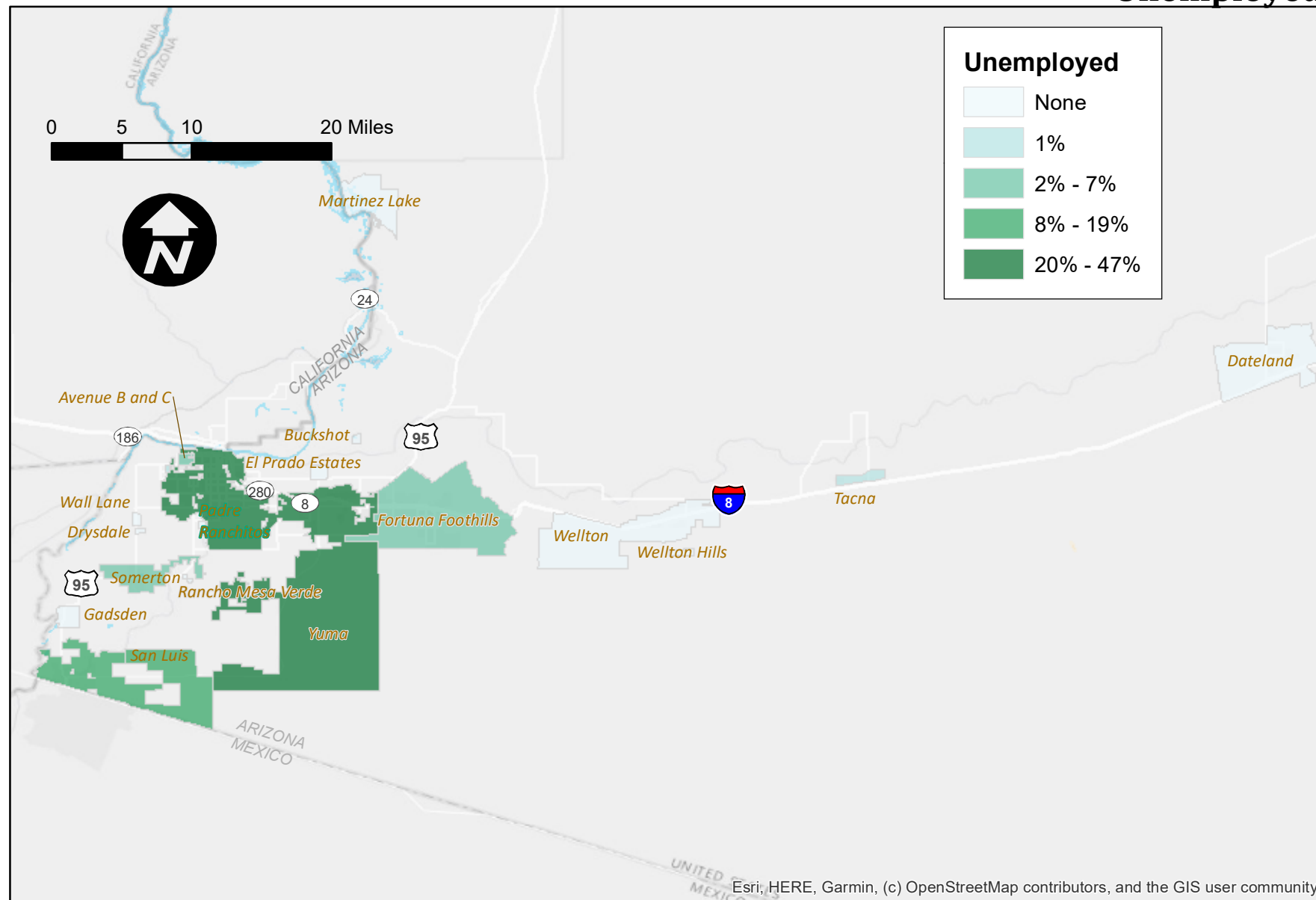
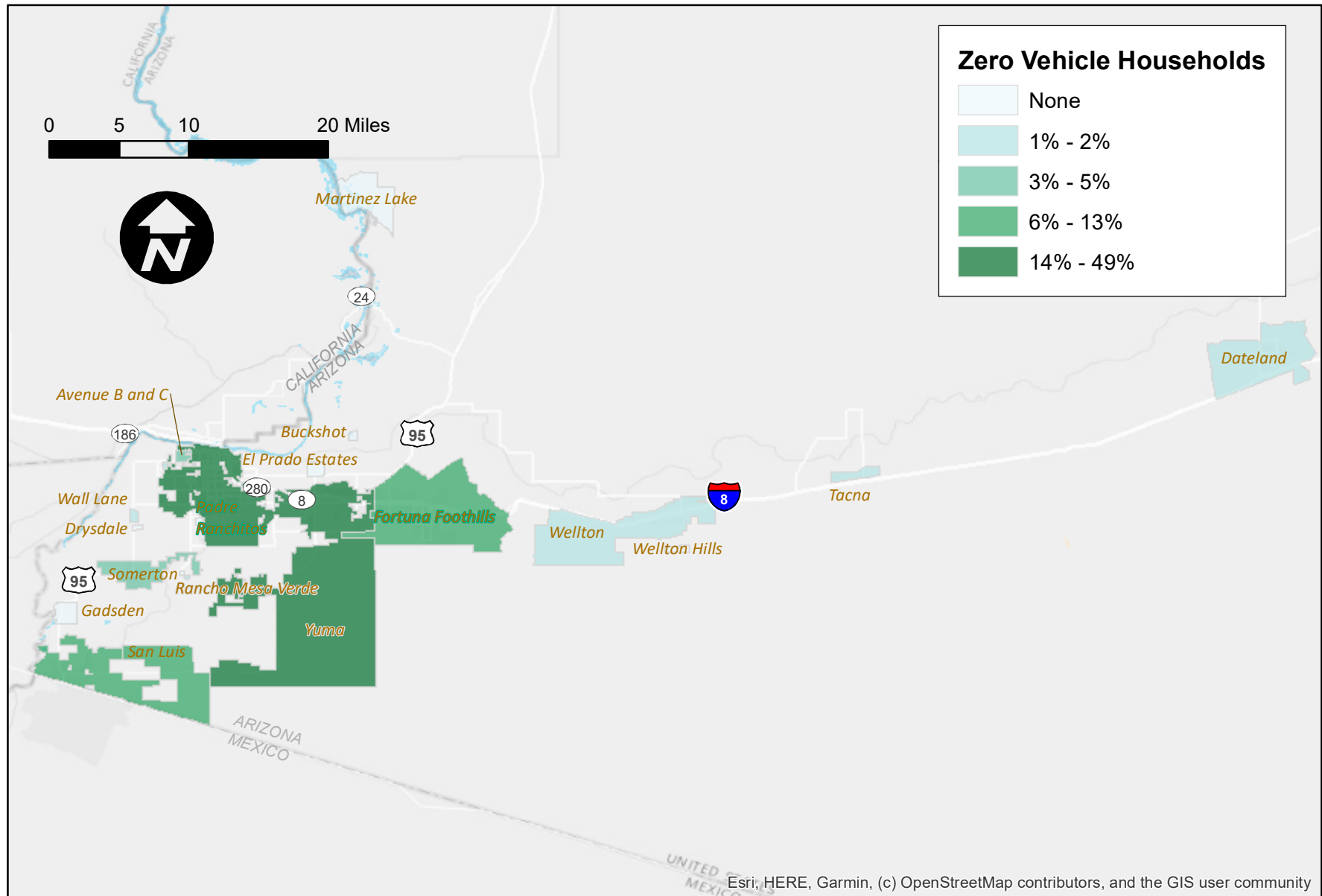




Figure A.5 Zero Vehicle Households



Appendix B

VEHICLE INVENTORIES OF YUMA COUNTY TRANSPORTATION PROVIDERS

SUMMARY OF VEHICLE INVENTORIES

Transportation providers need to have a fleet of safe, accessible vehicles in order to get people where they need to go. Given the expenses and time required to acquire new vehicles, it is important that transportation providers plan ahead for when they will need to replace current vehicles. This Appendix contains tables which summarize basic information on the vehicle fleets of the following transportation providers, all of which were described in detail in Chapter 5:

- ACHIEVE, Inc.
- Crossroads Mission
- HOPE, Inc.
- Horizon Health and Wellness
- Saguaro Foundation

While there are other transportation providers in Yuma County which own and operate their own vehicles, these organizations did not provide updated vehicle inventories to be included in this Regional Coordination Plan.

Table B-1: ACHIEVE Inc. Active Vehicle Inventory

Agency ID	ADOT Lien?	Make	Model	Year	Mileage ¹	# Passenger Seats	ADA Accessible	Est. Replacement Year
--	Yes	Chevy	Uplander	2008	223,688	6	No	Unknown
--	Yes	Chevy	Uplander	2008	222,276	6	No	Unknown
--	Yes	Toyota	Sienna	2010	306,047	6	No	Unknown
--	Yes	Toyota	Sienna	2010	178,969	6	No	Unknown
--	Yes	Chevy	Silverado	2009	161,590	5	No	Unknown
--	Yes	Dodge	Caravan	2016	102,066	7	No	Unknown
--	Yes	Dodge	Caravan	2013	120,034	7	No	Unknown
--	Yes	Toyota	Sienna	2012	235,601	6	No	Unknown
--	Yes	Dodge	Caravan	2012	192,327	7	No	Unknown
--	Yes	Dodge	Caravan	2012	152,862	7	No	Unknown
--	Yes	Dodge	Caravan	2013	133,833	7	No	Unknown
--	Yes	Dodge	Caravan	2013	99,991	7	No	Unknown
--	Yes	Dodge	Caravan	2013	133,555	7	No	Unknown
--	Yes	Chevy	Express	2019	81,324	12	No	Unknown
--	Yes	Chevy	Express	2018	55,973	12	No	Unknown
--	Yes	Dodge	Caravan	2015	167,232	7	No	Unknown
--	Yes	Ford	E350	2015	64,279	10	Yes	Unknown
--	Yes	Dodge	Caravan	2016	109,919	7	No	Unknown
--	Yes	Dodge	Caravan	2016	79,810	7	No	Unknown
--	Yes	Dodge	Caravan	2016	117,135	7	No	Unknown
--	Yes	Toyota	Sienna	2012	150,399	6	No	Unknown
--	Yes	Ford	Transit	2017	72,341	10	No	Unknown
--	Yes	Ford	Transit	2017	66,617	10	No	Unknown
--	Yes	Ford	Transit	2017	98,963	10	No	Unknown
--	Yes	Chevy	Express	2018	80,342	12	No	Unknown
--	Yes	Dodge	Caravan	2017	54,220	7	Yes	Unknown
--	Yes	Toyota	Sienna	2012	184,469	6	No	Unknown
--	Yes	Toyota	Sienna	2011	123,402	6	No	Unknown
--	Yes	Dodge	Caravan	2016	46,499	7	Yes	Unknown

Source: ACHIEVE Inc, YMPO

Note 1: Mileage recorded 9/28/2022

Table B-2: Crossroads Mission Active Vehicle Inventory

Agency ID	ADOT Lien?	Make	Model	Year	Mileage ¹	# Passenger Seats	ADA Accessible	Est. Replacement Year
--	Yes	Ford	Transit	2018	56,634	15	--	--

Source: Crossroads Mission, YMPO

Note 1: Mileage checked on 9/9/2022

Table B-3: HOPE Inc. Active Vehicle Inventory

Agency ID	ADOT Lien?	Make	Model	Year	Mileage ¹	# Passenger Seats	ADA Accessible	Est. Replacement Year
27	No	Kia	Forte	2021	6,505	4	No	2023
24	No	Kia	Forte	2021	13,135	4	No	2022
34	No	Kia	Forte	2022	2,154	4	No	2024
25	Yes	Chevy	Express 3500	2021	9,588	12	No	2030
0858	No	Honda	Civic	2012	138,495	3	No	2023
1510	Yes	Dodge	Grand Entervan	2018	24,991	5	Yes	2026
33	Yes	Ford	Transit	2022	3,940	6	No	2030

Source: Horizon Health & Wellness, YMPO

Note 1: Mileage checked 8/2022

Table B-4: Horizon Health & Wellness Active Vehicle Inventory

Agency ID	ADOT Lien?	Make	Model	Year	Mileage ¹	# Passenger Seats	ADA Accessible	Est. Replacement Year
#1009	Yes	Ford	Supreme	2009	54,623	6	Yes	2024
#1511	Yes	Chevy	Express	2015	94,409	12	No	2024
#1707	Yes	Chevy	Express	2017	72,072	12	No	2025
#1708	Yes	Chevy	Express	2017	90,470	12	No	2025
#1709	Yes	Chevy	Express	2017	87,124	12	No	2025
#1711	Yes	Chevy	Express	2017	78,922	12	No	2025
#1714	Yes	Ford	E150	2017	54,335	7	No	2026
#2109	No	Chevy	Malibu	2021	7,256	5	No	2025
#2112	No	Chevy	Malibu	2021	7,084	5	No	2025
#2114	No	Chevy	Malibu	2021	6,917	5	No	2025
#2215	No	Mazda	3	2022	3,231	5	No	2026
#2216	No	Mazda	3	2022	1,040	5	No	2026
#2217	No	Mazda	3	2022	2,238	5	No	2026

Source: Horizon Health & Wellness, YMPO

Note 1: Mileage checked on 10/3/2022

Table B-5: Saguaro Foundation Active Vehicle Inventory

Agency ID	ADOT Lien?	Make	Model	Year
93	No	Dodge Caravan	Caravan	2006
100	Yes	Ford	El Dorado	2006
113	No	Kia	Seremto	2007
114	Yes	Ford	El Dorado	2007
115	Yes	Ford	El Dorado	2007
118	No	GMC	Canyon	2008
119	Yes	Chevrolet	Uplander	2008
120	Yes	Chevrolet	Uplander	2008
121	Yes	Ford	Supreme	2008
122	No	Toyota	Sienna	2010
123	No	Attitude	RV	2010
126	No	Toyota	Sienna	2011
129	Yes	Chevrolet	Silverado 4x4	2011
130	Yes	Dodge	Caravan	2011
131	Yes	Dodge	Caravan	2011
132	Yes	ElDorado	Aerolite	2012
133	Yes	ElDorado	Aerolite	2012
134	Yes	Supreme	Cutaway	2012
137	Yes	Supreme	Cutaway	2013
138	Yes	Supreme	Cutaway	2013
141	Yes	Starc	Cutaway	2014
142	No	Toyota	Sienna	2006
143	No	Ford	Transit Wagon	2015
144	No	Ford	Transit Connect	2015
145	Yes	Starc	Cutaway	2015
146	No	Ford	Transit	2016
147	No	Ford	Transit	2016

Source: YMPO, Saguaro Foundation

Table B-6: Saguaro Foundation Active Vehicle Inventory

Agency ID	ADOT Lien?	Make	Model	Year
149	Yes	Starc	Cutaway	2016
150	Yes	Starc	Cutaway	2016
151	Yes	Dodge	Caravan	2016
152	Yes	Dodge	Caravan	2016
153	No	Dodge	Caravan	2005
154	No	Chevrolet	Traverse	2017
156	Yes	Ford	E350	2018
158	Yes	Ford	E350	2019
159	Yes	Ford	Cutaway	2019
160	Yes	Ford	Cutaway	2019
161	Yes	Ford	Cutaway	2019
162	Yes	Ford	Cutaway	2019
163	No	Dodge	Caravan	2002
164	No	Dodge	Caravan	2006
165	No	Dodge	Caravan	2019
167	Yes	Ford	Cutaway	2019
168	Yes	Ford	Cutaway	2020
169	Yes	Dodge	Caravan	2019
170	Yes	Dodge	Caravan	2019
171	Yes	Dodge	Caravan	2020
172	Yes	Dodge	Caravan	2020
173	No	Honda	Odyssey	2020
175	No	Honda	Odyssey	2022
177	No	Honda	Odyssey	2022
179	No	Honda	Odyssey	2022
180	No	Honda	Odyssey	2022
181	No	Chevrolet	Silverado	2019
182	No	Chevrolet	Silverado	2020

Source: YMPO, Saguaro Foundation

DETAILED ONLINE COMMUNITY SURVEY RESULTS

COMMUNITY SURVEY RESULTS

Residents of the greater-Yuma area were invited to complete an online community survey as part of the planning process for the Yuma Metropolitan Planning Organization (YMPO) Regional Coordination Plan (RCP) from January 19 through February 6, 2023. The survey was advertised around the community, by emailing the survey materials and flyers to key stakeholders and members of the community. Ads were also placed in the Yuma Sun and Bajo El Sol.

The survey was entirely online, with a simple introduction and 16 questions in multiple choice, short-answer, or comment format. There was an English and Spanish version of the survey available, but everyone answered the survey in English. In all, 24 people participated in the survey. Most respondents did not answer every question, therefore the number of answers per question varies. While this is not a very large sample size, the survey results can still provide meaningful insights into the transit needs and perceptions of community members at large. This appendix contains tables and figures that present the results of the online community survey effort. The results are also briefly summarized in the main text of the RCP.

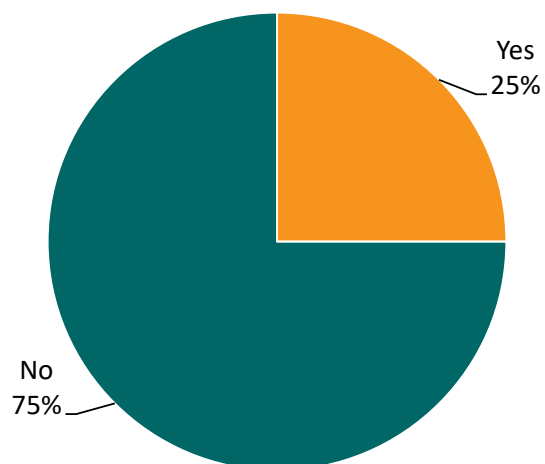
Table C-1: Ages of Survey Respondents

Age	# of Participants	% of Participants
18 Years or Younger	0	0%
19 - 30 Years	0	0%
31 - 45 Years	9	38%
46 - 60 Years	9	38%
61 - 75 Years	6	25%
76 Years or Older	0	0%
Total Responses	24	100%

Table C-2: Number of Working Vehicles Available to Survey Respondents

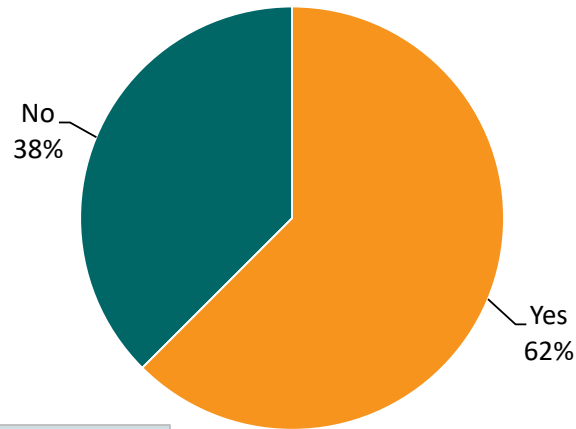
# of Vehicles	# of Participants	% of Participants
None	2	8%
1	6	25%
2	9	38%
3 or More	7	29%
Total Responses	24	100%

Figure C-1: Do Respondents Use Specialized Transportation Services?



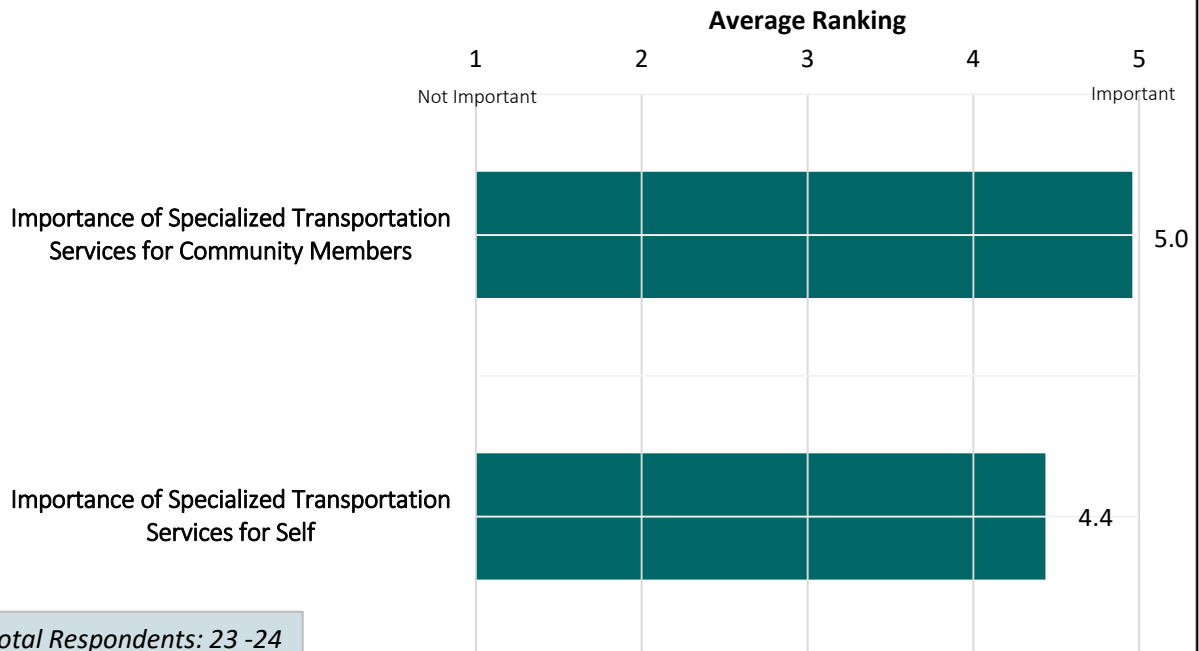
Total Respondents: 24

Figure C-2: Do Respondents have Friends or Family who Use Transit/Specialized Transportation Services?



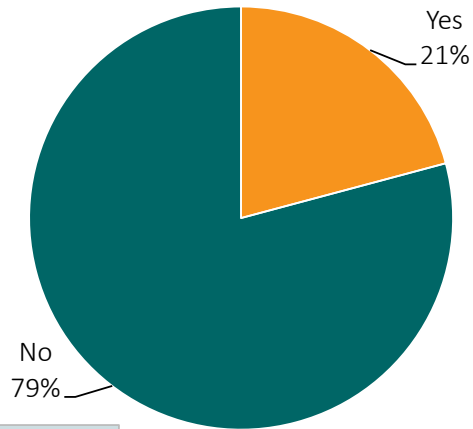
Total Respondents: 24

Figure C-3: Respondents Opinions on Availability of Specialized Transportation Services



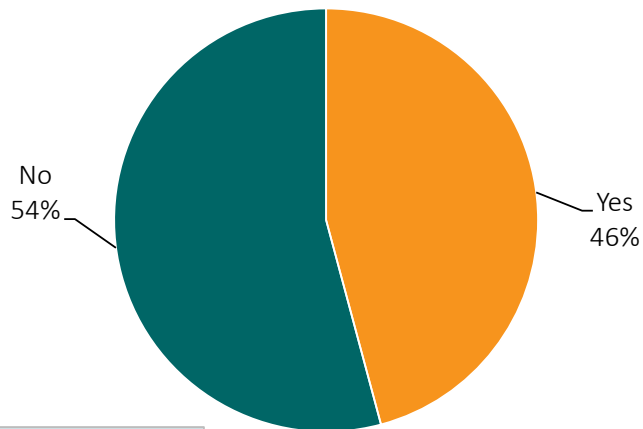
Total Respondents: 23 -24

Figure C-4: Do Respondents Ever Need a Ride Within Yuma County and Not Have One?



Total Respondents: 24

Figure C-5: Do Respondents Ever Need a Ride Outside Yuma County and Not Have One?



Total Respondents: 24

Table C-3: Destinations Respondents were Unable to Get a Ride To

Destination	# of Participants	% of Participants
Medical Appointment	7	32%
Shopping	5	23%
Work	4	18%
School/Educational Training	2	9%
Phoenix/Phoenix Airport	2	9%
Family	1	5%
Late Night Events	1	5%
Total Responses	22	100%

Table C-4: Days of Week Respondents Need Transportation

Day	# of Participants	% of Participants
Monday	5	71%
Tuesday	6	86%
Wednesday	5	71%
Thursday	7	100%
Friday	6	86%
Saturday	2	29%
Sunday	1	14%
Total Responses	7	100%

Table C-5: Times of Day Respondents Need Transportation

Time	# of Participants	% of Participants
Midnight - 6:00 AM	0	0%
6:00 AM - 8:00 AM	6	86%
8:00 AM - 12:00 PM	6	86%
12:00 PM - 4:00 PM	5	71%
4:00 PM - 6:00 PM	3	43%
6:00 PM - 9:00 PM	4	57%
9:00 PM - Midnight	1	14%
Total Responses	7	100%

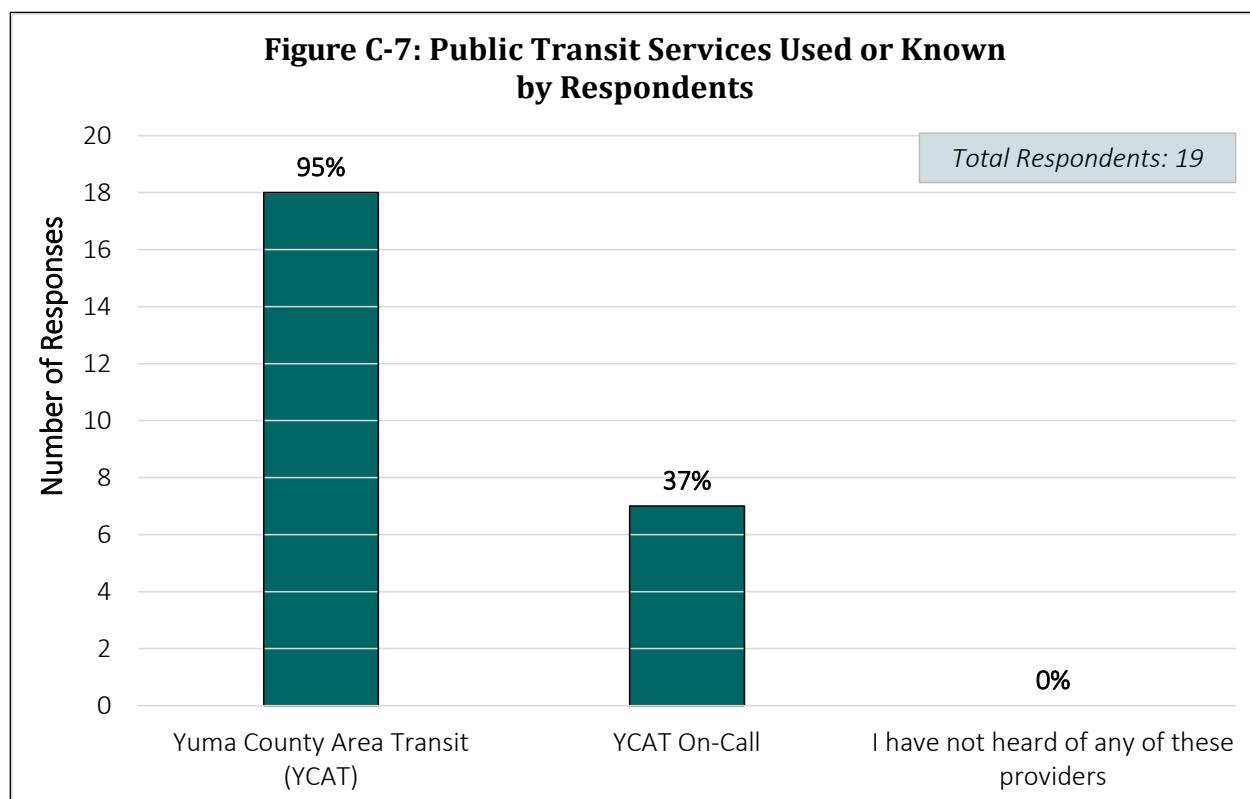
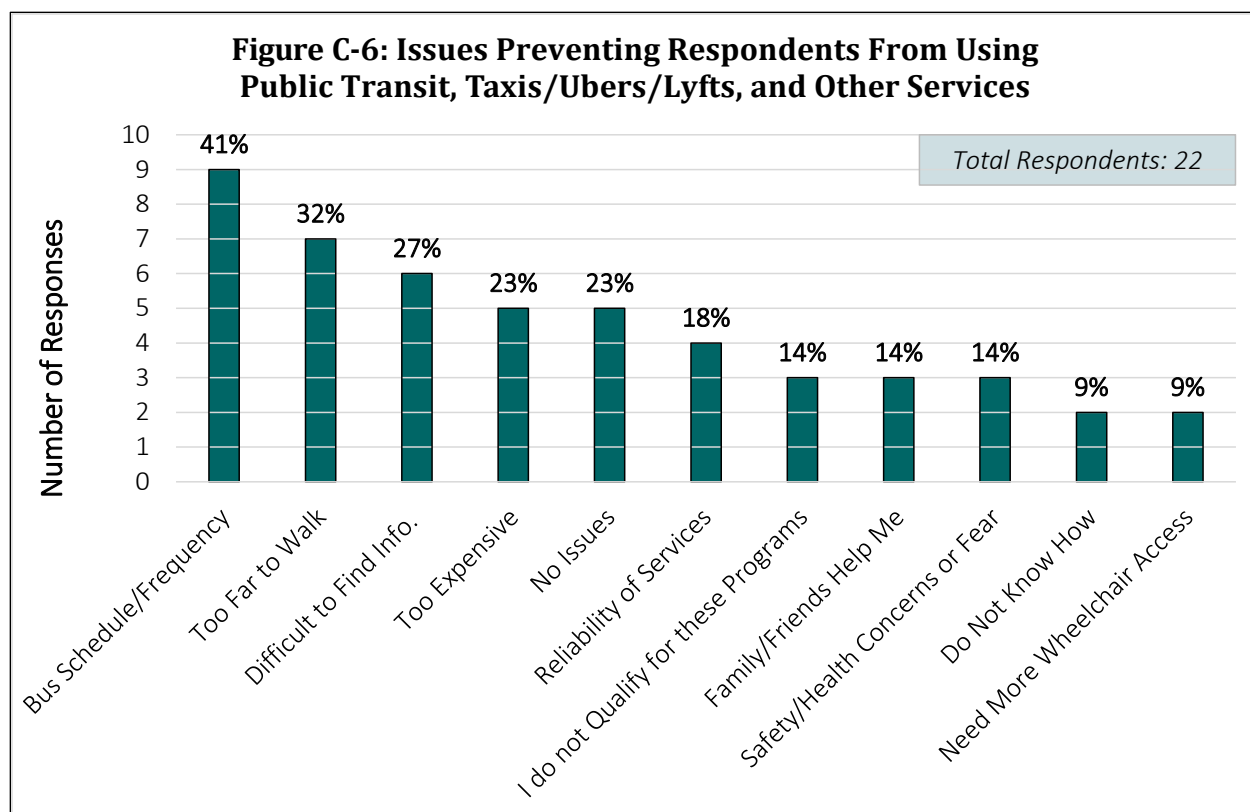


Figure C-8: Social Service or Tribal Transportation Providers Used or Known by Respondents

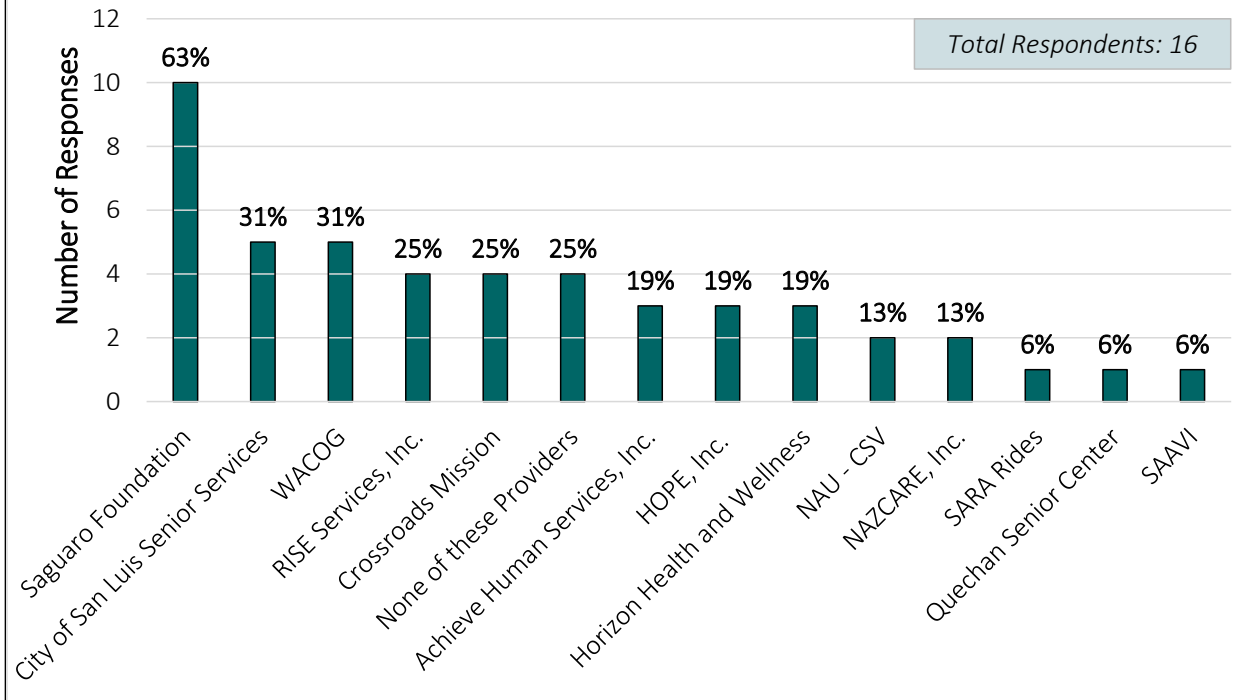


Table C-6: Additional Comments

Topic	Comments
Disabled	Transportation services very important to the disable.
Information	I know of such services; however, not sure informed the affected community is.
Information	We need a single number people can call for questions on transportation availability and schedules.
Phoenix	My sister is mentally disabled. She required a Healthcare professional from the day programs to ride with her on transportation. Also she often has appointments in Phoenix. It would be great if there was a service that would offer to take her and my mother to and from these appointments.
Seniors	Yuma has a growing segment of seniors that do not qualify for government sponsored transportation services - we need an affordable option for these clients
YCAT	Need more two-way routes. Circulator routes result in long trip times making using transit not worth it.

Source: Yuma RCP Online Community Survey

YUMA REGIONAL 5310 TRANSIT PROGRAM BROCHURE

RISE Services, Inc. (RISE)

RISE helps individuals with disabilities across the western United States. RISE provides transportation for day program participants who are not able to get to programming on their own. Rides are available Monday through Friday.

www.riseservicesinc.org Phone: 928-783-8771

City of San Luis Senior Services Dept

The City of San Luis provides transportation for seniors within the city limits. Seniors can schedule rides Monday through Friday.

www.sanluisaz.gov/153/Senior-Services

Phone: 928-341-8582

Western Area Council of Governments (WACOG)

WACOG helps senior adults and persons with disabilities. The WACOG Rider Assistance Program provides reimbursements for rides given to program participants by designated drivers to essential locations (medical appointments, grocery store, etc.).

www.wacog.com/senior-transportation/

Phone: 928-782-1886



NEED MORE INFORMATION OR WANT TO BE MORE INVOLVED IN LOCAL TRANSIT?

The Regional Mobility Committee (RMC) meets the second Monday of every other month in person and virtually. To receive more information on how to attend please contact JR Aguilar at jraguilar@ympo.org

230 W. Morrison St
Yuma, Arizona 85364
Phone: 928-783-8911
Fax: 928-329-1674
www.ympo.org



ADOT



YUMA REGIONAL 5310 TRANSIT PROGRAM



www.ympo.org

Who is the YMPO?

The Yuma Metropolitan Planning Organization (YMPO) is responsible for transportation planning in the greater-Yuma area. The mission of the YMPO is to coordinate regional transportation and land use planning efforts which enhance the region's multimodal transportation network and increase the quality of life for residents. The YMPO is comprised of the following entities: Yuma County, the Cities of Yuma, San Luis, and Somerton, the Town of Wellton, the Cocopah Indian Tribe, ADOT State Transportation Board member, and ex-officio members.

What is Section 5310?

The Federal Transit Administration (FTA) Section 5310 Program provides formula funds to support the transport of Seniors and Individuals with Disabilities. The state apportions funds directly to program recipients to assist organizations in meeting the transportation needs of senior adults and people with disabilities. Through this program, transportation service providers can receive funding for projects such as new vans, wheelchairs lifts, or new programs to improve their services.

PUBLIC TRANSPORTATION SERVICE

Yuma County Area Transit (YCAT)

YCAT provides public fixed route, paratransit, and van-pool services throughout Yuma County and to Winterhaven/the Fort Yuma Indian Reservation. YCAT On-Call, the paratransit service, is available to any Yuma County resident with a disability that limits their use of the fixed route buses. YCAT operates Monday through Saturday.
www.ycipta.org/ 928-783-2235

SECTION 5310 TRANSIT SERVICE PROVIDERS

ACHIEVE Human Services, Inc. (ACHIEVE)

ACHIEVE is a nonprofit organization serving disabled persons. ACHIEVE provides transportation for clients enrolled in its employment programs, day program participants, and staff with no other means of transportation. Rides can be requested within Yuma County Monday through Friday.

www.achievehs.org Phone: 855-321-8385

Crossroads Mission

Crossroads Mission supports unhoused persons and people struggling with substance abuse. Crossroads Mission provides transportation services for program participants within Yuma County. Rides can be scheduled Monday through Friday.

www.crossroadsmission.org Phone: 928-783-9362

Helping Ourselves Pursue Enrichment, Inc. (HOPE)

HOPE provides recovery-based community services. HOPE provides curb-to-curb transportation for clients who are unable to



get to programming. Transportation is available Monday through Saturday.

www.hopearizona.org Phone: 928-783-3616

Horizon Health and Wellness

Horizon Health is a non-profit, health care agency that provides a door-to-door demand response service for senior adults, disabled, and low-income persons living in Yuma, Fortuna Foothills, San Luis, and Somerton. Horizon Health provides rides to and from appointments for eligible patients Monday through Friday.

www.hhwaz.org Phone: 833-431-4449

Northern Arizona University (NAU) - Center for Service and Volunteerism

The NAU Center for Service and Volunteerism provides a door-to-door demand response service for senior adults, disabled, and low-income persons living in Yuma, Fortuna Foothills, San Luis, and Somerton.

www.in.nau.edu/center-for-service-and-volunteerism/

Phone: 928-523-3560



Saguaro Foundation / SARA Rides

The Saguaro Foundation provides transportation to senior adults, handicapped, and developmentally disabled persons living in Yuma County. People can arrange for rides to social service agencies, medical appointment, and other essential trips. Rides can be scheduled for any time, any day of the week.

www.saguarofoundation.org/transportation-services/#

Phone: 928-783-6069

Quechan Elder / Family Services

The Quechan Indian Tribe provides transportation for senior tribal members to essential destinations such as medical appointments, the grocery store, laundromat, or offices.

www.quechantribe.com/departments-elder-family-services.html Phone: 760-572-2914

