

Draft Willcox Transit Feasibility Study

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DRAFT

1. Introduction

Willcox is located in northern Cochise County in the Sulphur Springs Valley. Interstate 10 intersects the City with three exits. Willcox is located 83 miles east of Tucson, Arizona and 74 miles west of Lordsburg, New Mexico. According to the 2010 census, the population of the city is 3,757. The city encompasses a total area of 6.3 square miles.

In December 2017, the SouthEastern Arizona Governments Organization (SEAGO) was awarded a transit planning grant by the Arizona Department of Transportation (ADOT) to conduct a Willcox Transit Feasibility Study. The purpose of the study was to evaluate the feasibility of a public bus service (FTA Section 5311) that would serve Willcox and possibly its surrounding communities of Bowie, Cochise, Kanas Settlement, Pearce/Sunsites and Winchester Heights. The population for the expanded service area is 10,237 people.

The goal of the Willcox Transit Feasibility Study was to address the following questions:

1. Is there community support and adequate potential ridership for a viable public transit system in Willcox and its surrounding communities?
2. Is there sufficient local or other financial support exist to provide necessary matching funds for federal funding to financially sustain transit services over time?
3. Is there the potential to leverage existing transportation services to further develop a public transit service?
4. Do the benefits of providing a public transit system outweigh the costs of service delivery?

In addition, the study was used to determine demand, need, service options, and potential providers for local bus service. This study includes a demand and cost analysis for the service type chosen. The study will be used by the ADOT, City of Willcox, Cochise County, and potential service providers to make well-informed decision on public bus service in Willcox and its surrounding communities.

The project Scope of Work can be found in Attachment #1 of this report.

2. Background

The history of public transportation in Willcox is very limited. In the last 15 years only two attempts were made in Willcox to provide public transportation services to the Willcox area. Those projects included:

Northern Cochise Community Hospital

In 2009, the Northern Cochise Community Hospital, expanded its nursing home transportation program to include demand response services for the elderly and disabled among the general population within the Hospital's 950 square mile service area. In 2010, the Hospital applied to ADOT for vehicles under the 5310 FTA program to support its expanded services and growing demand. At the time of application, the system, annually, was providing over 16,000 trips; 2,400 service hours, and over 15,000 service miles. The program closed in 2015 due to project costs. This left Willcox and its surrounding communities with no public transportation option.

Volunteer Interfaith Caregiver Program

In January 2017, the Volunteer Interfaith Caregiver Program (VICaP), with support from SEAGO and the Legacy Foundation of Southeast Arizona began providing limited demand response services to the Willcox area as part of a pilot project that would address a high priority, service gap area with no transportation services. VICaP uses a combination of ADOT provided vehicles and program volunteers using their own vehicles to provide services. The current service is a demand response system requiring 48 hours advanced notice for a ride with a 7-day notice required for rides to Tucson. Funding for this project has come from Federal Transit Administration (FTA Section 5310 and SEAGO Area Agency on Aging. VICaP is projected to provide 5,940 rides in FY19.

3. Public Outreach Efforts

Willcox Transit Feasibility Study Advisory Committee (TAC)

Instead of creating a stand-alone TAC, SEAGO partnered with the University of Arizona Cooperative Extension and Cochise County Health and Social Services to include Willcox transit needs and issues as a stand-alone agenda item during their monthly Willcox Healthy Community meetings. The committee discusses transit issues and identified transit solutions for the Willcox area. These meetings also provided an opportunity for participants to discuss

the project scope of work and provide input desirable outcomes for the project. The committee is made up of key stakeholders representing Cochise County, the City of Willcox, Northern Cochise Community Hospital, University about of Arizona, Willcox Unified School District, Bowie Unified School District, SEAGO, Willcox Food Pantry, local faith-based organizations, regional human service agencies, area employers, and the general public.

Cochise County Mobility Management Coordination Meetings

Every other month, key stakeholders involved with human service agency transportation and staff from the SouthEastern Arizona Governments Organization (SEAGO) meets to discuss training issues, maintenance issues, outreach, and a number of other coordination issues. The subject of public transportation in Willcox is a regular discussion topic.

Willcox City Council Meetings

In the development of this project, SEAGO presented at two Willcox City Council meetings.

- On November 28, 2016, SEAGO presented the start-up of ViCaP transportation program in the Willcox area. The council was briefed on the start-up date, service type (dial-a-ride model), ridership expectations, long-term funding options, and future project development plans including this feasibility study. SEAGO answered the Council's transit related questions.
- On August 17, 2017, SEAGO presented the findings of the Willcox Transit Needs Survey, discussed future goals, funding needs and the need for a Willcox Transit Feasibility Study. SEAGO answered the Council's transit related questions.

Willcox Transit Needs Survey

In 2017, SEAGO, with financial support from the Legacy Foundation of Southeast Arizona contracted with M. Greene Planning and Resource Development to conduct a transit needs survey for the Willcox area. SEAGO dedicated resources to determine the need and demand for rural transportation services in Willcox, the adjacent communities of Pearce/Sunsites, Kansas Settlement, and the agricultural area north of Willcox. The project included the development and implementation of bi-lingual survey tools, survey and census data analysis, and a final report on the outcomes of the survey and data analysis.

The Willcox Transit Needs Survey can be found in Attachment #2 of this report.

Public Meetings

SEAGO hosted two public meetings. The public meetings were announced in the local newspaper and public notices were distributed to key stakeholders throughout the community. In addition, TAC members were provided with a promotional flyer and asked to assist with recruiting participation in the public meetings.

Public Meeting #1 was held on May 28, 2019. The meeting focused on providing the public with three service options (fixed route, an expanded community service fixed route, and demand response service). SEAGO provided information on the types of service, service area maps, advantages and disadvantages of each service option, and SEAGO staff answered questions involving the service options. SEAGO solicited information to determine the community's preferred service option.

Public Meeting #2 was held on May 25, 2019 and provided the community the opportunity to review the draft report and provided more detailed information on the preferred service option.

The Public Meeting Summary Report can be found as Attachment #3 of this report.

4. Existing Transportation Services

Volunteer Interfaith Caregiver Program

Service: The Volunteer Interfaith Caregiver Program (VICaP) provides dial-a-ride service to meet the needs of the elderly and disabled. They will also serve the general public on a space available basis. The services are utilized for trips to doctor visits, dialysis, grocery shopping, DES visits, among other trip purposes. VICaP provides approximately 17 trips a day. Trips are scheduled with an advanced reservation. Local trips require 48 hours advanced notice for a ride. A 7-day notice is required for rides to Safford, Sierra Vista and Tucson. General service hours are from 8:00 am to 4:00 pm, Monday through Friday. VICaP transportation is free, with a donation box available for those clients who wish to contribute to the program.

Vehicles: A 9-passenger cutaway handicap-accessible van, a 7-passenger mini-van (under ADOT lien), and a donated 7-passenger mini-van are used to provide transportation support for clients in the greater Willcox area. In addition, VICaP uses program volunteers driving their own

vehicles to provide additional support in the Willcox area. VICaP was awarded in FY18 a vehicle with ramp and should be placed in service in late 2019.

Funding: In FY18, VICaP applied to ADOT's 5310 program for operating funds to provide operating support for the project. VICaP was awarded \$20,000 to provide services to the elderly and disabled. In 2018, the Area Agency (AAA) on Aging joined as a funding partner. AAA provides \$40,000 in Older Americans Act funding.

Greyhound

Greyhound service is provided 7 days a week from Willcox to El Paso and from Willcox to Tucson/Phoenix. The bus departs to Tucson/Phoenix at 6:05am. The bus departs to El Paso at 3:00pm. This bus stop is located at the Freeway Texaco, 1203 W Rex Allen Drive. The bus is wheelchair accessible.

Private Transportation Providers

There are two Uber divers serving Willcox. There are no other private transportation providers that serve Willcox area. A non-emergency medical transportation service provider does provide services in several southeastern Arizona communities, including the Willcox area.

5. Transportation Need and Demand

SEAGO used multiple methods to identify the transit need for public transit service in the Willcox area. The following are the results:

Transit Dependent Population Data

To better understand the transit needs and demand for services of our transit dependent population demographic data was collected for Willcox and surrounding communities. This data illustrates how transit dependent population groups are represented throughout the area in order to provide an understanding of the transportation needs that this study attempts to address. The sources for these datasets include the 2010 U.S. Census and the 2015 American Community Survey (ACS) Estimates. The following table reflects the data collected:

Willcox Area Population: 10,237		
Population Type	Total	Percentage
Over Age 65	2,301	22.4%
Disabled	1,471	14.3%
Persons with income below 150% of poverty level	3,131	30.4%
Totals	6,903	59.2%

Willcox Transit Needs Survey

In 2017, SEAGO with the assistance of M. Greene Planning & Resource Development conducted a Transit Needs Survey of the Willcox area. The census data population for the study area is 10,237. A total of 178 general public surveys were collected. Of those, 160 were determined to have been generated by residents of the survey area. The following are the results of the survey:

- Of the 158 respondents who answered the question regarding age, the mean age was between 50 and 64. 38% of the survey respondents are 65 and over. The Census Bureau estimates that 32% of the service area population is 65 and over.
- Of the 160 respondents, 62 or 39% indicated that they or someone in their household were disabled. Of those who answered the question regarding the number of persons in their households who had disabilities, there were a total of 70 disabled persons identified. Of the respondents who answered both the disabilities and household size questions, 57 persons were identified as disabled with 19 or 33% living alone. Four respondents, or 7% lived with one other person who was also disabled.
- 133 respondents answered household income questions. 63% live in households whose income is 150% or less of the Federal Poverty Level. 28% live in households whose income is at or below the Federal Poverty Level.
- Of the 160 respondents, 32 or 20% indicated veteran status. Of those, 30 also answered the household income question. 10 or 31% of those with veteran's status live at or below 150% of the federal poverty level based on household size. 5 or 15% of those with veteran's status indicated that their primary source of transportation was something other than their own vehicle, including rides with friends, relatives, neighbors, and medical transport services.

- Of the 160 respondents, 156 indicated the number of vehicles in their household. 18 or 11.5% of the respondents do not have a vehicle.
- Of the 73 respondents who indicated employment, 24 or 33% indicated concern about transportation to employment destinations.
- Of the 160 respondents, 33 or 21% indicated that transportation for grocery shopping was a concern.
- Of the 160 respondents, 32 or 20% indicated that transportation to medical appointments was a concern.

Stakeholder Input

TAC members were unanimous in the need for public transportation in the Willcox area. The following are locations that were consistently mentioned by stakeholders as key destinations for a transit service:

- Northern Cochise Community Hospital
- Medical/Dental Offices located along Rex Allen Drive
- Safeway
- Cochise College
- Department of Economic Security
- Winchester Heights Community Center
- Food Banks and Food Pantries located in Willcox and Sunsites
- Willcox City Offices
- Dialysis Treatment in Safford
- VA Hospital in Tucson

Transit Demand

To determine the potential demand for transportation services, SEAGO embarked on collecting data from three sources:

1. Need-Demand estimates based on an established formula provided by the Federal Transit Cooperative Research Program using US Census data.
2. The historic service data compiled by the Northern Cochise Community Hospital;
3. VICaP current service data and full service demand estimates;
4. A survey tool provided throughout the service area in both English and Spanish.

TCRP Rural Transit Demand Estimation Tool

Transit needs and demands were estimated using procedures described in Transit Cooperative Research Program (TCRP) Report 161 – Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation. The formula is designed to determine the magnitude of need in a geographic area and estimate ridership for a potential transit system. Data is gathered from

Census Tables: S0101; S0801; C17001, & C08201 as prescribed by the TCRP program and input into the demographic tables below.

TCRP demographic data input

<i>Demographics Inputs</i>	Enter demographic data (from US Census website or other source)
Total Population	10,237
Persons Age 16 and Above	
Persons Age 60 and Over	3,798
Persons Age 16 to 64	
Mobility Limited Population	
Mobility Limited 16 to 64	1,201
Families Below Poverty Level	
Persons Age 16 to 59	
Persons Age 75 and Above	
Persons Age 65 and Above	
Persons Age 64 or Less Living Below Poverty Level	786

TCRP vehicle data input

<i>Transit Need Inputs</i>		
Number of persons residing in households with income below the poverty level:	1,802	
Number of persons residing in households owning no vehicles:	Households	Persons
1-Person households:	112	112
2-Person households:	169	338
3-Person households:	65	195
4-or-more-Person households:	0	0

The Output Table utilizes a formula that estimates the need based on the number of household with incomes at the poverty level, the number of households without a vehicle, and number of persons who have mobility limitations. Because not everyone who is perceived to have a need actually has one, the formula uses a mobility gap which better estimates those with actual unmet needs and calculates passenger trips on a single, one-way trip, 300 days per year.

Demand is then estimated using the figures established from determining need. A final estimate of Total Rural Non-Program (demand from persons not participating in a particular social service program):

Estimation of Transit Need		
Total need for passenger transportation service:	2,447	Persons
Total households without access to a vehicle:	346	Households
State Mobility Gap:	1.2	Daily 1-Way Psgr.-Trips per Household
Total need based on mobility gap:	415	Daily 1-Way Passenger-Trips
	124,600	Annual 1-Way Passenger-Trips
General Public Rural Non-Program Demand		
<i>Estimate of rural transit trips based on vehicle-miles</i>		
Rural transit trips:	9,262	Annual 1-Way Passenger-Trips
<i>Estimate of rural transit trips based on vehicle-hours</i>		
Rural transit trips:	7,696	Annual 1-Way Passenger-Trips
<i>Trips per person based on vehicle-hours per person</i>		
Trips per person:	1	Annual Trips per Person
Non-Program Demand based on TCRP B3 Methodology		
Demand for Persons Age 60 and Above	7,900	Annual 1-Way Passenger-Trips
Demand for Persons with Mobility Limitations Age 16 to 64	2,400	Annual 1-Way Passenger-Trips
Demand for General Public	1,300	Annual 1-Way Passenger-Trips
Total Rural Non-Program Demand	11,600	Annual 1-Way Passenger-Trips

Survey Data Estimates

When applying the survey data to the TCRP formula, the total non-program demand is estimated to be 600 trips annually. The census data population for the study area is 10,237. The survey population is 160 respondents representing a population of 451. 451 is 4.4% of the census population. The Census data estimated a demand for 11,600 annual trips. 4.4% of 11,600 is 510 rides. The TCRP formula using survey only data estimates 600 annual trips. 600 is 4.4 percent of 13,636 trips per year. 13,636 is 117% of the Census data estimate and 85% of the NCCH historical data.

Historic Transportation Data

Past performance is one of the best indicators of future performance. The last full-time public transportation service for the area was provided by the Northern Cochise Community Hospital in 2014. Vehicles for the program were provided through the FTA Section 5310 program. The Hospital provided demand-response services for the elderly, disabled, and general public (on a seat available basis) within their 950 square mile service area. At the end of 2014, the Hospital suspended its transportation services as a result of budget considerations. By the end of their final year of operation, the hospital annually, was providing over 16,000 trips; 2,400 service hours, and over 15,000 service miles. The following is the ridership data for FY2014.

Northern Cochise Community Hospital – 2014 Ridership Data													
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
Unduplicated New Clients Under 60	11	0	1	1	0	1	0	2	1	1	0	0	18
Unduplicated New Clients 60 or Older	47	16	15	17	12	8	7	9	8	7	5	4	155
Grand Total Units/ 1-WayTrips	1172	1262	1440	1688	1442	1294	1312	1230	1260	1510	1408	1070	16088

VICaP

VICaP has been operating FTA Section 5310 service in the Willcox area thirteen months. They use a hybrid model that includes two paid part-time drivers using ADOT provided and donated vehicles and volunteers using their own vehicles to transport clients. Service is limited to available funding, volunteer support and distances traveled to support client dialysis and VA needs to Safford and Tucson. The full operational capability of the VICaP program has not yet been realized.

Wait lists for services exceeds two-weeks. In 2019, VICaP averaged 16 rides-per-day and has an average of 21 rides-per-day on stand-by status. Current daily demand is projected at 37 rides-per-day. **Therefore, VICaP is operating at 43% of demand.** See table below for actual and full capacity estimates:

VICaP – 2019 Ridership Data													
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June*	Total
Unduplicated New Clients Under 60	6	0	0	5	0	0	0	0	0	0	0	0	11
Unduplicated New Clients 60 or Older	20	18	3	13	10	2	6	1	1	2	1	4	80
Grand Total Units/ 1-WayTrips	247	227	268	243	273	299	302	368	304	381	401	420	3816
Full Capacity Estimates**	388	356	421	382	429	469	474	578	477	598	630	659	5861

* Estimated

**Estimates do not take into account opportunities lost (clients aware of the waiting list and pursuing other transportation alternatives)

Conclusion: Travel Need & Demand

Based on both the qualitative input from stakeholders and quantitative data analysis, there is a need for public transportation in Willcox area. The qualitative input from key stakeholders was unanimous in the need for public transportation. All three methods

identified annual demand of at least 11,600 annual 1-way trips. Historic data demonstrated the potential of 16,088 trips. The average of the three models is 14,775 annual 1-way trips. See table below:

	TCRP-Census Data	TCRP- Survey Data	NCCH Historic Data	VICaP Demand Estimates	Average
Demand for annual 1-way trips	11,600	13,636	16,088	5,861	11,796

6. FTA Section 5311 Program Overview

Each application cycle, the Arizona Department of Transportation (ADOT) publishes a Section 5311 Program Guidebook. This guidebook is intended to inform the reader about the Section 5311 Program. It includes information on:

- The purpose of the program
- Who is eligible for the program and expectations of applicants
- Program administration
- Responsibilities of program participants
- How to apply for funding
- Support and resources available to program participants

ADOT’s FY2018 a Section 5311 Program Guidebook can be found at:

<https://www.azdot.gov/planning/TransitProgramsandGrants/5311-rural-public-transportation-program/overview>

The following is important excerpts from the Guidebook that potential applicants should consider prior to making a decision to apply for funding.

Program Overview

The Multimodal Planning Division (MPD) of the Arizona Department of Transportation (ADOT) administers the Federal Transit Administration (FTA) Formula Grants for Rural Areas Program commonly known as the Section 5311 Program. The program provides funds for public transportation and intercity bus projects serving rural areas. The purpose of these funds is to address the mobility needs of Arizona’s rural population. Section 5311 grants are intended to provide access to employment, education, health care, shopping, and recreation.

Eligibility

Eligible applicants for Rural Public Transit funds include local public bodies (e.g., counties and municipalities), State agencies, Tribal governments and related Tribal communities and private non-profit agencies.

General Public Service

The transportation services funded under Section 5311 must be open and marketed to the general public. Projects or portions of projects which exclude certain groups of the general public, or are intended to benefit a specific group to the exclusion of others, are **not** eligible for funding. Providers of special needs transportation (e.g., elderly or disabled clients) are eligible to apply if they are a government entity (e.g. City, County, Tribe) and open their transit services to the general public.

Planning Requirement

Historically, successful applicants for Section 5311 funds have been involved in multi-modal transportation planning processes. (This is the purpose of this feasibility study).

Application Cycle

The 5311 Application is a 2-year application cycle and will be open in even years. All awards will be eligible for funding for 2 years. At ADOT's discretion, ADOT may call for projects for new applicants in the off year. New Applicants must contact ADOT and have completed a planning study to be considered eligible for this off year funding cycle application.

Coordination Requirement

Section 5311 funds may be used in conjunction with, or to support, services provided under a variety of human service initiatives. Services funded under these initiatives potentially include a large group of economically disadvantaged clientele. Section 5311 Program applicants should work with local Department of Economic Security (DES) representatives to identify unmet transportation needs, investigate opportunities to coordinate service, and leverage funding opportunities available through these programs. Section 5311 Program participants are required to coordinate their services with other transportation providers in their areas, including potential purchase-of-service arrangement.

Pilot Projects

To meet critical gaps in transit service, for communities and between these locales and their proximate urban centers, including critical-purpose trips such as medical, employment and nutrition needs ADOT will consider pilot projects that demonstrate the viability of transit services that address these needs. Pilot project applications will be evaluated by the standard Section 5311 criteria and by how the following concerns are addressed in the planning process:

- Area wide scope of plans, documenting demand by user group and/or trip origins and destinations;
- Coordination of planning and articulation of demand among employers, businesses, social service agencies and user groups;
- Consolidation opportunities with social service transportation provider.

Pilot projects must meet all requirements in the Section 5311 program for initial funding. Once beyond pilot status, the transit service must continue to be managed by a local governmental agency if funded by ADOT through the 5311 Program.

Cost Reimbursement Basis

All payments made under the Rural Public Transit Program are on a cost reimbursement basis, up to the authorized amounts described in the grantee contracts. All expenses incurred during the contract period must be paid in full by the contractor to be eligible for reimbursement by ADOT. Noncompliance with billing schedules may result in delay or denial of reimbursement.

Local Financial Support

Sustained local financial support is needed for effective transit systems. The Section 5311 program covers 58% of the subsidy needed to operate transit services, 80% of the cost of administering the service, and 80% of the cost of capital equipment. Local financial support is needed to cover the balance of the expenses.

Local Matching Funds

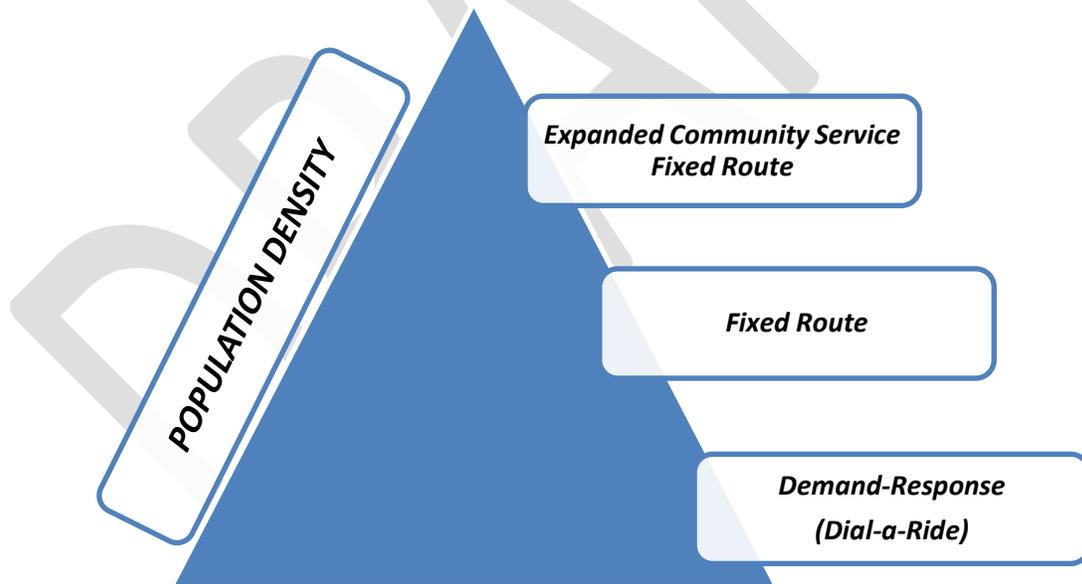
Local matching funds are primarily cash contributions from local or state sources. The local share may include: state or local appropriations, dedicated tax revenues, private donations, or net income generated from advertising and concessions. In-kind match must be approved by the ADOT Program Manager, included in the contract, and thoroughly documented in the recipient's accounting system.

Project Evaluation Criteria

ADOT's Multimodal Planning Division uses the same evaluation criteria for all projects. However, it is recognized that new systems may not be able to achieve the same service levels as systems that have been in place for several years. The ADOT MPD expects new systems to begin with a firm foundation and to steadily improve over the first few years of operations. The evaluation criteria address six specific areas: Appropriateness and Effectiveness of Service, Benefit to Rural Community, Financial and Managerial Capability, Local Commitment to Transit and Accessibility, Safety and Training, and Coordination. New applicants are evaluated on estimated performance and demonstrated financial management capability.

7. Willcox Transit Service Options

The type and configuration of transit service is dependent on the operating environment. Key factors to consider are the population and employment density of a given area. The more dense the population and employment in a given area, the more applicable fixed route service options are (see below).



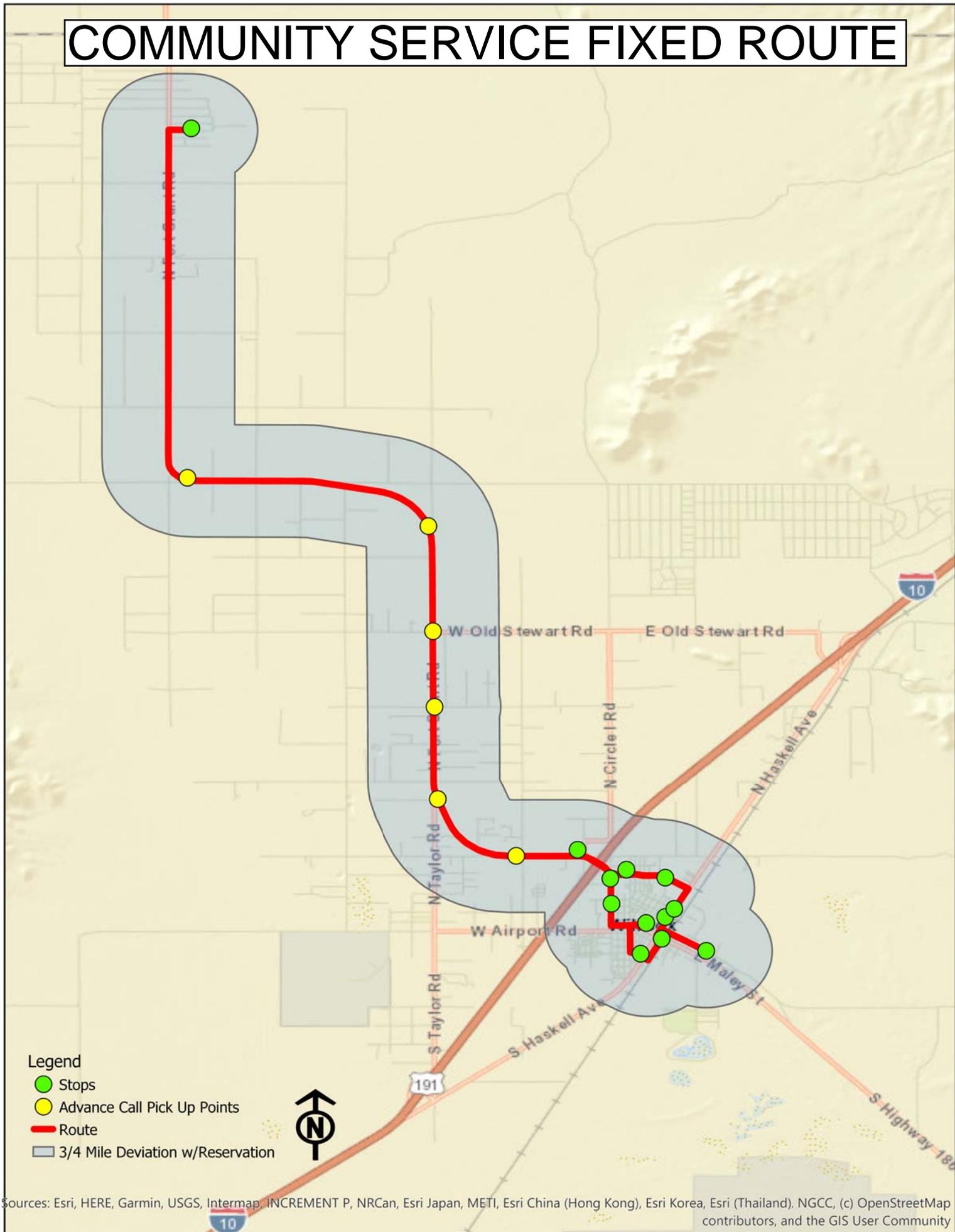
Based on the characteristics of the service area analyzed in the *Transit Need and Demand* section of the study, the service alternatives were narrowed down to the following three different service types that may address the identified transit needs of the Willcox Area:

- ***Demand Response (Dial-a-Ride) Service throughout the greater Willcox Area:*** Dial-A-Ride service typically provides one of three levels of service: curb-to-curb (passengers dropped off at the curb at both the origin and destination end), door-to-

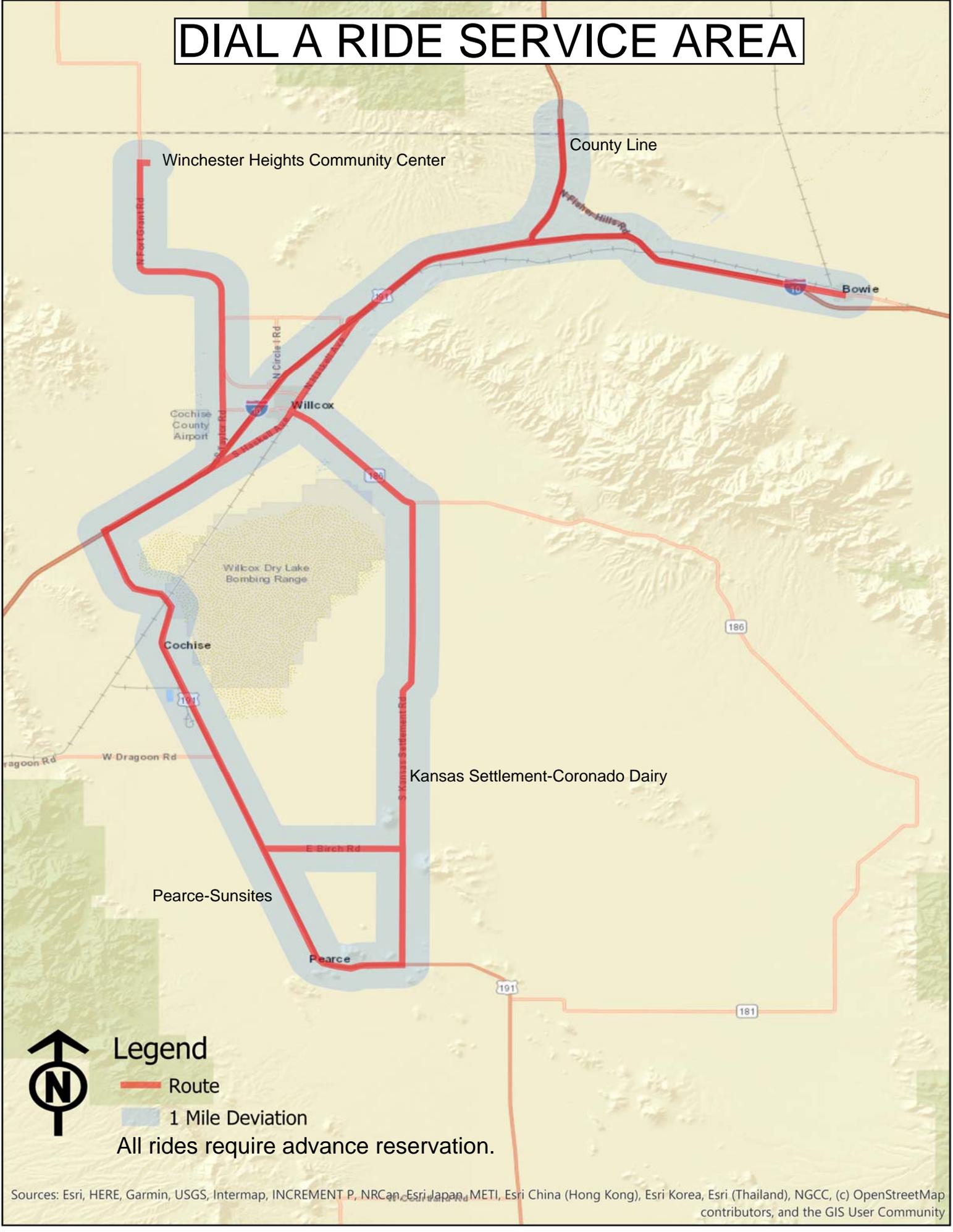
-door (driver escorts passenger from the door of the origin to the front door of the destination), or door through door (driver escorts passenger from inside the origin building to the dial-a-ride bus and escorts the passenger inside the door of the destination). **See Service Map #1**

- **Fixed Route Bus Service with the Willcox City limits:** The bus has an established route and schedule of when the bus stops at each location. In rural transit systems, there are typically local fixed routes that serve the needs of specific communities, and intercity routes connecting cities and towns in a region. **See Service Map #2**
- **Expanded Community Fixed Route Bus Service:** This service integrates the above fixed route system with call stops that serve high demand activity centers and employers that extend beyond the Willcox city limits. The community service route is a variation of a fixed route that picks up and drops off passengers at or near the front door of the activity center it is serving. **See Service Map #3**

COMMUNITY SERVICE FIXED ROUTE



DIAL A RIDE SERVICE AREA



Legend

- Route
- 1 Mile Deviation

All rides require advance reservation.

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

8. Review of Service Options

SEAGO and our stakeholders reviewed several factors to identify the most appropriate service option for the Willcox area. The factors considered were:

- Service Area Density
- Public Meeting Input
- Governance Structure
- Merging Existing Transit Services into a FTA Section 5311 Program

Service Area Density

The northeast Cochise County is a challenging area in which to provide effective transit service. In general, transit is most cost-effective when large volumes of passengers can be transported for short to moderate distances. The Willcox area by comparison, has a relatively small population spread out over a large area. Large trip generators (employers, senior housing and shopping centers) are lacking. This means that overall travel volumes are lower than in urban areas and many trip distances can be very long.

Although research conducted for this study indicated many Willcox area residents need public transit service, the rural nature of the Willcox area is unlikely to generate the ridership necessary for regular, fixed route service.

Public Meeting Input

On May 28th, 2019, SEAGO hosted three public meeting opportunities for Willcox area residents to provide input on proposed options for public transit services to the area.

Meeting times and places were advertised in the Willcox Range newspaper, on social media that was established by Willcox regional interests including Facebook pages Willcox Chat, and Willcox Buy-Trade-Sell. The SEAGO website also highlighted the community engagement opportunities and email blasts were sent to community leaders, organizations, and service providers to share with their clients and constituents.

The first meeting was held at 2:00 p.m. at the Willcox Community Center. Seven persons signed the Sign-In Sheet and were introduced to the Willcox Transit Plan process by SEAGO Transportation Planner, Chris Vertrees. SEAGO staff introduced three potential service plans, the areas they covered, information on deviation areas, and maps that indicated potential service

stops and service areas. The three service plans introduced included:

- An ADA accessible, regional Dial-A-Ride service that would serve an area that included Willcox, and surrounding areas including Winchester Heights, Bowie, Cochise, Kansas Settlement, Pearce-Sunsites, and a 1-mile deviation field from service boundaries indicated on a map. This 5-day-a-week service was described as serving primarily elderly and disabled as well as low income persons, with the general public able to access transportation on a seats-available basis;
- An ADA accessible, Deviated Fixed-Route service that would serve Willcox and nearby residential areas north of Willcox including a $\frac{3}{4}$ mile deviation field that included fixed stops and advance-call pick up points along the route. The service would be available to the general public five days-a-week;
- An ADA accessible, Willcox Fixed Route would serve the immediate Willcox incorporated area and included a $\frac{3}{4}$ mile deviation field. Eleven scheduled stops were identified that included common destinations identified in the survey responses. The service would be available to the general public five days-a-week.

Large color maps of each of the potential services were posted on foam board and were provided in a printed handout along with descriptions of the service, stop locations, and deviation fields.

After introducing the three potential services, audience members were encouraged to ask questions and to make comments. They were then asked to prioritize the services 1-3 using post it notes to indicate their first, second and third choices. They also were encouraged to leave written comments regarding possible changes and considerations that should be taken into account when recommending a service model in the draft and final plans.

Outcomes from this engagement include the following:

Dial-A-Ride Service

- Received eight #1 priority selections; one #2 selection; and one #3 selection
- Notes included:
 - Need dispatcher system
 - Link to Safford Transit service at County Line
 - Need more service area on west side of I-10

- Allows flexibility
- Would serve the largest area

Community Service Fixed Route

- Received two #1 priority selections; four #2 selections; and four #3 selections
- Notes included:
 - Include public housing complex as a stop
 - Goes too far out
 - Too limited

City Service Fixed Route

- Received one #1 priority selection; four #2 selections; and four #3 selections
- Notes included:
 - Doesn't service greater region

Dial-a-Ride Service was the service option priority of those who attended Public Meeting #1. Please see the Scoring Matrix below.

Public Meeting #1 Service Option Preference Scoring Matrix							
Service Option	Priority 1 Votes	Points	Priority 2 Votes	Points	Priority 3 Votes	Points	Total Points
Dial-a-Ride	8	80	1	5	1	1	86
Community Service Fixed Route	2	20	4	20	4	4	44
City Service Fixed Route	1	10	4	20	4	4	34

10 Points: Priority #1

5 Points: Priority #2

1 Point: Priority #3

Governance Structure

There were two realistic governance options to be considered in this study.

1. Governance by an existing public entity such as Willcox or Cochise County.
2. Governance by an existing private non-profit agency.

The following is an overview of the governance options:

Governance by a Public Entity

In this governance alternative, the City of Willcox or Cochise County would take responsibility for the public transportation function. The public transportation would be added as a program of the City of Willcox or Cochise County. In smaller cities, transit programs are typically housed in Public Works or Community Development Departments. In this alternative, public transportation would become a distinct budgeted program of the designated department.

The governing body would approve the public transportation budget, authorize approval of necessary grant applications, and provide oversight to Federal and State compliance issues as well as required reporting. The day-to-day management of the public transportation function would be an employee of the designated department. There are two models for public transportation service delivery. The public transportation service can be directly operated which would mean the public entity would hire the drivers, provide maintenance of the buses, and provide all of the accounting and financial accounting of a public service. The second typical model is to contract the operations and maintenance to a private or non-profit vendor in a procurement process.

Governance by an Existing Non-Profit

If a Public Entity is unwilling to operate transit service, FTA 5311 guidelines allow for a non-profit agency to be the governing agency for administration of public transportation services. In this governance model, an existing agency that is currently providing transportation would be the public transportation governing and management agency responsible for public transportation services. VICaP is currently providing FTA Section 5310 service to the area. They would likely be the only non-profit in the area to be the governing agency.

Merging Existing Transit Services into a FTA Section 5311 Program

VICaP has been operating a FTA section 5310 program in the Willcox area for the past 18 months. There are several advantages to merging the current VICaP 5310 transit program into a FTA Section 5311 Program. Those advantages include

1. Knowledge of current transit needs throughout the community in place;
2. Client-base in place;

3. Administrative structure and some capacity in place;
4. Operation structure in and some capacity in place;
5. Coordination partnerships in place;
6. Funding partners in place;
7. ADOT approved In-Kind accounting and collecting processes in place.
8. Some capital resources in place;
9. Reduced time to implement;
10. General knowledge of FTA and ADOT compliance requirements;
11. Start-up costs savings can be recognized.

8. Selected Service Option

SEAGO analyzed each of the above the service option factors:

Service Area Density

Although research conducted for this study indicated many Willcox area residents need public transit service, the rural nature of the Willcox area is unlikely to generate the ridership necessary for regular, fixed route service. ***Demand response (dial-a-ride) is an excellent solution***, because it is flexible enough to service a few residents at a time. Residents can call to schedule, often with 24-hour notice, and would be picked up at their location.

Public Meeting Input

Public meeting support was overwhelmingly in favor of dial-a-ride service. The general public noted that advantages included the potential to link to Safford Transit service at the county line, increased opportunity to link to Benson, Greyhound, and Tucson transit services, allows more flexibility than fixed-route systems, and would serve the largest area.

Governance Structure

SEAGO has presented governance options at two Willcox City Council meetings and multiple TAC/stakeholder meetings in which City Council and Cochise County staff and Board members were present. The City and the County have not indicated any desire to administer a public transit system. They have strongly supported a non-profit entity (VICaP) providing the service. ***VICaP uses and prefers a dial-a-ride service model.***

Merging Existing Transit Services into a FTA Section 5311 Program

VICaP has been operating a FTA section 5310 program in the Willcox area for the past 18 months

with a dial-ride-model. Advantages of continuing with that model were noted in the previous section. VICaP knows the transit needs of the area, they have an established client-base in place, they have been through ADOT compliance reviews and performed well, they have a cash funding partner in the Area Agency on Aging, they have the ability to capture large amounts of In-Kind services through their volunteer program, they have 3 vehicles in place and have a new vehicle awarded with delivery expected in late 2019. These factors provide a reduced implementation window as-well-as reduced start-up costs.

Recommendation

All factors reviewed favored a dial-a-ride service model. Therefore, the following service recommendation is being made:

Expand the Dial-A-Ride service capability of the current FTA Section 5310 service to make it available to the general public. Under this selection, VICaP would be the FTA section 5311 applicant, program administrator, and service provider. VICaP's current Dial-a-Ride service for the elderly and disabled would be integrated into the general public Dial-A-Ride application/program. Funding for one additional van to replace an aging donated vehicle and operating expenses would be coordinated with the existing Dial-A-Ride service to expand the service to the general public utilizing FTA 5311 funding. In this selection, Area Agency on Aging funding of at least \$40,000 annually would be applied as matching funds for the 5311 program expansion. VICaP's volunteer services would also be integrated into the program and used as in-kind match to off-set some of the project's costs. The General Public Dial-A-Ride service would operate Monday to Friday from 7:00 am to 6:00 pm. Advanced reservation trips made the day before would receive priority over same day requests.

Other actions that will need to be taking include:

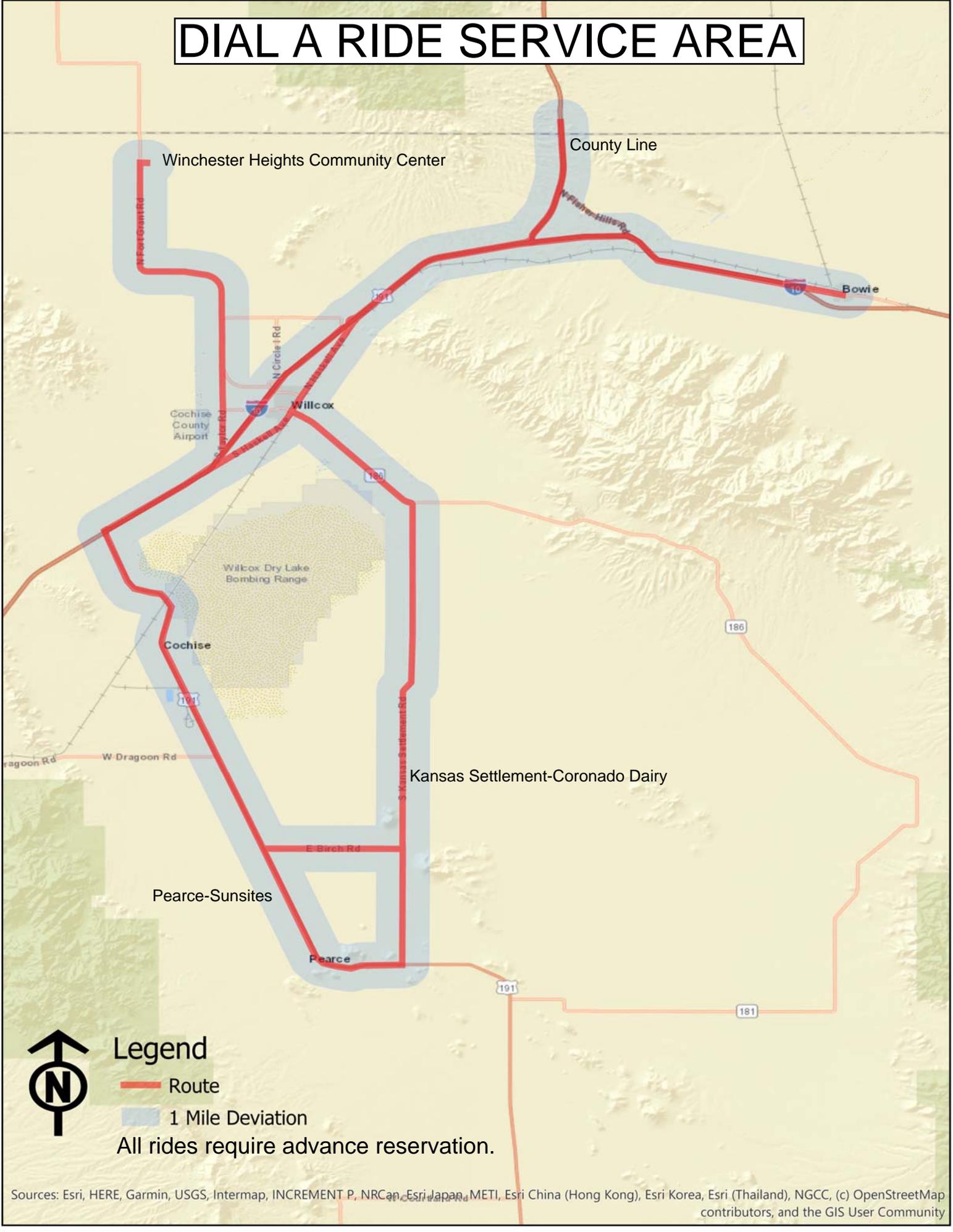
- VICaP's current FTA section 5310 vehicles will need to be transferred into the Section 5311 program.
- In-kind service opportunities will need to be negotiated with the City of Willcox and Cochise County.
- MOU's will needed to be pursued with the City and County to provide In-kind services such as office space and maintenance services.
- A detailed five-year capital plan and budget will need to be developed.
- A detailed five-year administrative and operating budget will need to be developed.

- The project will need to be presented to the VICaP board of Directors for consideration and approval.

A map of the general public Dial-A-Ride boundaries and a start-up budget is shown on the following pages. This is a general concept map and a more refined map will be developed if a FTA Section 5311 application will be pursued. The budget is preliminary a more detailed 5-year budget will be developed if a FTA Section 5311 application will be pursued.

DRAFT

DIAL A RIDE SERVICE AREA



Legend

Route

1 Mile Deviation

All rides require advance reservation.

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Preliminary Start up Budget

For demand response service (dial-a-ride) in the Willcox area, a **minimum suggested starting** point is four vehicles—three of them operating regularly and one used as a backup. This can be scaled up as necessary. Based on all available data, it is estimated that three demand response vehicles would provide Willcox area with **40-50 passenger trips per day**.

Approximate Capital Expenses	
1 Seven Passenger Min- Van with a Ramp	\$48,000
80% Federal Share	\$38,400
20% Local Match	\$9,600
Approximate Annual Operating Expenses	
Salary / Wages-Drivers	\$60,000
Salary / Wages-Dispatch	\$26,000
Salary / Wages-Mechanic	\$37,000
Fringe Benefits	\$30,000
Vehicle Insurance	\$18,000
Fuel and Oil	\$15,000
Maintenance & Repairs	\$5,000
Annual Expenses	\$191,000
58% State and Federal contribution	-\$109,040
~ 11,796 trips annually	-\$23,592
AAA Cash Match	-\$40,000
In-Kind Contributions- Volunteer Drivers	-\$15,000
In-Kind- City of Willcox-Maintenance*	-\$5,000
Cash Match – Cochise County – Capital*	-\$9,600
Total First Year Cash Match + In-Kind + Fares	\$202,232
Total First Year Estimated Costs	\$200,600
Year 1 Profit/Loss	\$1,632

* Needs to be negotiated.



Willcox Area Transit Feasibility Study Scope of Work

The Willcox Area Transit Feasibility Study would evaluate the feasibility of public bus service for Willcox and the unincorporated communities of Sunsites, Pearce, Cochise, and Kansas Settlement. The study would be completed in two phases:

- The first phase would be an identification of needs and opportunities for developing a FTA Section 5311 bus program for Willcox and surrounding communities. This will include inventorying existing services and identifying demand for service. Phase 1 will evaluate various service options and development of a short list of feasible alternatives. This would also include a detailed analysis of each feasible service option including total operating cost, benefits and projected performance measures.
- Pursuant to successful identification of a preferred service alternative, Phase 2 would be the identification of a preferred service option and implementation plan, should a positive feasibility finding be determined.

It is anticipated that the Feasibility Study will consist of the following six tasks.

Phase 1: Identification of Needs and Opportunities

Task 1: Assessment of Existing Conditions:

The purpose of this task is to determine current conditions within the study area. Demographics, socio-economic information, location of key trip generators, and planned development will shape the service alternatives provided through the study.

1.1 Review existing documents to identify ongoing and planned development within the study area. These documents include but are not limited to:

- Southeastern Arizona Regional Transportation Coordination Plan-2017;
- City of Willcox General Plan-2009;
- SEAGO – Willcox Transit Needs Survey Report - 2017
- Cochise County Long Range Transportation Plan - 2015
- Cochise County Intercity Bus Feasibility Study - 2017

1.2 Review travel patterns between Willcox, Benson, Sunsites, Pearce, and Kansas Settlement.

1.3 Analyze and document existing demographic and socio-economic data.

1.4 Identify key travel destinations.

Deliverable: *Technical memorandum #1 – Assessment of Existing Conditions.*

Task 2: Inventory existing services and identify potential service operators.



Willcox Area Transit Feasibility Study

Scope of Work

During this task, a clear picture of mobility options within the study area will be developed. In addition, coordination with existing public transit providers will help identify a potential operator for a potential transit service.

2.1 Review the Southeastern Arizona Regional Transportation Coordination Plan 2017 for an inventory of existing service providers in Cochise County. Confirm and/or update this inventory as necessary.

2.2 Work with local transit operators (Volunteer Interfaith Caregiver Program - VICaP) to determine service needs and current connectivity within the region. Identify a potential operator for an intercity transit service.

2.3 Review VICaP's current service model and determine their capacity to provide 5311 bus service.

Deliverable: *Technical memorandum #2 – Summary of Existing Transportation Services*

Task 3: Public Involvement.

Public involvement for this study will engage diverse and traditionally underrepresented communities via traditional avenues (city announcements, library fliers, newspapers, etc.); social media; and outreach through local organizations, faith-based and cultural organizations, and other key stakeholder groups.

3.1 Develop and implement a Public Involvement Plan (PIP) including public meetings, creation of a Technical Advisory Committee, and promotional activities. The PIP will guide public involvement throughout the project.

3.2 Coordinate outreach efforts, which will include two series of public meetings. The first series of meetings (during Task 2) will solicit community input regarding the need for a 5311 transit program. The second (following completion of Task 4) will present the service alternatives for public review. At least one meeting in each series will be held within each of the two primary communities (Willcox and Sunsites/Pearce). Promote and facilitate each meeting through traditional information channels as well as social and "new" media.

3.3 Prepare and administer a community survey to assess community mobility needs, current intercity travel patterns and modes, and potential use of a new intercity transit service.

3.4 Conduct outreach to key stakeholders, such as elected officials, social services, educational institutions, healthcare providers, and key employers. Such outreach is particularly important as it captures information about groups within the community which may not otherwise participate in the study process. Utilize tactics such as interviews, surveys, and/or roundtable discussions to gather input from stakeholders.

Deliverables: *Technical memorandum #3 – Public Involvement Plan (PIP); public meeting materials, agendas, sign-in sheets, and summaries; community survey instrument; technical memorandum #4 – Community Survey Analysis; technical memorandum #5 – Summary of Stakeholder Outreach.*



Willcox Area Transit Feasibility Study

Scope of Work

Task 4: Develop service options.

Drawing on the data developed during Phase 1, Task 4 will include creation of multiple service alternatives specific to a 5311 bus program. Once the preliminary service concepts have been developed, they will be expanded to identify funding needs, operational requirements, and service parameters.

4.1 Identify multiple scenarios including routing, terminus points, and intermediate stops. Evaluate potential locations for route origination. Develop parameters for each service option, including but not limited to: hours of operation, service frequency, service schedules, vehicle service hours and vehicle service miles, operating cost, and vehicle requirements. Additional analysis should include coordination with relevant transit agencies on connections/transfers to existing service and the capacity of existing transit facilities to meet forecast demand.

4.2 Identify capital needs: Facilities (e.g., bus shelters and Park & Rides), luggage racks, access to WiFi, and other amenities which are deemed necessary, recommended to effectively capture ridership, or otherwise make the program eligible for Federal Transit Administration (FTA) Section 5311f Intercity Bus Program funding. Evaluate adequacy of existing transit facilities to support the proposed service options and, if necessary, identify additional capital investments.

4.3 Evaluate operating, maintenance and capital costs associated with each feasible service alternative.

4.4 Identify fare structure needed to support the proposed service options. Calculate fare revenue projections for each option.

4.5 Identify if alternative transportation options, such as a volunteer vanpool program, are feasible as an alternative where applicable, including operating costs, capital needs, coordination needs, and ridership projections. Provide strategies for improved service coordination and more effective utilization of resources available through health and human service agencies for transportation.

4.6 Identify funding options for operating and capital costs associated with each service option.

Deliverable: *Technical memorandum #6 – Service Alternatives.*

Phase 2: Identify a Preferred Service Option

Task 5: Select preferred alternative and prepare implementation plan.

Task 5 will identify a preferred alternative and finalize the service plan, including a timeline for implementation and strategies for promotion of the new service.

5.1 Evaluate proposed service options based on their ridership potential, cost-effectiveness, and other transportation and environmental impacts. Identify a preferred alternative and provide a proposed schedule; fare structure; operating, financial, and capital plans; and marketing plan.



Willcox Area Transit Feasibility Study Scope of Work

5.3 Provide implementation strategy and timeline for the preferred alternative. The implementation plan should be flexible enough to accommodate potential changes in funding availability (i.e., “Week 1” rather than “Week of August 8”). It should also include all promotion and marketing for the proposed intercity service.

Deliverable: *Technical memorandum #7 – Preferred Service Alternative and Implementation Plan.*

Task 6: Reporting and Presentations:

The final task includes the preparation of a formal study report as well as presentation of the study’s findings and recommendations to local governing bodies as needed/requested.

6.1 Prepare a draft report inclusive of all service recommendations, alternatives, and public outreach results developed in previous tasks.

6.2 Following a review period, finalize the report to incorporate comments from the cities, County, and SEAGO.

6.3 Present the final report to the SEAGO Board, SVMPO Board, Willcox City Council, and the Cochise County Board of Supervisors

Deliverables: *Draft and Final study reports, presentations to governing boards.*

WILCOX TRANSIT NEEDS SURVEY REPORT

2017



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Background

SEAGO, with financial support from the Legacy Foundation of Southeast Arizona, is dedicated to identifying and developing strategies to improve access to rural transportation across the SEAGO region.

As part of this commitment, SEAGO dedicated resources to determine the need and demand for rural transportation services in Willcox, the adjacent communities of Pearce, Sunsites, Kansas Settlement, and the agricultural area north of Willcox. In December, 2016, SEAGO amended an existing consulting contract to include the development and implementation of bi-lingual survey tools, survey and census data analysis and a final report on the outcomes of the survey and data analysis.

The final report would be used in helping to determine the feasibility for further planning for improved or increased transportation to the Willcox region. Data would also be used to support any funding applications by SEAGO or its member entities that may wish to address the needs/demand assessment.

Overview

To determine the potential need and demand for transportation services, SEAGO embarked on collecting data from three sources:

- The historic service data compiled by the Northern Cochise Community Hospital and VICaP;

- A survey tool provided throughout the service area in both English and Spanish; and

- Need-Demand estimates based on an established formula provided by the Federal Transit Cooperative Research Program using US Census data.

This report compiles the data from each of the stated sources to estimate the level of need and demand for public transit in the service area.

Survey Tools

Three survey tools were created for this effort (see Appendix A). A general public survey in both English and Spanish, an Employer survey, and a Social Services survey.

The survey plan called for a combination of survey boxes (a supply of survey forms in Spanish and English along with a box where surveys could be deposited by the respondents) left at identified locations and in-person surveys whereby a SEAGO surveyor would solicit participation from the general public and assist respondents in completing the form or, if useful, fill out the form for the respondent.

Additionally, the SEAGO surveyor was to call identified employers and social services organizations and seek participation; filling out the survey form while on the phone.

1000 General Public, tri-fold survey tools were printed in English and Spanish. Several surveys for Employers and Social Service Agencies were printed for use by the surveyor.

Survey Dissemination

All three survey tools were posted on the SEAGO website with a link to the survey pages on the site's home page.

The surveyor and SEAGO staff delivered surveys from a booth at the area health fair and seven boxes were placed at various public locations in and around Willcox. The surveyor also stood at Safeway and the general store north of Willcox to hand out surveys as well as assist participants in filling out the survey.

Surveys were disseminated at the Cochise County Healthy Community monthly meeting in Willcox where a number of non-profit human services organizations were in attendance.

Survey Collection

Surveys were collected by the surveyor where boxes were left. Additionally, surveys conducted by the surveyor were collected and returned to SEAGO. A total of 140 general public surveys were collected. An additional 38 general public surveys were submitted online. Eight employer surveys and four social services surveys were collected.

Once collected, all surveys were entered into an electronic survey format so that a complete spreadsheet of data could be used for analysis.

General Public Surveys

A total of 178 general public surveys were collected. Of those, 160 were determined to have been generated by residents of the survey area. Respondents who were residents of communities outside the survey area, were removed from the analysis.

The general public survey area includes the communities and surrounding areas of Willcox (zip codes 85643 and 85644), Bowie (85605), Dragoon (85606) and Sunizona (85625). These zip codes include the communities of Sunsites, Pearce, and the Kansas Settlement area as well as the unincorporated, agricultural area north of Willcox.

Of the 160 survey area responses, 153 or 96%, were from the Willcox zip codes.

Of the 160 surveys from the study area, 141 or 88% were completed using the English format and 19 or 12% were completed using the Spanish format.

Table 1 Survey Language Format

Service area surveys	160	100%
English Format	141	88%
Spanish Format	19	12%

The front half of the General Public survey consisted of 16 questions (see full survey in Appendix A):

- Zip code where you live
- Age
- Residency year round or seasonal
- Employment status
- Employment sector

- Distance from home to work
- Household size
- Household income
- Household members who are disabled
- Caregiver status
- Veteran status
- Primary language
- Primary means of transportation
- Reason for not driving
- Number of vehicles in household
- Knowledge of volunteer driver service

The back half of the survey consisted of a matrix asking for information on travel destinations including frequency, period destination location and whether or not transportation for this destination was a concern for the respondent. Questions were asked about:

- Employment
- Grocery shopping
- Local medical appointments
- Medical appointments in other communities
- Local shopping
- Shopping in other communities
- School
- Other services

RESIDENCY

Of the 160 responses, 146 responded to the residency question. 88% reside in the area year-round. 12% indicated seasonal residency

Table 2 Residency status

Residency	Number of respondents
Seasonal	5
Year round	141
Total	146

96% of respondents reside in the Willcox area which includes the agricultural district north of I-10 as well as the agricultural area southeast including the Kansas Road settlement area. No responses were received from 85610 which is the Sunsites, Gleeson, Pearce area.

Table 3 Residency zip location

Resident zip code	Number of respondents
85605 Bowie area	1
85606 Dragoon & North Sunsites	2
85625 Sunizona area	4
85643-44 Willcox area	153
Total	160

Table 4 Zip Codes 86543-44



Table 5 Zip Code 85606



Table 6 Zip Code 85606



Table 7 Zip Code 85625



AGE

Of the 158 respondents who answered the question regarding age, the mean age is between 50 and 64.

38% of the survey respondents are 65 and over. The Census Bureau estimates that 32% of the service area population is 65 and over.

Table 8 Respondent age

Age	Number of respondents who answered
17 and under	2
18-29	16
30-49	35
50-64	44
65-79	51
80+	10
Total	158

Table 9 Respondent age by location

Survey respondents' residency by age					
Age	Bowie 85605	Dragoon Sunsites 85606	Sunizona 85625	Willcox region 85643-44	Total
17 or under	0	0	0	2	2
18-29	0	0	0	16	16
30-49	0	1	0	34	35
50-64	0	0	2	42	44
65-79	0	0	2	49	51
80 and up	1	1	0	8	10
Total	1	2	4	151	158

STATUS – EMPLOYED

Of the 160 responses, 73 or 46% indicated they were employed. 68 of those respondents also answered the question regarding the employment sector in which they worked.

Table 10 Employment status

Employment sector	Number of respondents
Retail	17
Health Care	12
Year-Round Agriculture	11
Government	9
Education	6
Seasonal Agriculture	3
Social Services	3
Labor	2
Manufacturing	1
Contractor	1
Telecom	1
Utilities	1
Viticulture	1
Total	68

Of those employed, the mean age is between 30 and 49. 15% of those employed are over 65.

Table 11 Respondent age by employment status

Status by age							
	Age	Employed	Retired	Disabled	Unemployed	Student	Total
	17 or under	1	0	0	0	1	2
	18-29	9	0	0	4	2	15
	30-49	30	0	1	3	0	34
	50-64	22	10	8	4	0	44
	65-79	11	30	9	1	0	51
	80 and up	0	9	1	0	0	10
	Total	73	49	19	12	3	156

Of the 73 who indicated employment, 47 indicated where they worked. Of those, only 1 worked outside the survey service area (Tucson).

Table 12 Employment location by zip

Geographic area of employment	Number of respondents
85602 Bowie area	1
85625 Chiricahua and east area	1
85730 Tucson	1
85643 Willcox area	44

Of the 73 respondents who indicated employment; 52 also answered the questions regarding location of residency and employment, 87% lived and worked in Willcox.

Table 13 Residence location by employment location

Residential Zip code of survey respondents who are employed and where they are employed						
Zip code of residency			Dragoons Sunsites 85606	Sunizona 85625	Willcox 85643	Total
Zip code where employed	85602	Benson	0	0	1	1
	85625	Chiricahua and Sunizona area	0	1	1	2
	85643	Willcox	1	2	45	48
	85730	Tucson	0	0	1	1
Total			1	3	48	52

Of the 73 respondents who indicated employment, 64 answered the question regarding distance to work (one way).

The mean distance is 4-10 miles. 70% drive 10 miles or less to work. 26% live less than 3 miles from employment. 11% drive more than 20 miles each way, to and from work.

Table 14 Distance to employment

Distance to employment	Number of respondents
< 3 miles	17
4-10 miles	28
11-20 miles	12
21-40 miles	5
41-50 miles	2
Total	64

STATUS – RETIRED (RESPONDENT ONLY – DOES NOT INCLUDE HOUSEHOLD MEMBERS)

Of the 159 respondents who answered the status question, 31% indicated they were retired. Three lived outside the Willcox zip codes.

Table 15 Retirement age

Age	Retired
17 or under	0
18-29	0
30-49	0
50-64	10
65-79	30
80 and up	9
Total	49

STATUS DISABLED (RESPONDENT ONLY – DOES NOT INCLUDE HOUSEHOLD MEMBERS)

Of the 159 respondents who answered the status question 12% indicated they were disabled. All but one lived in the Willcox zip codes.

Table 16 Disabled by age

Age	Disabled
17 or under	0
18-29	0
30-49	1
50-64	8
65-79	9
80 and up	1
Total	19

STATUS UNEMPLOYED

Of the 159 respondents who answered the status question, 7.5% indicated they were unemployed. All of these reside in the Willcox zip codes.

Table 17 Unemployed by age

Age	Unemployed
17 or under	0
18-29	4
30-49	3
50-64	4
65-79	1
80 and up	0
Total	12

STATUS – STUDENT

Of the 159 respondents who answered the status question, 1.8% indicated they were students.

All three live in the Willcox zip codes.

Table 18 Student by age

Age	Student
17 or under	1
18-29	2
30-49	0
50-64	0
65-79	0
80 and up	0
Total	3

HOUSEHOLD SIZE

Table 19 Household size

Household Size	Number of respondents
1	33
2	42
3	25
4	32
5	13
6	9
Total	154

Of the 154 respondents who answered questions on age and family size, 14% reside in 2 person households where the respondent ages are 65 and over. 12% reside in 1 person households where the respondent ages are 65 and over. 11% reside in households with 3 or more people where the respondent ages are 65 and over.

Table 20 Household size by age

Age Size → ↓	1	2	3	4	5	6	Total
<17	0	0	1	1	0	0	2
18-29	2	3	1	7	4	2	19
30-49	4	0	7	12	6	2	31
50-64	8	17	8	6	3	2	44
65-79	13	20	8	6	0	3	50
80+	6	2	0	0	0	0	8
Total	33	42	25	32	13	9	154

Of 160 respondents, 148 answered the annual household income question.

Table 21 Household income

Income Level	Number of Respondents
< 18,000	45
18-24,000	26
25-30,000	22
31-37,000	13
38-43,000	11
44-50,000	4
51-55,000	11
>55,000	16
Total	148

Of the 160 respondents, 133 answered both the household size and household income questions.

63% live in households whose income is 150% or less of the Federal Poverty Level.

28% live in households whose income is at or below the Federal Poverty Level

Table 22 Household income by household size

Annual Income by Household size									
150% of Poverty		under \$18,000	\$18-24,000	\$25-30,000	\$31-37,000	\$38-43,000	\$44-49,000	>\$55,000	Total
Household Size	1	19	2	2	1	1	1	2	28
	2	9	2	10	3	5	1	5	35
	3	5	4	2	3	1	1	4	20
	4	5	10	4	4	2	0	4	29
	5	3	4	3	0	1	1	0	12
	6	3	3	0	2	1	0	0	9
Total		44	25	21	13	11	4	15	133

DISABILITIES

Of the 160 respondents, 62 or 39% indicated that they or someone in their household were disabled.

Of those who answered the question regarding the number of persons in their households who had disabilities, there were a total of 70 disabled persons identified.

Of the 160 respondents who answered both the caregiver and households with disabled questions, 28 or 17% indicated they were caregivers. Of these 28 caregivers, 17 or 63% are caregivers in their own homes.

Of the respondents who answered both the disabilities and household size questions, 57 persons were identified as disabled with 19 or 33% living alone. Four respondents, or 7% lived with one other person who was also disabled.

Table 23 Number of disabilities by household size

Number of disabled persons in household by household size					
# of disabled persons	1	2	3	Total	
Household Size	1	19	0	0	19
	2	10	4	0	14
	3	7	2	1	10
	4	7	3	0	10
	5	1	0	0	1
	6	3	0	0	3
Total		47	9	1	57

VETERANS

Of the 160 respondents, 32 or 20% indicated veteran status. Of those, 30 also answered the household income question.

10 or 31% of those with veteran's status live at or below 150% of the federal poverty level based on household size.

5 or 15% of those with veteran's status indicated that their primary source of transportation was something other than their own vehicle, including rides with friends, relatives, neighbors, and medical transport services.

Table 24 Veterans status by household income

Veterans by Household Income	
Annual Income	
under \$18,000	8
\$18-24,000	2
\$25-30,000	8
\$31-37,000	2
\$38-43,000	3
\$44-49,000	3
\$50-55,000	3
more than \$55,000	1
Total	30

LANGUAGE

Of the 160 respondents, 159 answered the question regarding language.

19 of the 160 survey responses were completed using Spanish Language survey tools.

Table 25 Language preference

Primary Language	Number of Respondents
English	120
Spanish	34
English and Spanish	3
English and Native American Language	1
Native American Language	0
Spanish, English, Native American	1
Total	159

VEHICLES

Of the 160 respondents, 156 indicated the number of vehicles in their household.

18 or 11.5% of the respondents do not have a vehicle.

Table 26 Number of vehicles in household

Number of vehicles in household	Number of Respondents
0	18
1	71
2	42
3	25
Total	156

Of the 156 respondents who answered the vehicle question, 150 also responded to the household number question. 11% of these households do not own a car. 38 household members or 9% of the estimated 429 household members do not have access to a vehicle.

Table 27 Vehicles in household by household size

Number of Cars per Household	1 person in Household	2 people in household	3 people in household	4 people in household	5 people in household	6 or more people in household	Total
0	8	0	4	2	2	0	16
1	23	13	11	17	2	4	70
2	2	21	5	6	6	1	41
3	0	6	3	7	3	4	23
Total	33	40	23	32	13	9	150

Of the 160 respondents 145 answered both the household income and primary means of transportation questions.

23% of respondents indicated that a personal vehicle was not their primary means of transportation. Of those, 16% relied on family and friends with 6% walking, using medical transport, carpooling, using van service or other means.

77% of respondents indicated that a personal vehicle was their primary means of transportation.

Table 28 Primary means of transportation by household income

Primary means of transportation by household income										
Household Income		under \$18,000	\$18-24,000	\$25-30,000	\$31-37,000	\$38-43,000	\$44-49,000	\$50-55,000	> \$55,000	Total
Primary Means of Transport	Personal vehicle	31	18	17	10	8	3	9	16	112
	Friend, relative, neighbor	11	6	2	3	1	0	1	0	24
	Walk	2	0	1	0	0	0	0	0	3
	Medicaid transport	0	0	0	0	1	1	0	0	2
	Carpool for work	0	1	0	0	0	0	0	0	1
	Van or bus service	0	0	1	0	1	0	0	0	2
	Various	0	0	1	0	0	0	0	0	1
Total		44	25	22	13	11	4	10	16	145

18 or 11% of those who responded to both the number of vehicles and the primary means of transportation reported that they owned at least one vehicle but that the vehicle was not their primary means of transportation. 15 of the 18 reported that friends, relatives and neighbors were their primary source of transportation.

Primary Means of Transportation by Number of Vehicles in Household									
Primary Means of Transportation		Personal Vehicle	Friend, Relative, Neighbor	Walk	Medicaid Transport	Carpool for Work	Van or bus service	Various	Total
Number of vehicles in Household	0	0	11	3	0	1	1	1	17
	1	56	11	1	2	0	0	0	70
	2	39	2	0	0	0	0	0	41
	3	23	2	0	0	0	0	0	25
Total		118	26	4	2	1	1	1	153

Table 29 Number of vehicles by primary means of transportation

Of the 160 respondents, 48 or 30% identified reasons they do not own or use a car (even if they answered yes to car ownership). Respondents were able to check more than one box.

Affordability was chosen 40 times or 71% of the 56 responses. No driver's license was chosen 10 times or 18% of the 56 responses.

Table 30 Reason for not driving by household income

Reason for not driving → Income ↓	Can't afford a car	Can't afford gas and insurance	Prefer to Walk	Medical or Physical condition	No Driver's License
<18,000	8	6	1	1	5
18-24,000	6	9	0	0	1
25-30,000	3	3	0	1	0
31-37,000	1	1	0	1	1
38-43,000	1	1	0	0	1
44-49,000	0	0	0	1	0
50-55,000	1	0	0	0	1
>55,000	0	0	0	1	1
Total	20	20	1	5	10

TRIP DESTINATION – EMPLOYMENT

Of the 160 respondents, 51 answered both the residence and employment zip codes questions.

94% live and work in the Willcox zip code area.

Table 31 Employment destination

Employment Zip Code by Residence Zip Code					
Zip code of Residence		Dragoon North Sunsites 85606	Chiricahua Sunizona 85625	Willcox 85643	Total
Zip Code Employment	Benson 85602	0	0	1	1
	Sunizona Chiricahua 85625	0	1	0	1
	Willcox 85643	1	2	45	48
	Tucson 85730	0	0	1	1
Total		1	3	47	51

Of the 73 respondents who indicated employment, 24 or 33% indicated concern about transportation to employment destinations.

Employment trip frequency by number of respondents who said that transportation to the destination was a concern											
Frequency of one-way trips per week	1	3	4	5	6	7	8	10	18	20	Total
Respondents who indicated that transportation to this destination was a concern	2	1	2	8	9	0	1	1	0	0	24

Table 32 Employment transportation concern

DESTINATION – GROCERY

Grocery trip frequency by number of respondents who said that transportation to the destination was a concern								
Frequency of trips per week to grocery	1	2	3	4	5	6	7	Total
Number of respondents with transportation concerns	12	12	4	1	3	1	0	33

Of the 160 respondents, 33 or 21% indicated that transportation for grocery shopping was a concern.

Table 33 Grocery shopping transportation concern

Respondents indicated that in addition to shopping for groceries in Willcox, they also shopped less frequently in Benson, Tucson, Safford, Douglas, Bowie, and Agua Prieta.

Table 34 Grocery shopping destination

Grocery Destination							
Grocery Destination	Willcox	Benson	Tucson	Safford	Douglas	Bowie	Agua Prieta
Frequency of weekly trips to Grocery	1	24	1	2	3	0	0
	2	25	1	1	1	2	0
	3	10	0	0	0	0	0
	4	2	1	1	0	0	1

	5	6	2	0	0	0	0	0
	6	1	0	0	0	0	0	0
	7	2	0	0	0	0	0	0
Total		70	5	4	4	2	1	1

DESTINATION - MEDICAL

Of the 160 respondents, 32 or 20% indicated that transportation to medical appointments was a concern.

Table 35 Medical transportation concern

Medical trip frequency by number of respondents who said that transportation to the destination was a concern				
Frequency of trips to medical facilities per month	1	2	3	Total
Number of respondents with transportation concerns	18	11	3	32

Of those respondents who answered both the medical trip frequency and medical trip destinations questions, 44% of identified medical trips were to Willcox; 40% to Tucson; 5% to Douglas; 2% to Safford and 1% each to Benson, Sunsites, and Sierra Vista.

Table 36 Medical destination

Medical trip destinations										
Medical trip destinations	Willcox	Tucson	Douglas	Safford	Benson	Sunsites	Sierra Vista	Phoenix	Show Low	Total
Frequency of monthly medical trips	1	26	22	4	3	2	1	1	1	60
	2	14	15	2			1		1	33
	3	8	6	0		1				15
Total	48	43	6	3	2	2	2	1	1	108

DESTINATION – OUT OF TOWN SHOPPING

Of the 160 respondents, 16 or 10% indicated that transportation to out of town shopping was a concern

Table 37 Out of town shopping transportation concern

Out of town shopping trip frequency by number of respondents who said that transportation to the destination was a concern					
Frequency of monthly trips for out of town shopping	1	2	3	4	Total
Number of respondents with transportation concerns	15	1	0	0	16

Of those respondents who answered both the out of town shopping frequency and out of town shopping destinations questions, 50% of identified trips were to Tucson; 22% to Benson; 12% to Safford and 8% to Douglas.

Table 38 Out of town shopping destinations

Out of town shopping destinations									
Out of town shopping destinations		Tucson	Benson	Safford	Douglas	Willcox	Phoenix	Show Low	Total
OOT Shopping Frequency	1	13	5	4	4	2	1		29
	2	10	6	2	0	0		1	19
	3	1	0	0	0	0			1
	4	1	0	0	0	0			1
Total		25	11	6	4	2	1	1	50

Social Services Survey

Four Social Services Surveys were submitted from the Willcox area.

Two served elderly, low income and children and provided health care

One served low income and children and provided Substance Abuse Prevention

One provided health care to the general public

Each operated Monday through Friday with the Substance abuse organization available on Saturdays with appointment.

None of the four organizations reported any employees with disabilities.

Three of the four required that all employees be licensed drivers with the fourth requiring some employees to be licensed drivers.

No organization reported that an employee and quit or was declined a job based on lack of transportation.

Three organizations reported that transportation is rarely a problem for employees. The fourth reported that it sometimes is a problem for employees.

One organization reported that 25% of employees share rides. One reported that 5% of employees share rides.

Three organizations reported requirements for parcel delivery to Willcox, Douglas, Benson, Sierra Vista and Bisbee.

Two organizations maintain fleets that include vans. Three organizations rely on personal vehicles for work related transportation.

Two organizations reported the number of individual clients served: 1 – 100-200 2- 51-100

All four organizations reported that clients must arrange their own transportation to and from service facilities.

Of the four organizations reporting, two indicated that 40% of their clients had broad, unmet transportation needs. One organization reported 25% and the fourth reported 20%.

Two organizations reported that 15% of their clients are elderly.

Two organizations reported that 5% of their clients are disabled. One organization reported that 10% of their clients are disabled.

Two organizations reported that 80% of their clients are low-income. One reported that 60% are low income. The Fourth reported that 90% are low income.

Employer Survey

There were no employer surveys submitted

TCRP Rural Transit Need/Demand Estimation

Transit needs and demands were estimated using procedures described in Transit Cooperative Research Program (TCRP) Report 161 – Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation. The formula is designed to determine the magnitude of need in a geographic area and estimate ridership for a potential transit system. Data is gathered from Census Tables: S0101; S0801; C17001, & C08201 as prescribed by the TCRP program and input into the demographic tables below.

Table 39 TCRP demographic data input

Demographics Inputs		Enter demographic data (from US Census website or other source)
Total Population		10,237
Persons Age 16 and Above		
Persons Age 60 and Over		3,798
Persons Age 16 to 64		
Mobility Limited Population		
Mobility Limited 16 to 64		1,201
Families Below Poverty Level		
Persons Age 16 to 59		
Persons Age 75 and Above		
Persons Age 65 and Above		
Persons Age 64 or Less Living Below Poverty Level		766

Table 40 TCRP vehicle data input

Transit Need Inputs		
Number of persons residing in households with income below the poverty level:	1,802	
Number of persons residing in households owning no vehicles:	Households	Persons
1-Person households:	112	112
2-Person households:	169	338
3-Person households:	65	195
4-or-more-Person households:	0	0

The Output Table utilizes a formula that estimates the need based on the number of household with incomes at the poverty level, the number of households without a vehicle, and number of persons who have mobility limitations. Because not everyone who is perceived to have a need actually has one, the formula uses a mobility gap which better estimates those with actual unmet needs and calculates passenger trips on a single, one way trip, 300 days per year.

Demand is then estimated using the figures established from determining need.

A final estimate of Total Rural Non-Program (demand from persons not participating in a particular social service program)

Table 41 TCRP output/findings

Estimation of Transit Need		
Total need for passenger transportation service:	2,447	Persons
Total households without access to a vehicle:	346	Households
State Mobility Gap:	1.2	Daily 1-Way Pegr.-Trips per Household
Total need based on mobility gap:	415	Daily 1-Way Passenger-Trips
	124,600	Annual 1-Way Passenger-Trips
General Public Rural Non-Program Demand		
<i>Estimate of rural transit trips based on vehicle-miles</i>		
Rural transit trips:	9,262	Annual 1-Way Passenger-Trips
<i>Estimate of rural transit trips based on vehicle-hours</i>		
Rural transit trips:	7,696	Annual 1-Way Passenger-Trips
<i>Trips per person based on vehicle-hours per person</i>		
Trips per person:	1	Annual Trips per Person
Non-Program Demand based on TCRP B3 Methodology		
Demand for Persons Age 60 and Above	7,900	Annual 1-Way Passenger-Trips
Demand for Persons with Mobility Limitations Age 16 to 64	2,400	Annual 1-Way Passenger-Trips
Demand for General Public	1,300	Annual 1-Way Passenger-Trips
Total Rural Non-Program Demand	11,600	Annual 1-Way Passenger-Trips

Existing Service Data

Previous service

In 2009, the Northern Cochise Community Hospital, expanded its nursing home transportation program to include demand response services for the elderly and disabled among the general population within the Hospital's 950 square mile service area. In 2010, the Hospital applied to ADOT for vehicles under the 5310 FTA program, in support of its expanded services and growing demand. At the time of application, the system, annually, was providing over 16,000 trips; 2,400 service hours, and over 15,000 service miles.

In 2014, the Hospital suspended its transportation services as a result of budget considerations.

Northern Cochise Community Hospital													Total	
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June		

Table 42 NCCH 2014 trip data

Unduplicated New Clients Under 60	11	0	1	1	0	1	0	2	1	1	0	0	18
Unduplicated New Clients 60 or Older	47	16	15	17	12	8	7	9	8	7	5	4	155
Grand Total Units/ 1- WayTrips	1172	1262	1440	1688	1442	1294	1312	1230	1260	1510	1408	1070	16088

Existing Service

In January 2017, the Volunteer Interfaith Caregiver Program (VICaP), with support from SEAGO and the Legacy Foundation began providing limited demand response services to the Willcox area as part of a pilot project that would address a high priority, service gap area with no transportation services.

The current service is a demand response system requiring 48 hours advanced notice for a ride with a week’s notice required for rides to Tucson. VICaP has applied to ADOT’s 5310 program for operating funds to continue the pilot project.

Table 43 VICaP 2017 trip data

VICaP Willcox Demand Response Performance to date

	January-17			February-17			March-17			April-17			May-17		
	Miles	Trips	Riders	Miles	Trips	Riders	Miles	Trips	Riders	Miles	Trips	Riders	Miles	Trips	Riders
Wheelchair-accessible van	2110	101	38	2693	176	48	3847	143	42	3573	99	45	3783	219	52
Willcox Volunteer Support	900	24	5	919	52	12	530	52	17	906	64	11	34	10	3

Average Miles p.m.		Average Trips p.m.	Hours
3,859	month	188.00	173
46,311	annual	2,256.00	2080

Findings

	Census Data	Survey Data
Population	10,237	451 all reported household members from 160 respondents
Population over 60-65	37% over 60	61 or 38% of respondents over 65 yoa
Disabled household members	8%	57 or 12% household members
# of persons under age 65 living in households at or below poverty level	7%	40 or 25% survey respondents
All persons in households at or below 100- poverty	10.5%	126 or 28% reported household members
Number of persons living in households with a vehicle	1,802 or 17.5%	77 or 17%

	Census Data	VICaP	NCCH	Average
Demand for annual 1-way trips	11,600	2,256 Based on 5 mos. Start-up data	16,088 12 mos. Seasoned data	9,981

When applying the survey data to the TCRP formula, the total non-program demand is estimated to be 600 trips annually. The census data population for the study area is 10,237. The survey population is 160 respondents representing a population of 451. 451 is 4.4% of the census population

The Census data estimated a demand for 11,600 annual trips. 4.4% of 11,600 is 510 rides.

The TCRP formula using survey only data estimates 600 annual trips. 600 is 4.4 percent of 13,636 trips per year. 13,636 is 117% of the Census data estimate and 85% of the NCCH historical data.

Summary

The vast majority of survey responses came from Willcox zip codes.

Nearly all respondents are year-round residents.

AGE:

61 of 158 respondents is over 65 years of age.

EMPLOYMENT:

The mean age of respondents was between 50-64

46% were employed and 33% indicated a concern regarding transportation to jobs.

The top three employment sectors were retail, agriculture, and health care.

15% of those employed are over 65 years of age.

Only one respondent worked outside of the study area (Tucson)

The mean distance to work is 4-10 miles. 11% drive more than 20 miles away.

Of the 24 respondents who indicated a concern for transportation 6 drive over 20 miles to work; 12 drive between 4 and 20 miles, and 8 indicate their primary means of transportation is something other than a personal vehicle (friend, neighbor, relative, van, carpool, etc.)

DISABILITY:

19 of 160 respondents said they were disabled. 10 of those are over 65. Among the total of 451 household members of the survey respondents, 57 have a disability.

INCOME:

126 household members live at or below the poverty line.

275 household members live at or below 150% of the poverty line.

VETERAN STATUS:

30 of the respondents are veterans. The mean income for a veteran household is \$25-30,000. 8 earn less than 18,000 per year.

VEHICLES IN HOUSEHOLD:

18 or 11.5% of households had no vehicle

23% indicated that a personal vehicle was not their primary means of transportation

Friend's relatives, and neighbors was the primary means of transportation for most of the households that didn't have a vehicle.

Affordability was the most often cited reason for not using a personal vehicle as a primary means of transportation. No driver's license was the second.

TRANSPORTATION DESTINATIONS:

Of the 160 respondents, those who indicated that transportation was a concern to a particular destination:

Employment – 24

Grocery – 33

Medical Appointments – 32

Most cited destinations were:

Willcox – 48

Tucson – 43

Douglas – 6

Safford 3

Out of town shopping – 16

Most cited destinations were:

Tucson – 25

Benson – 11

Safford – 6

Douglas - 4

NEED AND DEMAND:

NCCH had a ridership of 16,088 in 2014

TCRP report formula estimates 11,600 trips based on census data

TCRP report formula estimates 13,636 trips based on survey data

VICaP data estimates 2,256 rides but is a new service with only 5 months of presence in the area.

92 or 56% of 160 respondents did not know there was a demand response system for elderly and disabled operating in the Willcox area.

WILLCOX SURVEY 2017

Appendix A

Survey Tools

A banner for the English version of the SEAGO Transportation Survey 2017. It features a green ribbon on the left with the word "english" written vertically. The main text "Take part in the SEAGO Transportation Survey 2017" is in large, bold, black letters against a background of a blurred city street scene.

english

Take part in the SEAGO Transportation Survey 2017

SouthEastern Arizona Governments Organization (SEAGO) is conducting this survey to determine the transportation needs of residents in Willcox and the surrounding communities. This information is essential in developing future planning and funding for expanded local and inter-city transportation services. Please fill out both sides of this survey and return it by April 30 to the location where it was received or mail it to SEAGO Transportation, 1403 W. Hwy 92, Bisbee AZ 85603. Write or fill in the circle that best represents your answer.

You may also use an online survey instead. Go to: <https://form.jotform.us/70654261933154>

A banner for the Spanish version of the SEAGO Transportation Survey 2017. It features a white ribbon on the right with the word "español" written vertically. The main text "Participa en la Encuesta de Transporte de SEAGO 2017" is in large, bold, white letters against a background of a blurred city street scene.

español

Participa en la Encuesta de Transporte de SEAGO 2017

La Organización de Gobierno del Sudeste (SEAGO) está conduciendo una encuesta para determinar las necesidades de transportación de los residentes de Willcox y las comunidades circunvecinas. Esta información es esencial para el desarrollo de la planificación y financiación futura de los servicios de transporte locales e interurbano. Por favor llene los dos lados de la encuesta y entréguela más tardar para el 30 de abril en el local donde la recibió o mandarla por correo a Transportación SEAGO, 1403 W. Hwy 92, Bisbee AZ 85603. Escriba o rellene el círculo que mejor represente su respuesta.

También puede hacer la encuesta en línea. Vaya al sitio <https://form.jotform.us/70656056529159>

SEAGO Transportation Survey 2017

Zip code where you live: _____

Age: 0-17 or under 18-29 30-49
 50-64 65-75 80 and up

Residency: Year-round Seasonal

Status: Employed; Zip code where employed: _____
 Retired Disabled Unemployed
 Student; Zip Code of School: _____

If employed, in what sector do you work?
 Government Education
 Manufacturing Health Care
 Retail Social Services
 Wine/Viticulture
 Other Seasonal Agriculture
 Other Year-Round Agriculture
 Other (list): _____

Household size (everyone who lives in your household): 1 2 3 4 5 6 more

Household Annual Income (excluding income of minors): under \$18,000
 \$18-24,000 \$25-30,000
 \$31-37,000 \$38-43,000 \$44-49,000
 \$50-55,000 more than \$55,000

What is your primary means of transportation?
 Personal Vehicle
 Friend, relative, neighbor Volunteer driver
 Win or bus service
 Medicaid transportation
 Employer vehicle Other (list): _____

Is anyone in your household disabled?
 Yes—How many?: _____ No

Are you a caregiver for someone with disabilities? Yes No

What is the primary language spoken in your household? English Spanish
 A Native American Language
 Other (list): _____

How far do you drive to work?
 Less than 3 miles 4-10 miles 11-20 miles
 Other (list): _____

Are you or any member of your household a veteran? Yes No

If you don't drive a car, why not? Check all that apply. No driver's license
 Can't afford a car
 Can't afford gas/insurance
 Medical or physical condition
 I prefer to walk or bike
 Other (list): _____

How many vehicles are running and available to you in your household?
 none 1 2 3

Did you know that there is a volunteer driver transportation service available in the Willcox area for the elderly and disabled? Yes No

Transportation Survey 2017 Return to: SEAGO Transportation, 1403 W. Hwy 92, Bisbee AZ 85603

SEAGO Transportation Survey 2017

The following asks about the number of times per week or month you travel to certain destinations, where those destinations are and if you have trouble getting transportation to those destinations.

How many trips do people in your household make?	Frequency or number of trips	Period	Destination	Transportation is a concern in getting to this destination
SAMPLE	5	1 Week 1 month	4 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
Employment		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
Grocery		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
Local Medical Appointments		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
Medical appointments in other communities		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
Local Shopping		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
Shopping in other communities		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
School		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No
Other Services		0 week 0 month	0 Willcox 0 Douglas 0 Benson 0 Tucson 0 Other _____	0 Yes 0 No

Transportation Survey 2017 Return to: SEAGO Transportation, 1403 W. Hwy 92, Bisbee AZ 85603

You may also use an [online survey](https://form.jotform.us/70654261933154) instead. Go to: <https://form.jotform.us/70654261933154>

South Eastern Arizona Governments Organization (SEAGO) is conducting this survey to determine the transportation needs of residents in Willcox and the surrounding communities. The information is essential in developing future planning and funding for expanded local and inter-city transportation services. Please fill out both sides of this survey and return it by April 30 to the location where it was received or mail it to SEAGO Transportation, 1403 W. Hwy 92, Bisbee AZ 85603. Write or fill in the circle that best represents your answer.

You may also use an [online survey](https://form.jotform.us/70654261933154) instead. Go to: <https://form.jotform.us/70654261933154>

SEAGO Transportation Survey 2017

Las siguientes preguntas son sobre el número de veces por semana o mes viaje a ciertos destinos, donde los destinos son y si tienes problemas para conseguir transporte a los destinos.

¿Cuántas veces hacen las personas en su hogar?	Frecuencia o número de viajes	Período	Destinación	El transporte es una preocupación para llegar a este destino
Ejemplo	1	1 Semana Otras _____	1 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	1 Si 0 No
Trabajo		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No
Tienda de comestibles		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No
Citas médicas locales		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No
Citas médicas en otras comunidades		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No
Compras locales		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No
Compras en otras comunidades		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No
Escuela		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No
Otros servicios		0 semana Otras _____	0 Willcox 0 Douglas 0 Benson 0 Tucson O Otro _____	0 Si 0 No

Transportation Survey 2017 Return to: SEAGO Transportation, 1403 W. Hwy 92, Bisbee AZ 85603
También puede hacer la encuesta en línea. Vaya al sitio <https://form.jotform.us/70656056529159>

SEAGO Transportation Survey 2017



La Organización de Gobierno del Suroeste (SEAGO) está conduciendo una encuesta para determinar las necesidades de transportación de los residentes de Willcox y las comunidades circunvecinas. Esta información es esencial para el desarrollo de la planificación y financiación futura de los servicios de transporte local e interurbano. Por favor llene los dos lados de la encuesta y entreguela más tardar para el 30 de Abril en el local donde la recibió o mandarla por correo a Transportación SEAGO, 1403 W. Hwy 92, Bisbee AZ 85603. Escríba o márcela el círculo que mejor represente su respuesta.

También puede hacer la encuesta en línea. Vaya al sitio <https://form.jotform.us/70656056529159>

SEAGO Transportation Survey 2017

Código postal donde reside: _____

Edad: 17 o menos 18-29 30-49
 50-64 65-79 80 o más

Residencia: Todo el año Estacional

Estatus: Empleado; Código postal donde esta empleado: _____
 Retirado Discapacitado Desempleado
 Estudiante; Código Postal del escuela: _____

Si esta empleado, en qué sector está trabajando? Gobierno Educación
 Maquiladoras Cuidado de la salud
 Ventas Servicios sociales: Vино/viticultura
 Otro agricultura temporal
 Otro agricultura de todo el año
 Otro (escriba): _____

¿Qué tan lejos maneja para llegar a su trabajo? menos de 3 millas 4-10 millas
 11-20 millas Otro (escriba): _____

Tamaño del hogar (quien vive en su casa)
 1 2 3 4 5 6 o más

Ingreso anual (excepto el ingreso de menores de edad): menos de \$18,000
 \$18-24,000 \$25-30,000
 \$31-37,000 \$38-43,000 \$44-49,000
 \$50-55,000 más de \$55,000

¿Hay alguien en su familia discapacitado?
 Sí, ¿cuántos?: _____ No

¿Es usted un cuidador de personas con discapacidad? Sí No

¿Cuál es el idioma principal que hablan en su hogar? Inglés Español
 Un idioma nativo americano
 Otro (escriba): _____

¿Usted o cualquier miembro de su hogar es veterano? Sí No

¿Cuál es su principal medio de transporte?

Vehículo personal
 Vecino, pariente, amigo Conductor voluntario
 Servicio de van o autobús
 Transporte de Medicaid
 Vehículo de empresario Otro (escriba): _____

Si no conduces un coche, ¿por qué no? Marque todas las que apliquen.

No tiene licencia de manejar
 No tiene manera de comprar un coche
 No tiene como echar gas y seguro
 Condición médica o física
 Prefiero caminar o en bicicleta
 Otro (escriba): _____

¿Cuántos vehículos están funcionando y disponibles en su hogar?

ninguno 1 2 3

¿Sabías que hay un servicio de transporte de conductor voluntario en el área de Willcox para ancianos y discapacitados?
 Sí No

Transportation Survey 2017 Return to: SEAGO Transportation, 1403 W. Hwy 92, Bisbee AZ 85603

Willcox Transit Feasibility Study

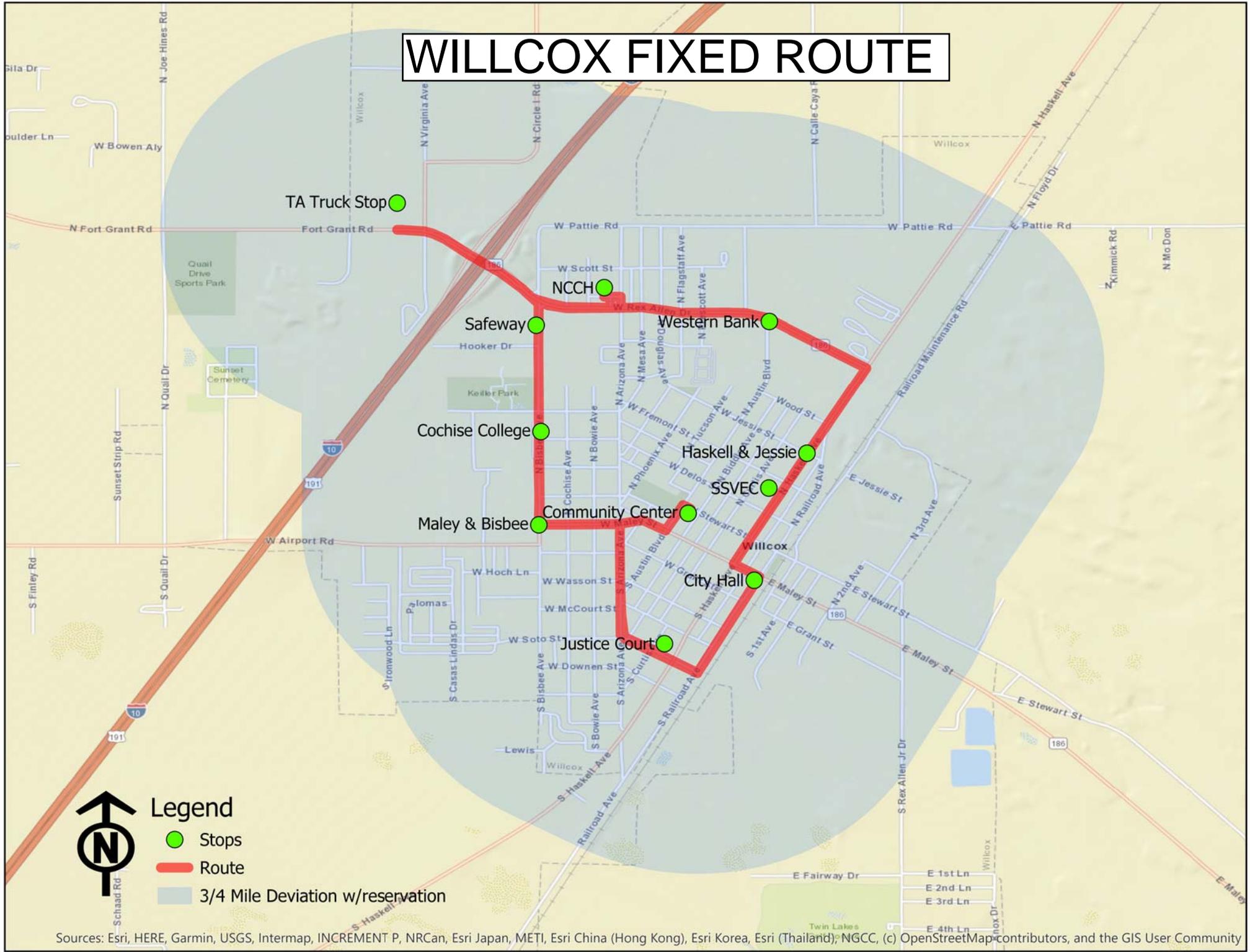
Public Meeting No. 1

Date: Tuesday, May 28, 2019
Place: Willcox Community Center
312 W Stewart St
Willcox, AZ 85643
Time: 2:00 pm – 6:00 pm



<p>Fixed Route Willcox</p> <p>Regular scheduled service 5 days a week</p> <p>ADA-accessible bus will stop at the same locations in the route several times a day</p> <p>Route indicated in red. Bus can go up to $\frac{3}{4}$ of a mile beyond the route (blue shaded area)</p> <p>Typical fare estimated between .50 and \$1.50</p> <p>Open to the public</p>	<p>Servicio de ruta fija en Willcox</p> <p>Servicio regular programado cinco días a la semana</p> <p>El autobús accesible de ADA se detendrá en las mismas ubicaciones en la ruta varias veces al día</p> <p>La ruta se indica en rojo. El autobús puede ir a $\frac{3}{4}$ de una milla más allá de la ruta (área sombreada azul)</p> <p>Tarifa típica estimada entre .50 y \$1.50.</p> <p>Abierto al público</p>
<p>Fixed Route Community</p> <p>Regular scheduled service 5 days a week</p> <p>ADA-accessible bus will stop at same locations in the route several times a day</p> <p>Expanded Service beyond Fixed Route Willcox service. Route indicated in red. Bus can go up to $\frac{3}{4}$ of a mile beyond the route (blue shaded area)</p> <p>Typical fare estimated between \$1.50 and \$2.50</p> <p>Open to the public</p>	<p>Ruta fija transporte Comunitario</p> <p>Servicio regular programado cinco días a la semana</p> <p>El autobús accesible de ADA se detendrá en las mismas ubicaciones en la ruta varias veces al día</p> <p>Servicio ampliado más allá de la ruta fija de Willcox. La ruta se indica en rojo. El autobús puede ir a $\frac{3}{4}$ de una milla más allá de la ruta (área sombreada azul)</p> <p>Tarifa típica estimada entre \$1.50 y \$2.50.</p> <p>Abierto al público</p>
<p>Regional Dial-a-Ride</p> <p>Regular scheduled service 5 days a week</p> <p>ADA-accessible Van/Bus will be dispatched in response to reservations made in advance</p> <p>Route indicated in red. Bus can go up to 1 mile beyond the route (blue shaded area)</p> <p>Typical fare estimated between \$1 and \$5</p> <p>Elderly and disabled receive priority for ride reservations</p>	<p>Dial-a- Ride Regional</p> <p>Servicio regular programado cinco días a la semana</p> <p>Se enviara una van/autobus accesible de ADA en respuesta a las reservas realizadas con antelación. La ruta se indica en rojo. El autobús puede ir (1) milla más allá de la ruta (área sombreada azul)</p> <p>Tarifa típica estimada entre \$1.00 y \$5.00</p> <p>Personas mayores y discapacitados reciben prioridad para la reserva de transporte.</p>
<p>Prioritize your choices, 1, 2, and 3 and make comments with a post-it-note. Questions can be made to meeting facilitators.</p> <p>To view maps on the web, go to www.azmobility.org</p>	<p>Prioriza tus elecciones, 1, 2, 3 y has comentarios con un post-it-note. Se pueden hacer preguntas a los facilitadores de la reunión.</p> <p>Para ver mapas en la web, vaya a www.azmobility.org</p>

WILLCOX FIXED ROUTE

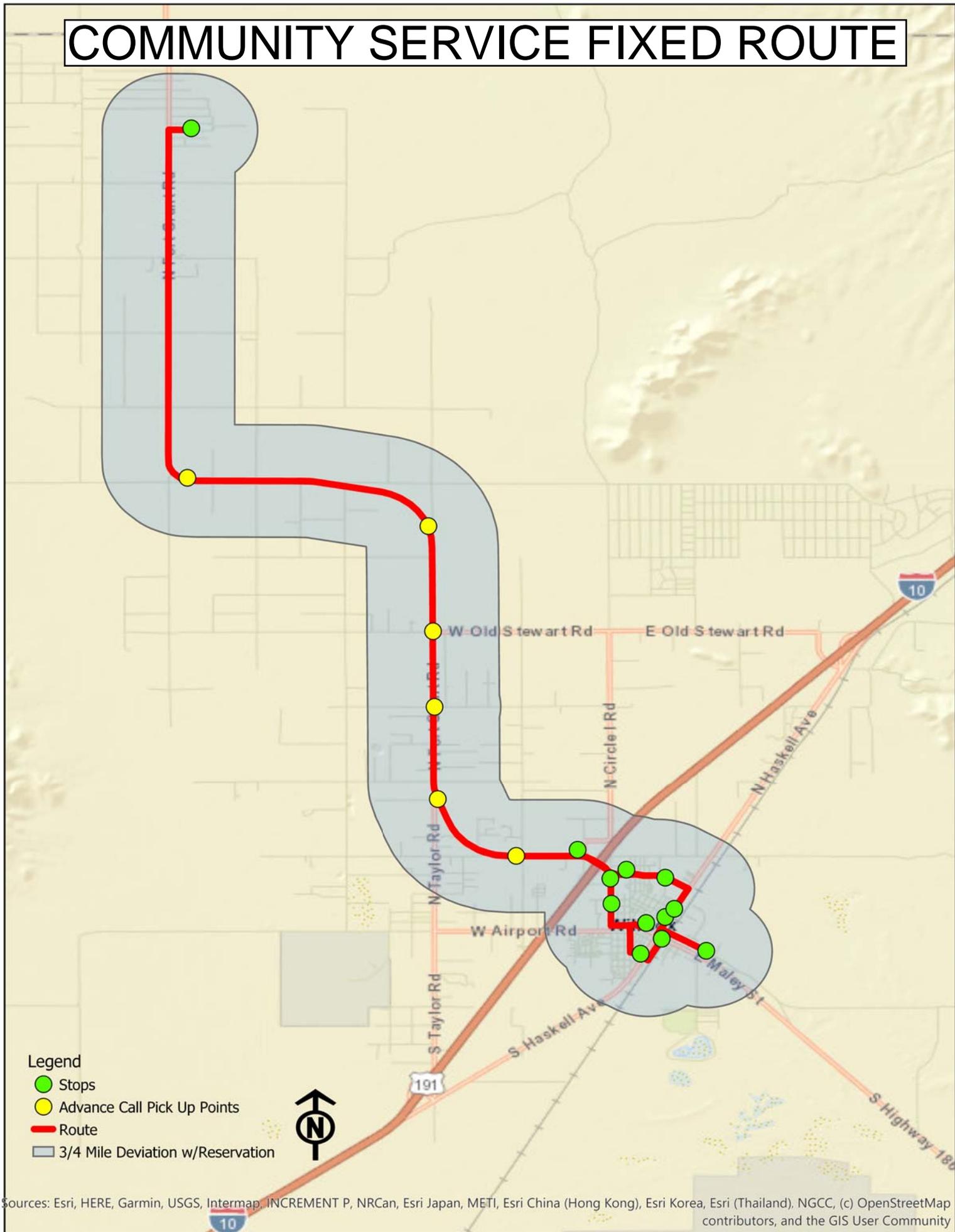


Legend

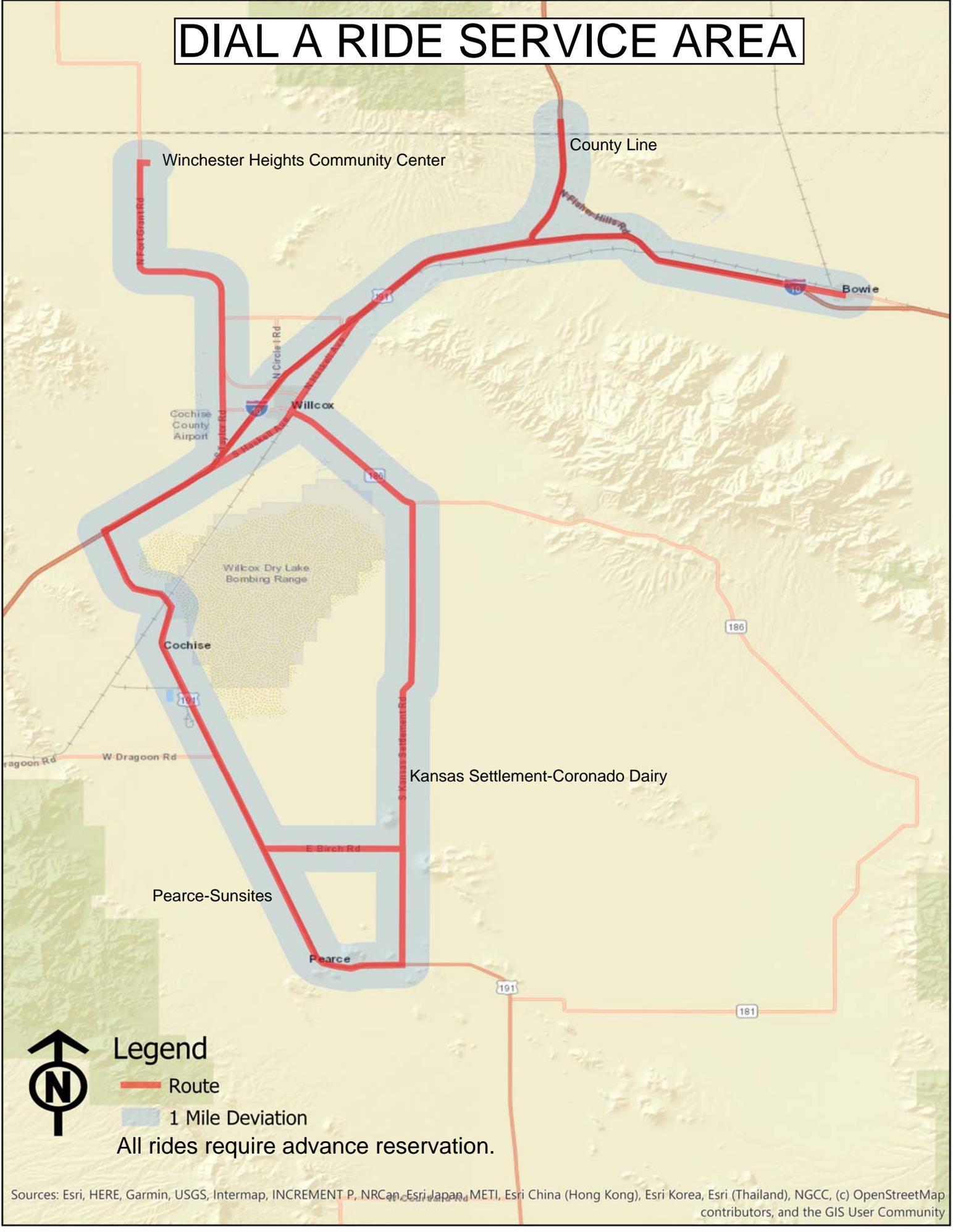
- Stops
- Route
- 3/4 Mile Deviation w/reservation

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand); NGCC, (c) OpenStreetMap contributors, and the GIS User Community

COMMUNITY SERVICE FIXED ROUTE



DIAL A RIDE SERVICE AREA



Legend

- Route
- 1 Mile Deviation

All rides require advance reservation.

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community