
**Pinal County Transit
Governance Study
Technical Working Group
Meeting #6**

January 14, 2021



Agenda

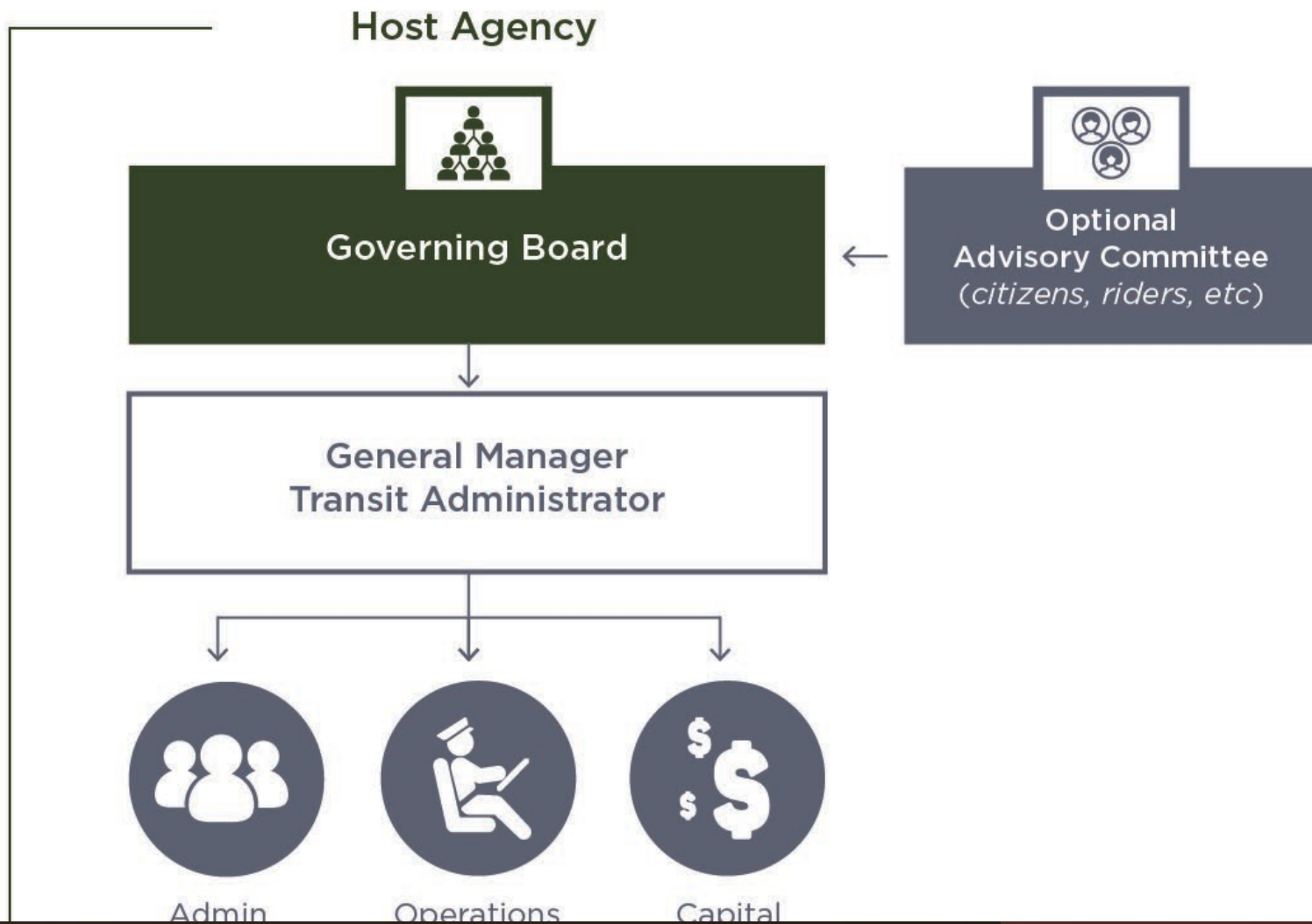


- Welcome
- Project Overview
- Recommendations and Implementation Options
- Next Steps
 - Schedule for Final Deliverables
 - Presentations

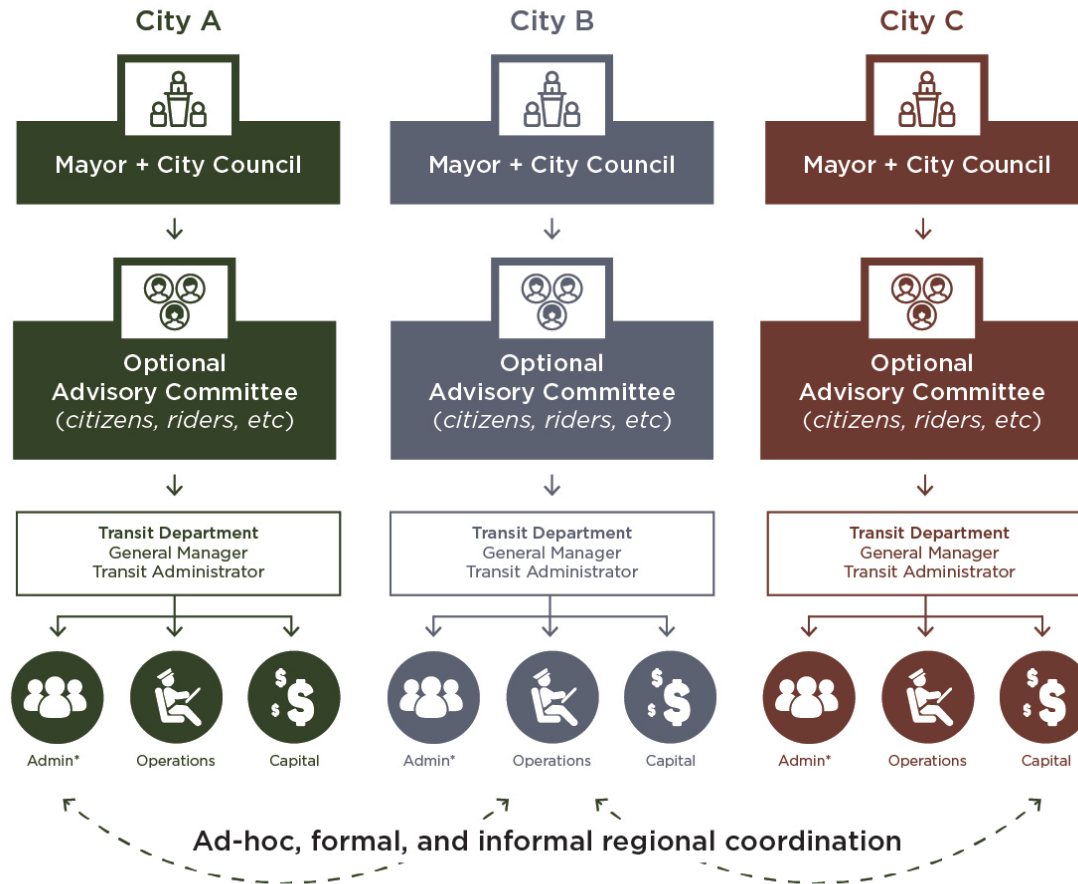
Project Overview



Consolidated Regional Transit Service Delivery Model

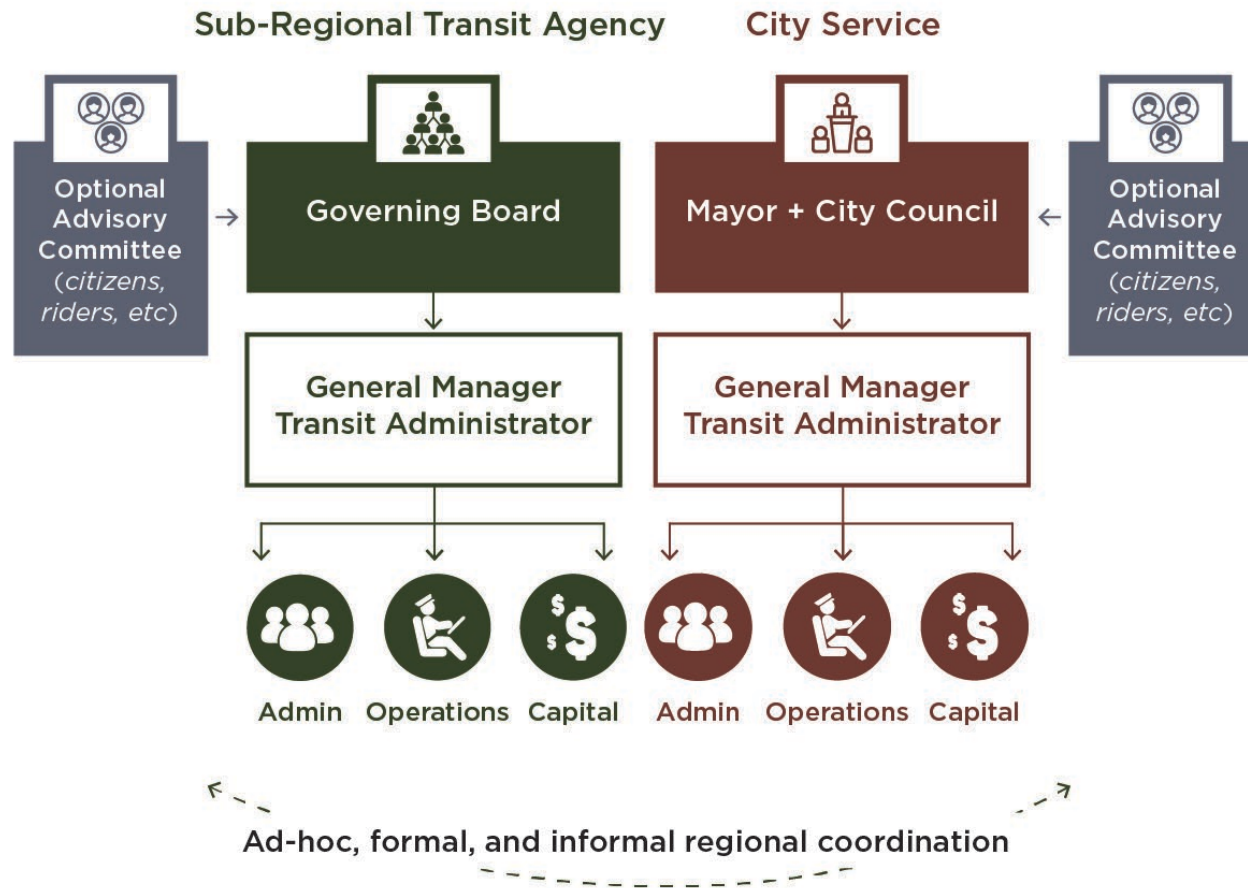


Locally Oriented Transit Service Delivery Model (Status Quo)



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

Hybrid Service Delivery Model



Recommendations

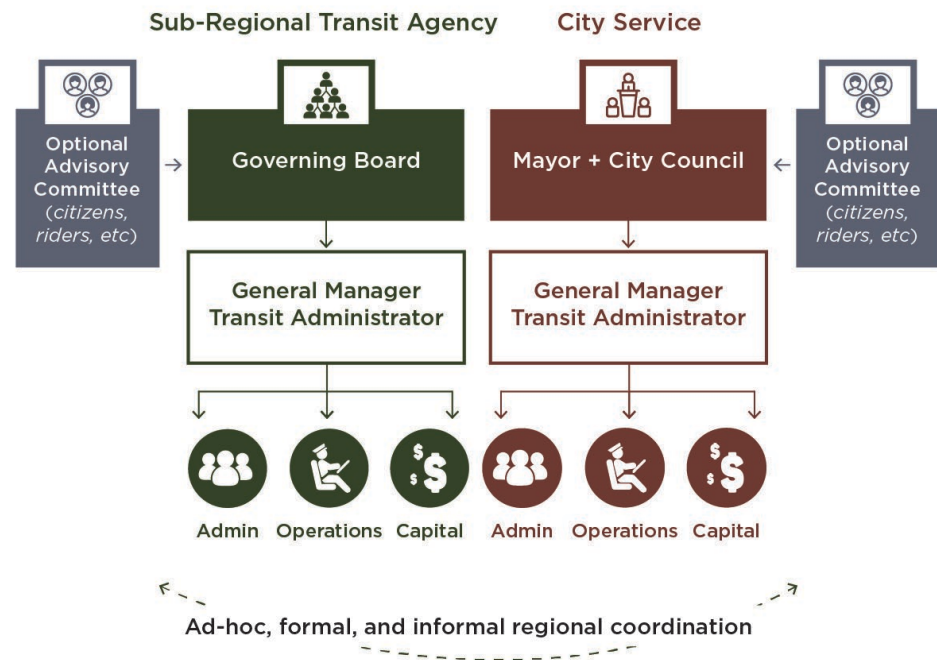
Summary of Findings

- Support for the consolidated model
 - Cost effectiveness
 - Improve regional transit service
 - Leverage federal funds
- Preference for the hybrid model
 - More politically acceptable
 - Encourages coordination and collaboration
 - Allows for transition to consolidated model when it makes sense

Recommendations

- Hybrid is currently most appropriate governance model for Pinal County

Hybrid Service Delivery Model



Options for Implementation

Implementation

- Options for different (and multiple) entities
 - Pinal Regional Transportation Authority (PRTA)
 - Central Arizona Regional Transit (CART)
 - New agency

Options are examples of how the hybrid model could be applied, not recommendations.

If PRTA Plays Lead Role

PRTA leads transit element of 20-Year Regional Transportation Plan

- Initial Steps / Role

- Hire Transit Administrator / Manager
- Lead development of Park-and-Ride system
- Support management of regional dial-a-ride system
- Support PRTA Transit Sub-Committee

- Assumptions

- PRTA funds transit administrator position in short-term
 - Potential that FTA grants could be used to pay for position in future

If CART Leads Regional Transit

CART expands role as regional service provider with new regional partners and responsibilities

- Initial Steps / Role

- Communities approach CART for partnership on transit service development
- Communities partner on shared roles and responsibilities
- CART develops and implements new regional transit services

- Assumptions

- Requires changes to CART's existing governance structure

If New Regional Transit Agency

New agency forms with two or more communities

- Initial Steps / Role
 - Communities agree to jointly develop regional transit services
 - Partners determine shared roles and responsibilities
 - Document shared roles and responsibilities in an Intergovernmental Agreement (IGA) or Joint Powers Agreement (JPA)
 - New agency develops and implements new regional transit services

Comparison of Implementation Options

	Advantages	Disadvantages
PRTA	<p>Logical expansion of regional transportation role</p> <p>Strengthens multimodal planning</p>	<p>Introduces new transit “agency” into service mix</p> <p>PRTA does not currently operate service</p>
CART	<p>Experience operating regional services / coordinating partnerships</p> <p>City could contract with CART for service delivery</p> <p>Reduces service administration</p>	<p>Requires CART to change governance structure for shared service</p>
New Agency	<p>Offers flexibility for agencies desiring service</p> <p>Path for an urbanized area to collaborate with non-urbanized areas</p>	<p>Introduces new transit “agency” into service mix</p>

Implementation Guidance



- Focus on Hybrid Model: PRTA Lead
 - Most likely short-term governance step

Implementation Guidance



Potential Steps for PRTA

1. Establish Transit Goals and Policy Framework
2. Reinstate PRTA Transit Sub-Committee
3. Hire Transit Administrator
4. Manage and Oversee Transit Administrator

Implementation Guidance



Potential Steps for Transit Administrator

1. Implement Regional Park and Ride Development Plan
2. Coordinate Pinal County's Human Service Transportation and General Public Dial-a-Ride Services
3. Support Local and Regional Transit Service Development
4. Encourage Collaboration Among Transit Service Providers

Implementation Guidance

Transit Administrator: Job Description



Knowledge

- Principals and practices of public transportation administration and transit planning
- Transit funding programs
- Financial analysis and budgeting
- Transportation needs of older adults, people with disabilities
- Project management
- Developing and implementing transit plans
- Relationships between land use and transit service
- Contract administration

Abilities

- Oral and written communication skills
- Establish and maintain effective relationships
- Carry out policy directives
- Negotiate and resolve controversial issues
- Maintain a customer service focus on program delivery
- Manage and direct staff, as needed
- Represent the PRTA at local, regional, and statewide meetings and events

Draft job description for Transit Administrator included in Technical Memo as Appendix C.

Implementation Guidance

Service Collaboration / Consolidation



Coordination – two or more agencies working together in formal capacity. Agencies retain unique identities and control over assets and employees.

Collaboration – two or more agencies establish formal arrangements to share management of resources, such as passenger information, scheduling systems, vehicles, or staffing. Agencies retain unique identities and control over assets and employees.

Consolidation – two or more agencies vest operational authority in one agency. Vehicles and assets are owned by the consolidated agency and employees are employed by the consolidated agency.

Draft workplan for advancing formal collaboration and consolidation included in Technical Memo as Appendix D.

Next Steps for Technical Team

Next Steps

- Review and finalize comments on Final Report
 - Provide comments by January 22
- Study team is available for presentations
 - Nelson\Nygaard and Wilson & Company
 - CAG (Travis)



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