
**Pinal County Transit
Governance Study
Technical Working
Group Meeting #4**

May 28, 2020



Agenda



- Update on Study Progress
- Working Paper #1
- Transit Governance Model Comparison
- Stakeholder Engagement
- Next Steps

Project Update

Project Status



- Work completed since February 2020
 - Completed stakeholder interviews
 - Updated/refined Working Paper #1
 - Updated/refined Governance Models
 - Draft approach for stakeholder workshops

Working Paper #1

Working Paper #1



- Peer Review
- Stakeholder Interviews
- Draft and Final Versions



Peer Review and Stakeholder Interviews



How can individual cities, towns and partners collaborate to guide transit service development?

- Formal Structures
 - Coordinating on transit service delivery (contracts)
 - Participation on Governing Boards
 - Financial Contributions
- Informal Structures
 - Citizen and rider advisory committees
 - Community engagement
- In Pinal County, PRTA and CAG Boards
 - Presentations
 - Discussions

Peer Review and Stakeholder Interviews



What are the different governance and organizational models that could be used to guide future collaboration?

- Transit Governance Models
 - Regional transit agency – only provides regional service and individual cities manage operate their own services
 - Regional transit agency that provides regional and local services
 - Regional transit agency that provides regional and local service, but focuses on single city
- Governance Models follow funding
 - Dedicated funding raised regionally = regional government
 - Dedicated funding raised locally = local focus
 - No dedicated funding = partnership

Peer Review and Stakeholder Interviews



What are the costs and benefits of individual models? How do they help service providers? How does each model support and encourage the development of new public transit services?

- NAIPTA
 - Regional structure conducive to service expansion
 - Partners have access to NAIPTA staff and systems
 - Challenge is funding
 - Without funding, partners have not been able to expand
- Eagle County
 - Multiple independent service operators
 - Multiple dedicated funding sources
 - Less efficient model, but supports more local control
 - Reflects strong tax base

Peer Review and Stakeholder Interviews



What are the costs and benefits of individual models? How do they help service providers? How does each model support and encourage the development of new public transit services?

- Valley Regional Transit (Boise, Idaho)
 - Complicated governance structure (3 oversight boards)
 - Brings stakeholders to table and maximizes participation
 - Stakeholders bring funding
- San Joaquin Regional Transit District (CA)
 - Polycentric region with interconnected economies
 - Governance structure clear and simple
 - Clear mission
 - Dedicated funding
 - Expand service as needs and funding permit

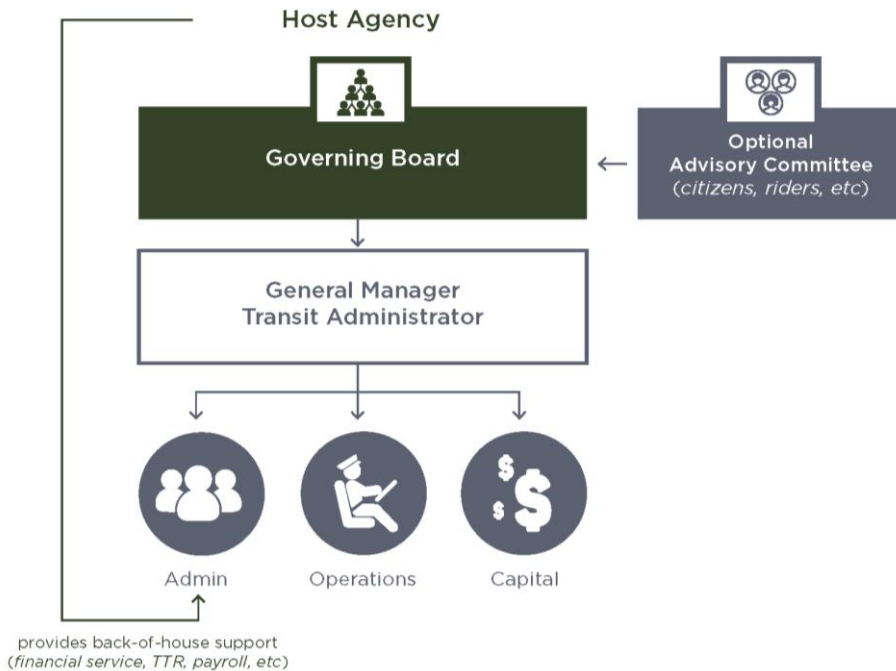
Governance Models

Updated Governance Models



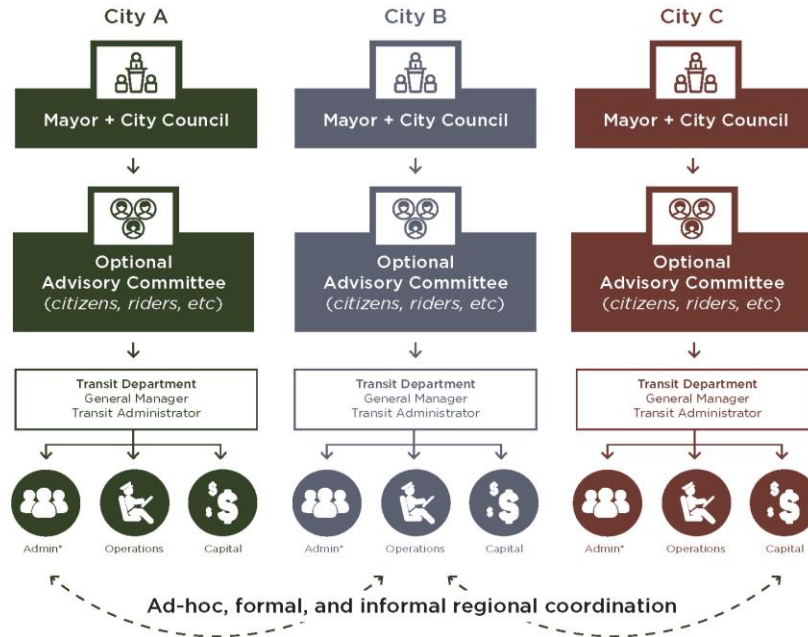
- Did not consider PRTA funds
 - Eliminated assumptions about PRTA funds
 - Sharing/allocation of PRTA funds not yet determined
- Compare models against themselves
 - Information from peer review and stakeholder input
 - Reflects existing funding in Pinal County
 - Experience in other parts of Arizona

Consolidated Regional Transit System Model



Agency Type	Regional Government or Independent Organization
Federal Funding Sources	Potential for FTA 5310, 5311 and 5307 depending on participating members
Local Government Contribution	Estimated at between 3% and 40% of total system costs.
Admin Costs (Est.)	~18%
Cost per Hour of Service (Est.)	\$75.00 to \$79.00
Participation	<p>Assumes Pinal County has one transit agency, but participation is not mandatory</p> <p>Participation depends on agency type – a countywide operator assumes all communities in the county are members, while an independent agency could represent a sub-set of communities</p>
Flexibility to Support Transit Growth	Strong – new agencies can buy into existing organization and administrative structures

Independent Transit Agencies Model



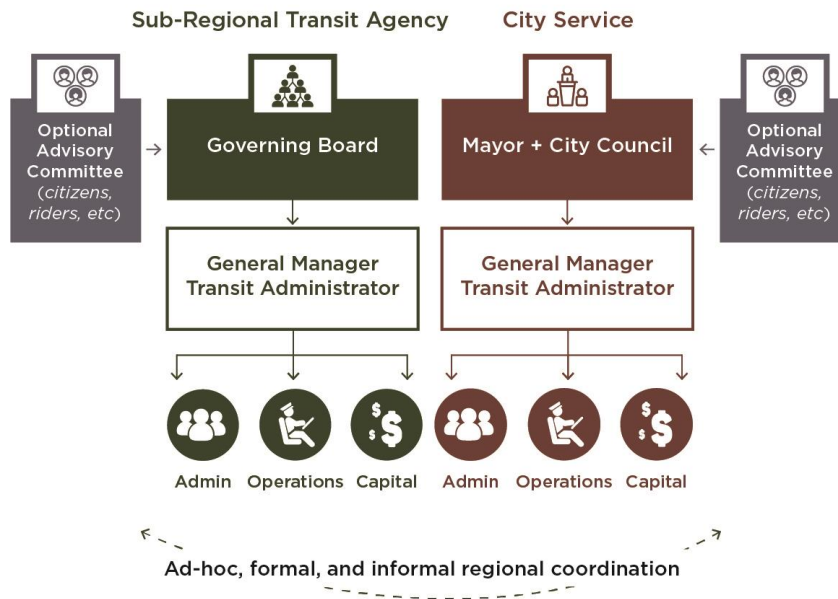
* Individual cities provide back-of-house support (financial services, TTR, payroll, etc.)

Agency Type	Cities/towns and county governments
Federal Funding Sources	FTA 5310, plus 5307 or 5311 depending on city
Local Government Contribution	Varies by agency, average is 43% to 48%
Admin Costs (Est.)	Varies by agency, average is 22%
Cost per Hour of Service (Est.)	Varies by agency, average is \$80.00 to \$83.00
Participation	Assumes Pinal County has multiple transit agencies Participation is optional
Flexibility to Support Transit Growth	Weak – requires new agencies to raise own matching funds and develop own structures. Has not been feasible to date

Hybrid Model: Regional and Local Transit Service



Hybrid Service Delivery Model



Agency Type	Regional transit agency and cities/towns and county
Federal Funding Sources	FTA 5310 & 5311, plus 5307 depending on member participation
Local Government Contribution	38% to 48%
Admin Costs (Est.)	18% to 22%
Cost per Hour of Service (Est.)	\$75.00 to \$83.00
Participation	Assumes Pinal County has multiple transit agencies Participation is optional
Flexibility to Support Transit Growth	Medium – with a regional operator, communities can opt into service

Comparison of Governance Models



	Consolidated Regional Transit Agency Model	Independent Transit Agencies Model	Hybrid Model
Agency Type	Regional Government Agency OR Independent Transit Agency	City, Town or County	Independent Transit Agency (sub-regional)
Federal Funding Sources	FTA 5310 & 5311, plus 5307 depending on member participation	FTA 5310, plus 5307 or 5311 depending on city	FTA 5310 & 5311, plus 5307 depending on member participation
Transit Professionals in Pinal County (estimated) (Management only)	3-5 FTE	5 – 8 FTE	3 -8 FTE
Admin Costs (Est.)	~18%	Varies by agency, average is 22%	Varies by agency, 18% to 22%
Cost per Hour of Service (Est.)	\$75.00 to \$79.00	Varies by agency, average is \$80.00 to \$83.00	Varies by agency, \$75.00 to \$83.00
Participation	Depends – countywide operator assumes communities are members, but an independent agency could be an optional sub-set of communities	Optional – communities decide if they want to sponsor transit agencies	Optional – communities decide if they want to participate
Flexibility to Support Transit Growth	Easy – new agencies can buy into existing organization and administrative structures	Difficult – requires new agencies to raise own matching funds and develop own structures. Has not been feasible to date	Moderate – can participate in sub-regional operator

Transit Governance Structures



	Countywide Transit Agency	Metropolitan Public Transit Agency (MPTA)	Regional Transportation Authority (RTA)	Joint Powers Organization (JPO)	Intergovernmental Agreement (IGA)
Consolidated Model	Yes	Yes MPTA must serve 51% of county.	Yes Pinal County has already approved RTA.	Yes JPO could help create structure for sub-section of county	Yes IGA could help create structure for sub-section of county
Multiple Independent Agencies	Yes Counties and cities can operate transit services	N/A	N/A	N/A	N/A
Hybrid Model	Unlikely .	Yes MPTA must serve 51% of county.	Yes Pinal County has already approved RTA.	Yes JPO could help create structure for 2 or more cities interested in sharing transit services	Yes IGA could help create structure for 2 or more cities interested in sharing transit services

Two models not included: 1) Regional Public Transportation Authority – requires county population of 1.2+ million and 2) an Intergovernmental Public Transit Authority (IPTA) - requires a county population of 200,000 or less.

Discussion



- Are Governance models ready for wider audience?
 - Sufficient level of detail?
 - What else needs to be added?
 - Anything included that should be removed?

Stakeholder Workshops

Next Steps



- Presentation to PRTA Board
 - Confirm draft governance models
 - Assess Board's interest in leading transit development
- Present to Stakeholders
 - Share options with stakeholders in Pinal County
 - Collect input and feedback
 - Ask for preferred option

Stakeholder Input – Two Options



- Hold Virtual Focus Group(s) in late June
 - Share draft governance models
 - Presentation with polling / interactive exercise
- Wait until later in summer for in-person meeting
 - Facilitated by Wilson & Co. or Nelson\Nygaard
 - Help from Gordley Group

Virtual Focus Group (Logistics)



- Schedule two focus group style meetings
 - Week of June 15 or June 29
 - Two meetings on same day with different times
 - Two meetings on separate days at same time
 - Send invites to all stakeholder with potential interest
 - Ask for RSVP, but allow day of participation
 - Send materials in advance

Virtual Focus Group (Meeting Format)



- Hold meeting as focus group or workshop
 - Introduction
 - Presentation of governance models (15-20 minutes)
 - Followed by polling exercise to rank individual models
 - Break out into smaller groups to discuss and debate models
 - Smaller groups will be pre-arranged for diversity of perspectives
 - Report out to broader group
 - Followed by polling exercise to rank individual models
 - Draft recommendation
 - Determined by polling and group recommendations

Virtual Focus Group (Next Steps)



- Presentation to PRTA Board
 - Update models based on comment and input
 - Ask Board members to encourage participation in meetings
- Schedule Focus Group
 - Week of June 15th or June 29
 - Send out meeting invites
 - Meeting instructions and agenda
 - Send out reminders before event

Next Steps

Next Steps



- Presentation to PRTA Board
- Schedule Stakeholder Outreach
 - Collect input on draft governance models
 - Recommendation for preferred option
- Schedule TWG Meeting after Stakeholder Outreach
 - Next steps for Governance Model Development
 - July 2020
- Develop Implementation Plan for Preferred Model
 - Review/draft implementation plan with TWG
 - Hold second round of Stakeholder Outreach



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