
**Pinal County Transit
Governance Study
Technical Working
Group Meeting #3
February 25, 2020**



Agenda



- Welcome and Introductions
- Project Updates
 - Stakeholder Interviews
 - Peer Review
- Transit Governance Models
- Stakeholder Workshops (Spring 2020)
- Next Steps

The slide features a dark grey background with three large, overlapping circles. The top circle is orange, the bottom-left circle is light beige, and the bottom-right circle is dark brown. The text "Project Update" is centered within the dark brown circle.

Project Update

Peer Review – Questions from TWG



- Eagle County Sales Tax
- Eagle County federal funding applications
- San Joaquin RTD – do Boards have staff support
- Interview champion behind CAVIT

Peer Review Update – Eagle County



- Half-cent ($\frac{1}{2}\text{¢}$) countywide sales tax (1995)
 - Raises about \$7m annually
- Entire sales tax is devoted to EcoTransit
 - Transit service, operations and capitals
 - Transit fund balance
 - County trails
 - Helps support Roaring Forks Transit Authority and Roaring Forks Trails

Peer Review Update – Eagle County



- All 4 agencies receive federal FTA funds
 - EcoTransit
 - Vail Transit
 - Town of Avon
 - Beaver Creek

Peer Review Update – San Joaquin RTD



- 197 employees in administration, transportation, and maintenance
- 80 contracted employees (MV Transportation) working in its three Stockton operations and administrative locations:
 - County Transit Center
 - Downtown Transit Center
 - Regional Transportation Center

Stakeholder Interview Update



- All additional agencies have been contacted
- Feedback from:
 - Apache Junction
 - Mammoth
 - Kearny
- Waiting to hear from:
 - On the Go Express
- Support for consolidated administrative duties
- Currently do not see themselves as playing a large role in governance decisions



**DRAFT Transit
Governance Models**

DRAFT Governance Models



- Discussion goals
 - Review and comment on individual models
 - What else do we need to know
 - Are models ready for a larger audience



Draft Transit Governance Models

Started with 4 options

- Consolidated regional (countywide) agency
- Independent local agencies
- Regional authority with underlying local systems
- Hybrid approach

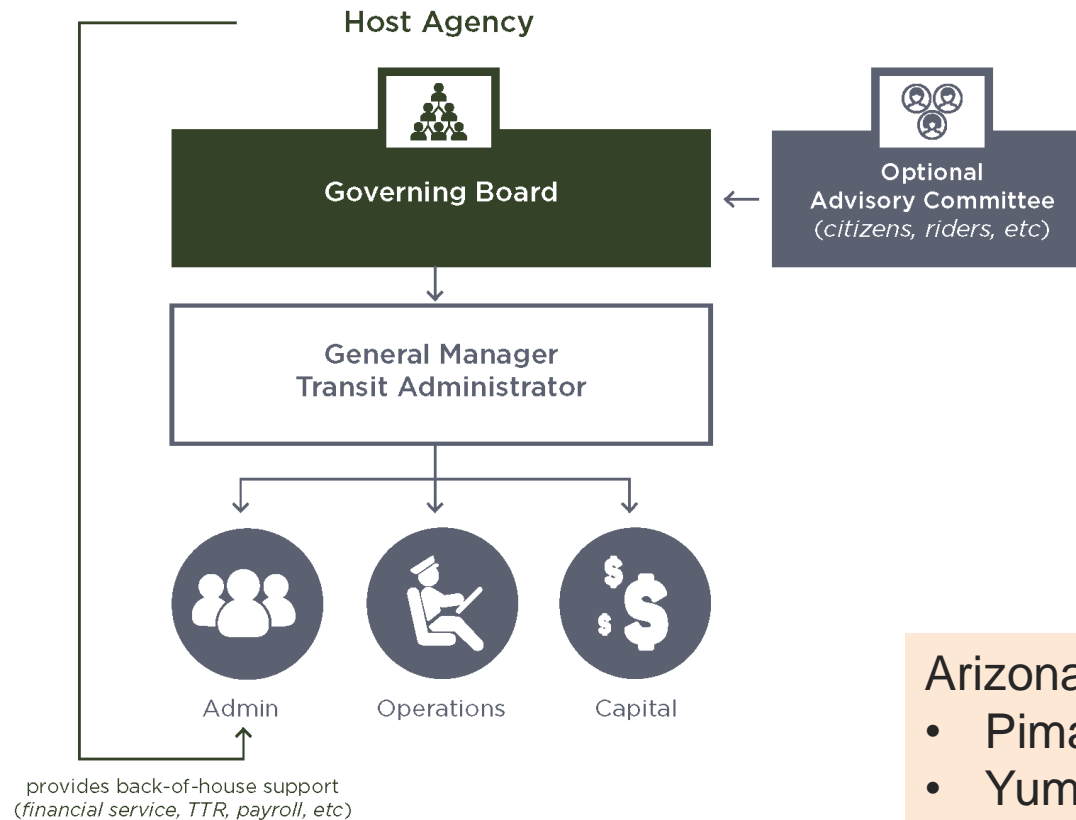
Moved to 3 options

- Consolidated regional (countywide) agency
- Independent local agencies
- Hybrid approach – regional agency with option for local service

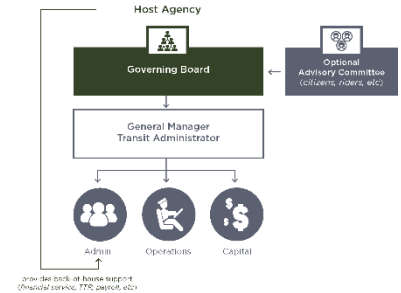
Consolidated Regional Transit System



Consolidated Regional Transit Service Delivery Model



Consolidated Regional Transit System

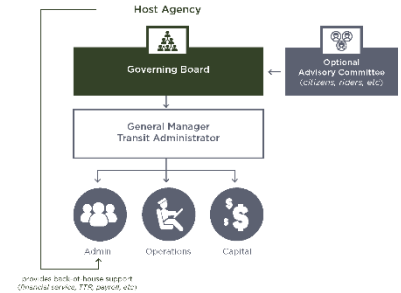


- Identify host regional agency to lead service
 - Use existing governing board
 - Develop Transit Advisory Committee
- Consolidates service currently operated by
 - City of Coolidge (Cotton Express and CART)
 - City of Maricopa (COMET)
 - Pinal County (On the Go Express)
- Add new service as desired / funding allows
- Staffed with host agency or contracted staff

Consolidated Regional Transit System

Strengths

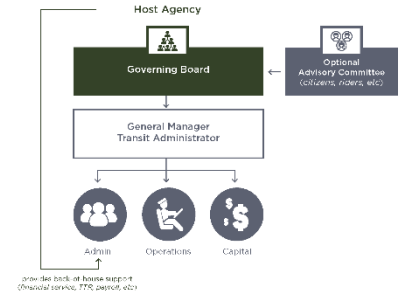
- Reduced administrative costs
 - Experience suggests about 10% less
 - Savings accrue as transit investment increases
- Consolidates expertise
 - Transit management
 - Marketing
 - Technology
- Facilitates sharing of regional transit funds
- Easier to start new services



Consolidated Regional Transit System

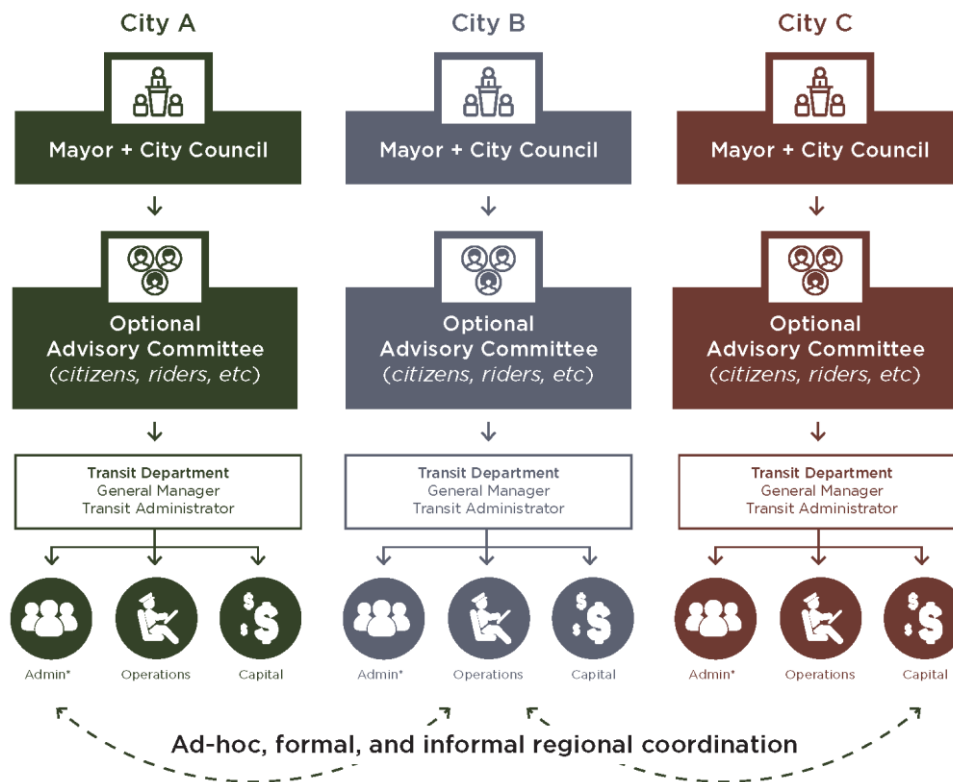
Weaknesses

- Loss of local control
 - Local agencies cede control to regional provider
 - Likely to require local financial contributions
- Complicated decision making
 - Figure out resource sharing and decision making



Independent Transit Agencies

Locally Oriented Transit Service Delivery Model (Status Quo)

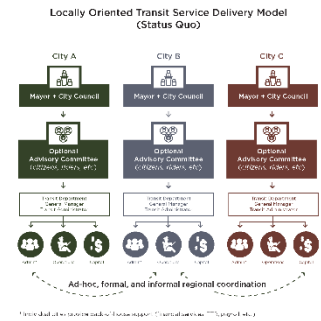


Arizona Examples:

- Pinal County

* Individual cities provide back-of-house support (financial services, TTR, payroll, etc.)

Independent Transit Agencies

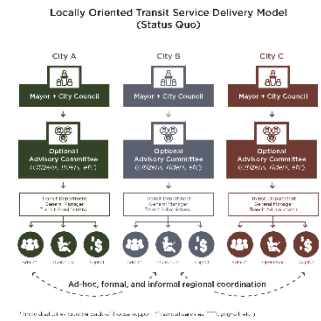


- Provide transit through independent transit agencies
 - Follows current governance model
 - Allows for coordination between services
- Add new service as desired / funding allows
- Staffed with host agency or contracted staff

Independent Transit Agencies

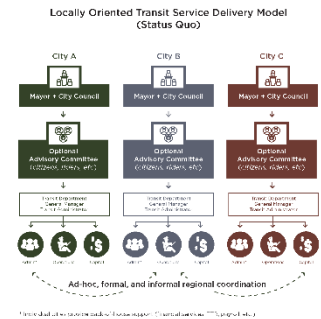
Strengths

- Local Control
 - Local communities determine need
 - Form regional services as desired
- Simplifies sharing of PRTA funds
 - Funding flows to existing services
- Flexibility to develop regional transportation services as desired



Independent Transit Agencies

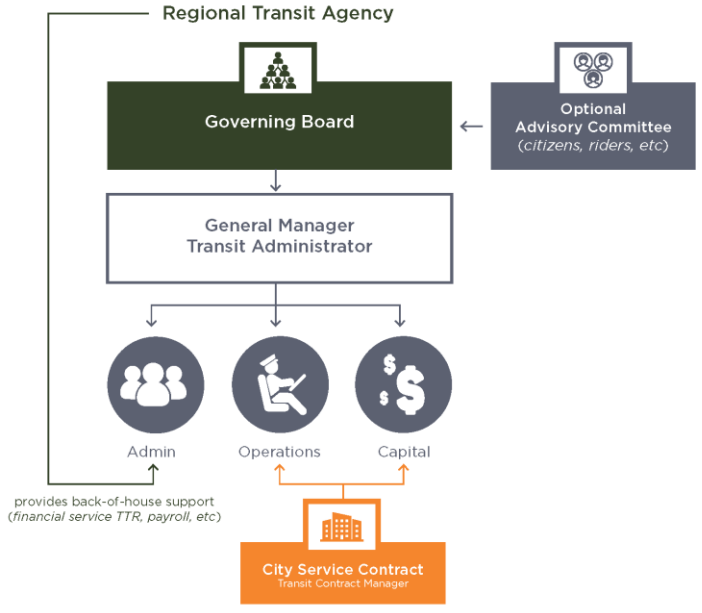
Weaknesses



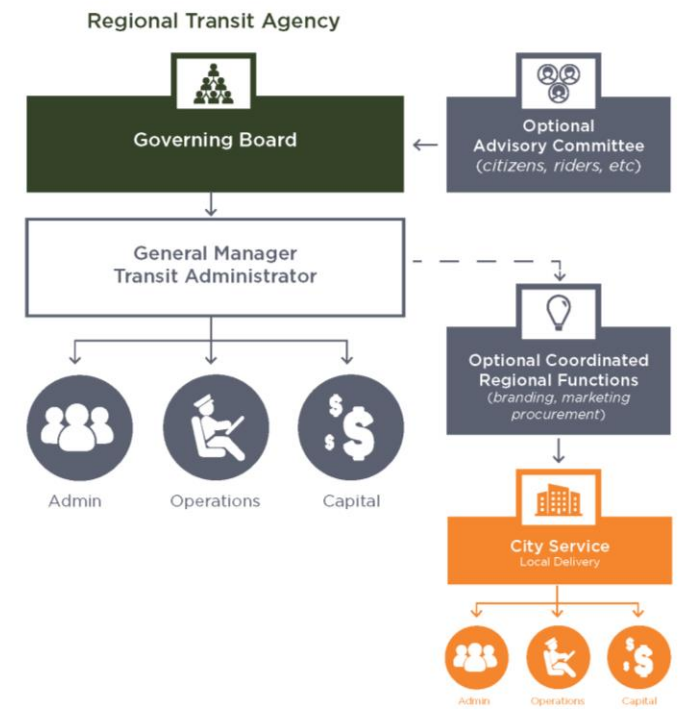
- Difficult to initiate new transit services
 - Local communities must assume risk and responsibility individually
 - Limited access to PRTA funds
- Unlikely to fully leverage federal funds
 - Rural funds are limited – increased competition
 - Urban funds require higher matching funds, so more difficult to access
- More expensive transit network overall

Hybrid Model

Hybrid Transit Service Delivery Model #1



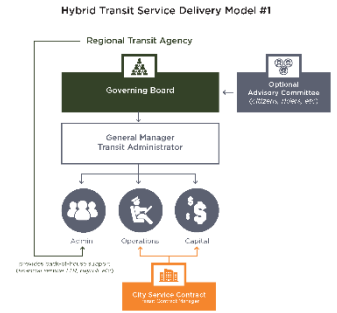
Hybrid Transit Service Delivery Model #2



Arizona Examples:

- NAIPTA (Coconino County)

Hybrid Model

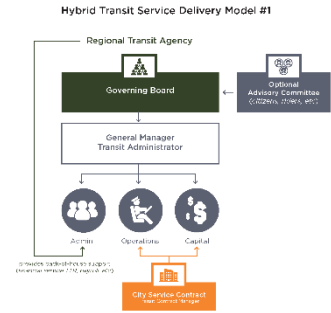


- Regional transit provider operates regional
 - Local communities may opt-in to regional system
 - Local service included in system
 - Local communities may opt-out of regional system
 - Provide local service as desired
 - Local services would be coordinated with regional service
- Add new service as desired / funding allows
- Staffed with host agency or contracted staff

Hybrid Model

Strengths

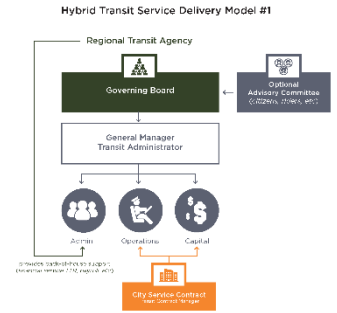
- Reduces administrative costs
 - Local communities determine need
 - Form regional services as desired
- Facilitates sharing of PRTA and federal funds
 - Regional structure supports sharing PRTA
 - Shared pool of federal funds
- Retains option for local control
- Easier to develop new transit services
- Supports development of expertise
 - Transit management, marketing and technology



Hybrid Model

Weaknesses

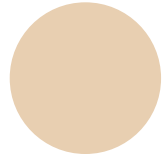
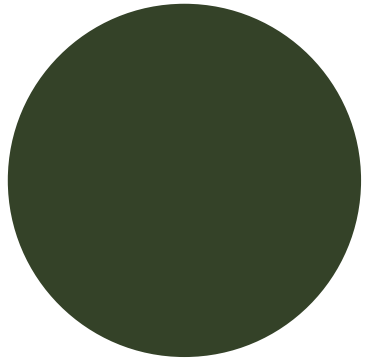
- Complex service delivery structure
 - Requires more coordination between partners
 - Retains some competition between agencies
- Complex decision-making structure
 - Retains decision making needs of both systems
 - Regional authority
 - Local coordination



DRAFT Governance Models



- Discussion goals
 - Review and comment on individual models
 - What else do we need to know
 - Are models ready for a larger audience



Next Steps |

Next Steps

- Schedule Stakeholder Outreach
- Ongoing work
 - Update TM #1 Existing Conditions
 - Draft TM #2 Peer Review
- Next TWG meeting after stakeholder meetings



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