

**Pinal County Transit Governance Study**  
**Technical Working Group Meeting #1**

October 30, 2019



# Agenda



- Welcome and Introductions
- Project Overview
- Pinal County and Public Transit: Existing Conditions, Needs and Opportunities
- Discussion: Pinal County Transit Service Goals and Opportunities
- Peer Review
- Next Steps

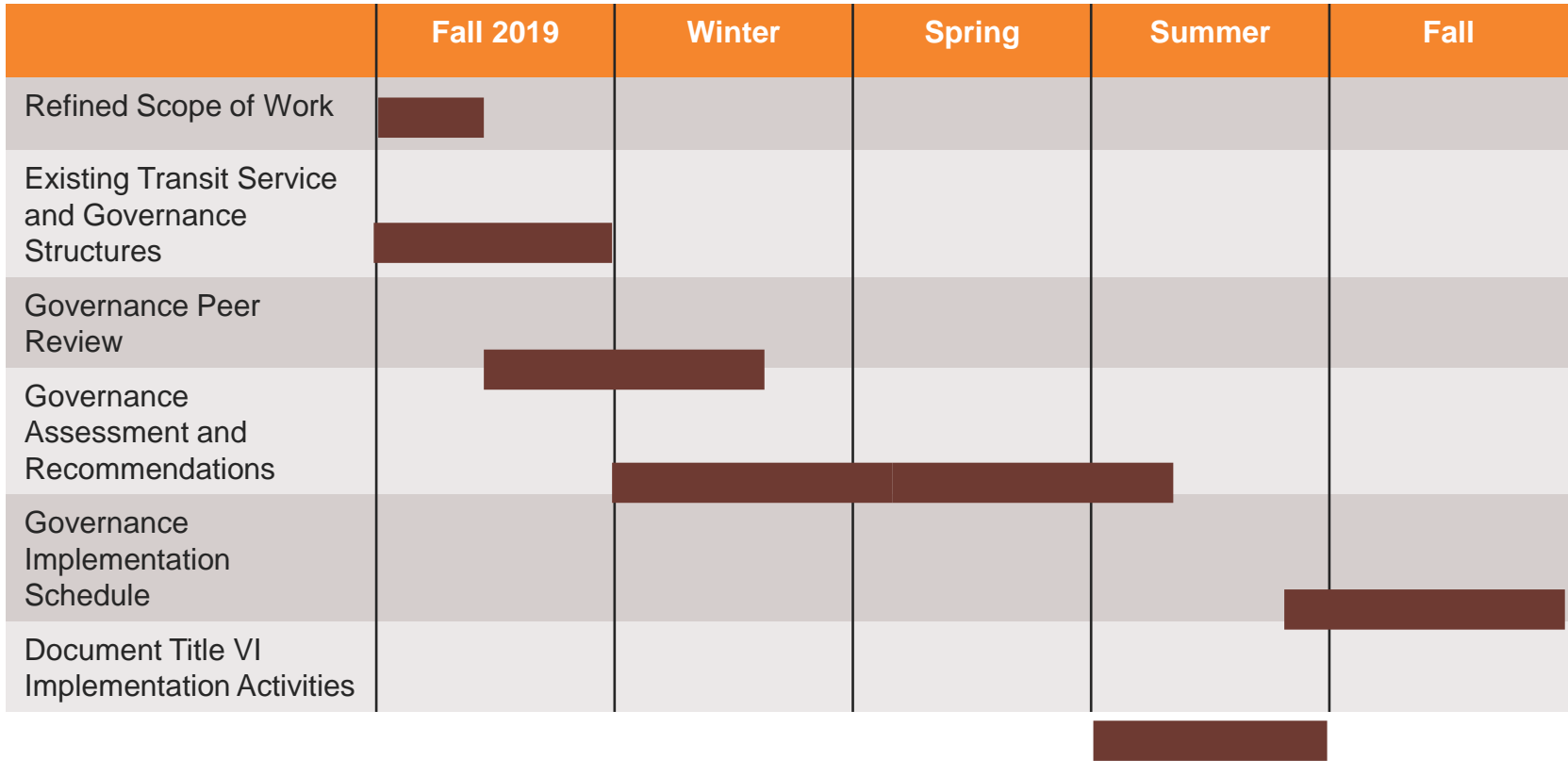
# Project Overview



Develop structure and system to govern regional transit investments

- Service goals
  - Service network and markets
  - Performance expectations
- Sharing and allocating funds
- Decision making and policy development
- Flexibility to accommodate growth and change

# Schedule



# TWG Meetings – Proposed Schedule



No.	Meeting Topic / Goal	Indicative Schedule
1	Existing Conditions, Opportunities and Needs Identify Peer Communities / Agencies	October 30, 2019
2	Draft Findings: Peer Review Discuss: Governance Options and Strategies	January, 2020
3	<b>Stakeholder Workshop #1:</b> Transit Service Design, Governance and Options	March, 2020
4	Draft Findings: Governance Assessment and Recommendations Discuss Implementation Schedule	June, 2020
5	<b>Stakeholder Workshop #2:</b> Draft Recommendations	August, 2020
6	Discuss: Draft Final Recommendations and Implementation Schedule	October, 2020

# Schedule



	Fall 2019	Winter	Spring	Summer	Fall
Refined Scope of Work	■				
Existing Transit Service and Governance Structures	■ TWG				
Governance Peer Review		■ TWG			
Governance Assessment and Recommendations		■ SW	■ TWG		
Governance Implementation Schedule					■ TWG
Document Title VI Implementation Activities				■ SW	



# **Pinal County: Existing Conditions, Needs and Opportunities**

# Existing Conditions, Needs and Opportunities



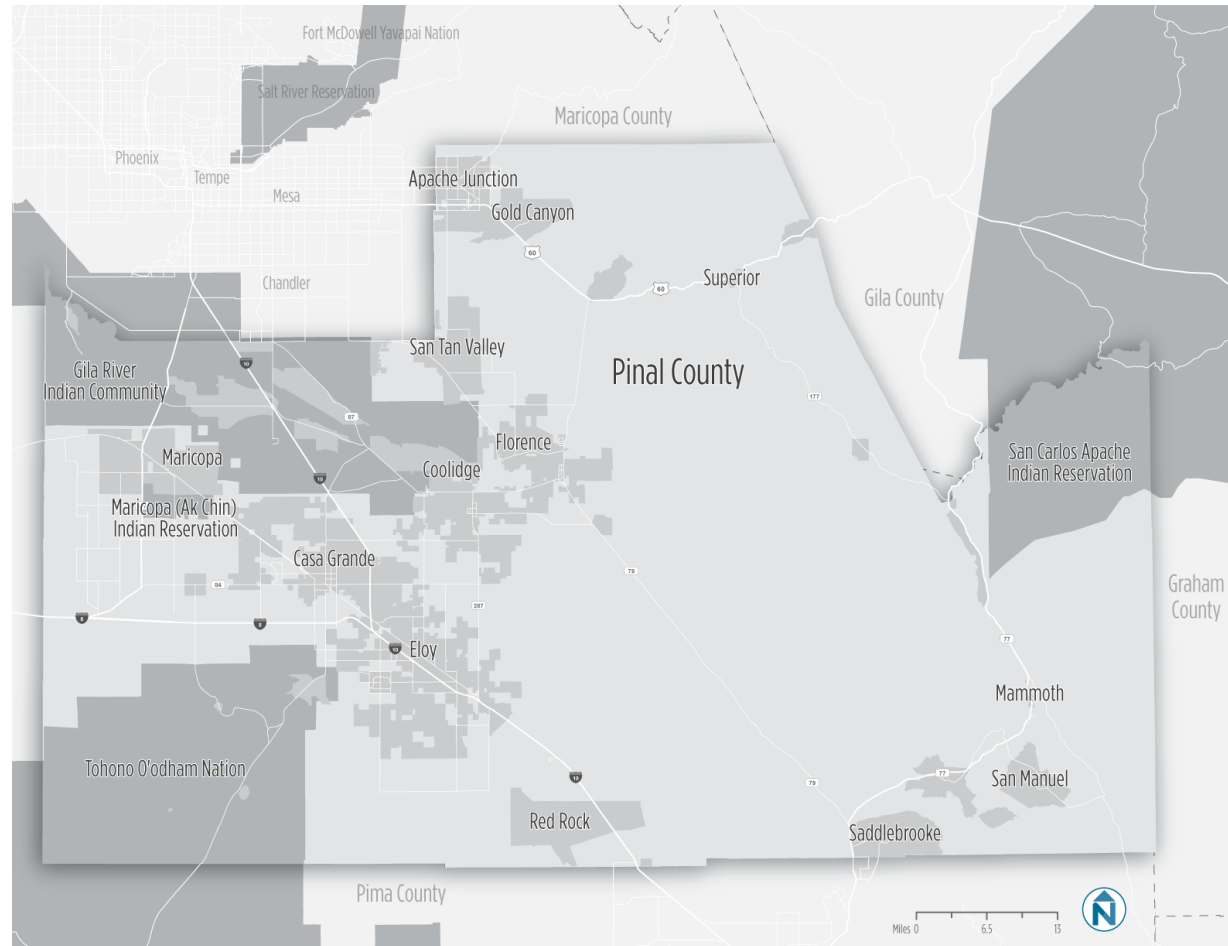
- Market Analysis
- Existing Transit Services
- Planned Transit Service
- Early findings



# Market Analysis

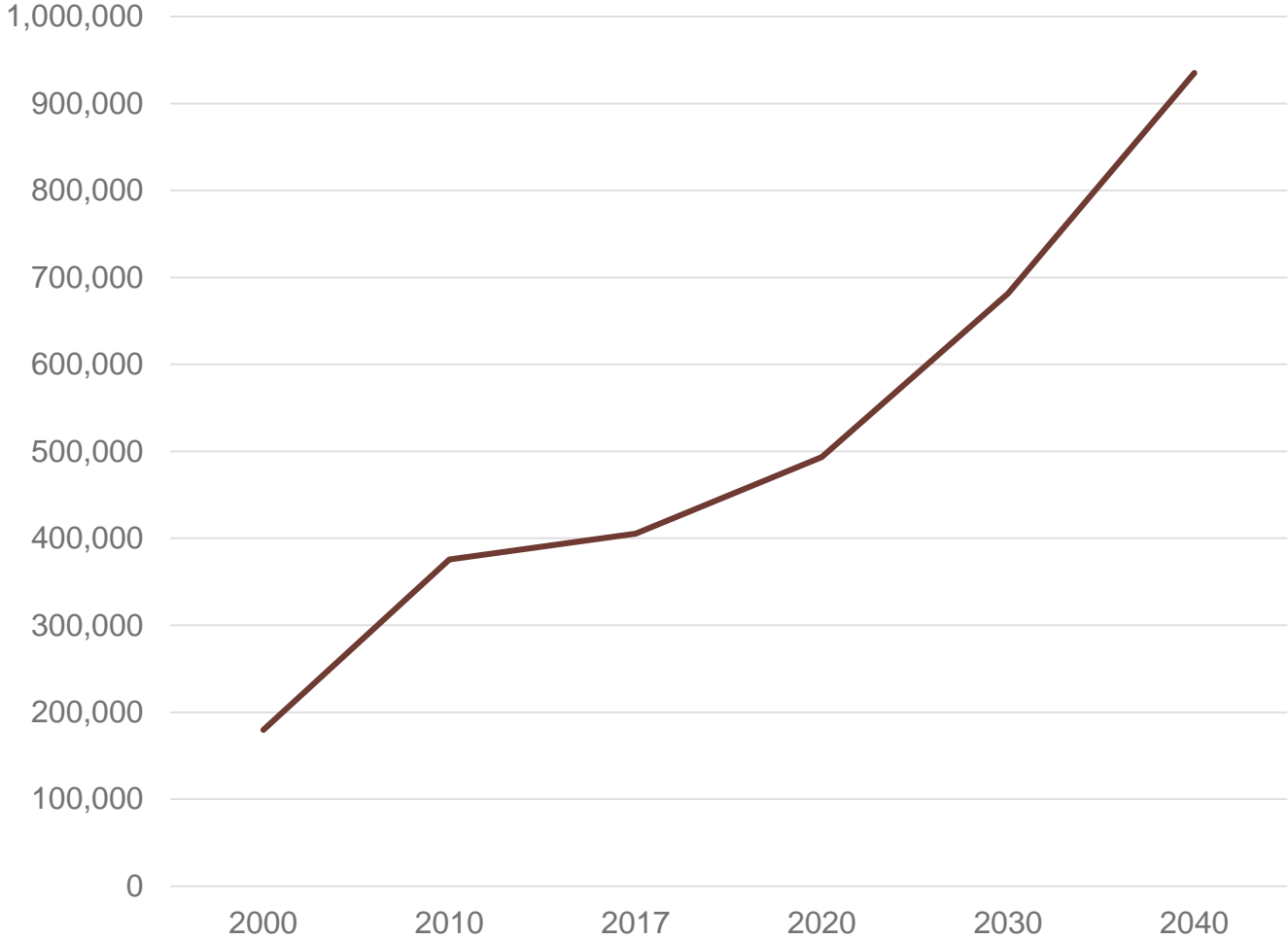
## Underlying Demand and Need for Transit Service

- Distribution of needs
  - Density
  - Target populations
  - Activity centers and destinations
- Markets for investment
- Emerging opportunities



# Pinal County – Growth and Changes

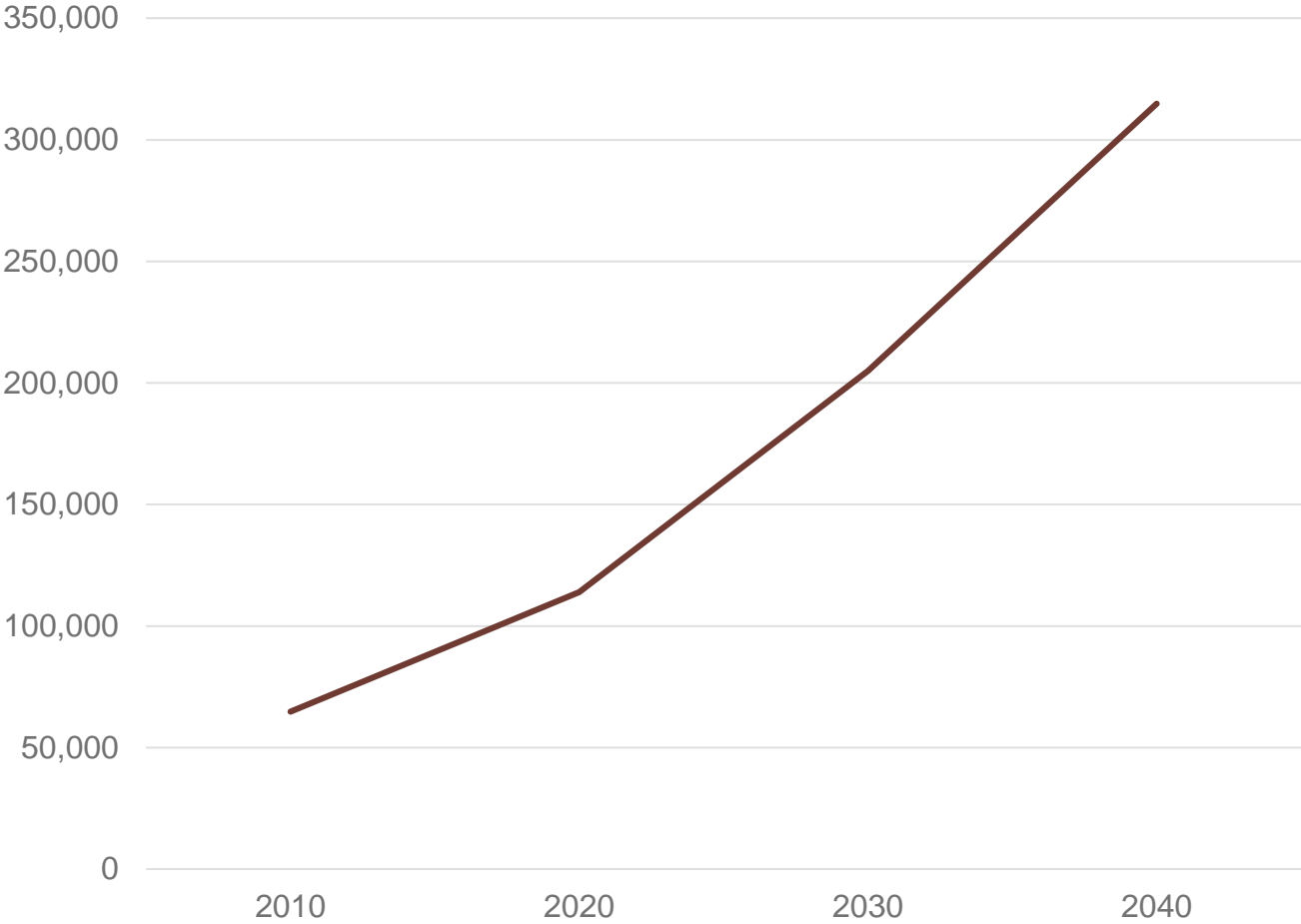
## Population Growth 2000-2040



Source: Historic Data, US Census; Future years: MAG /CAG estimates

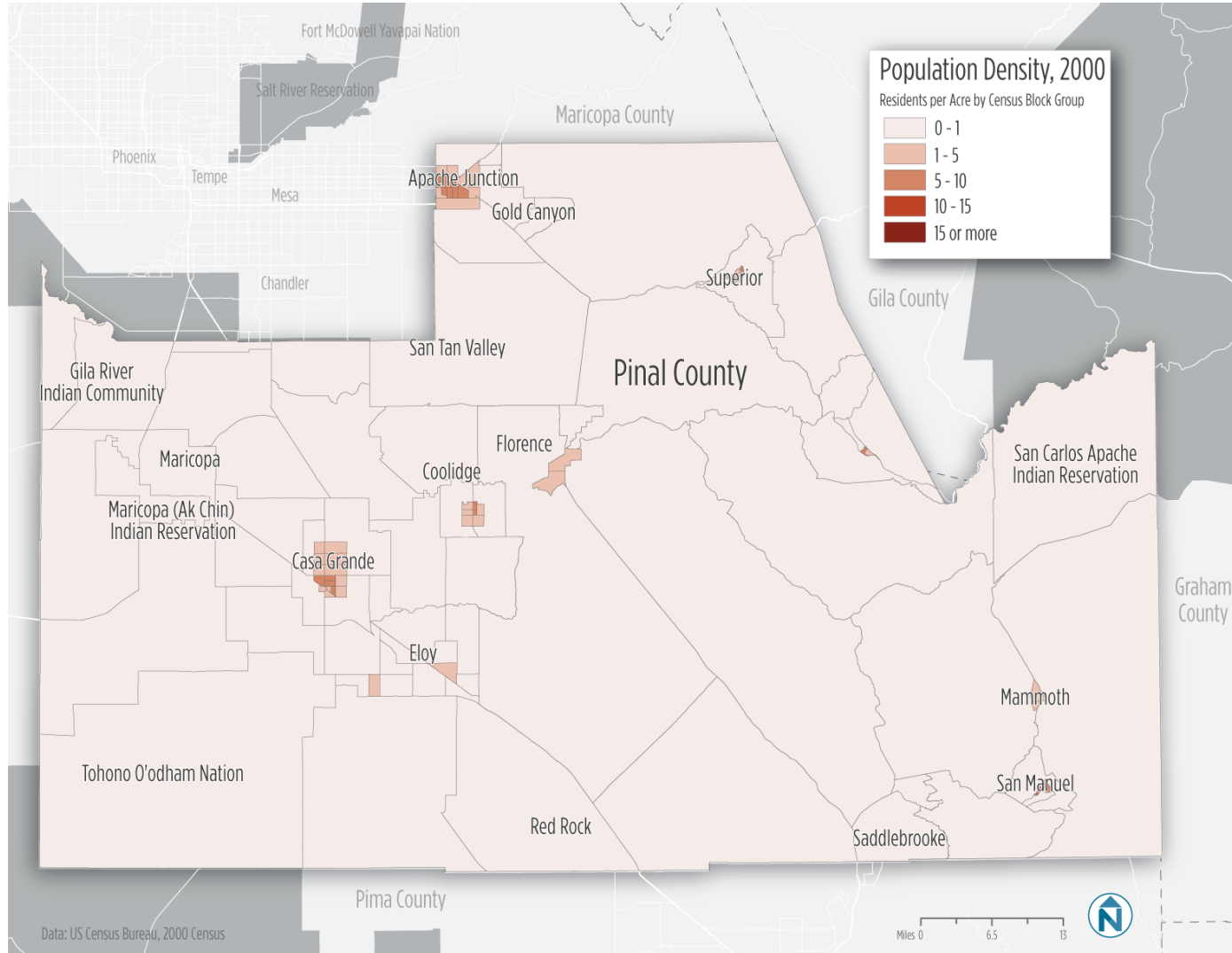
# Pinal County – Growth and Changes

## Jobs Growth 2010-2040

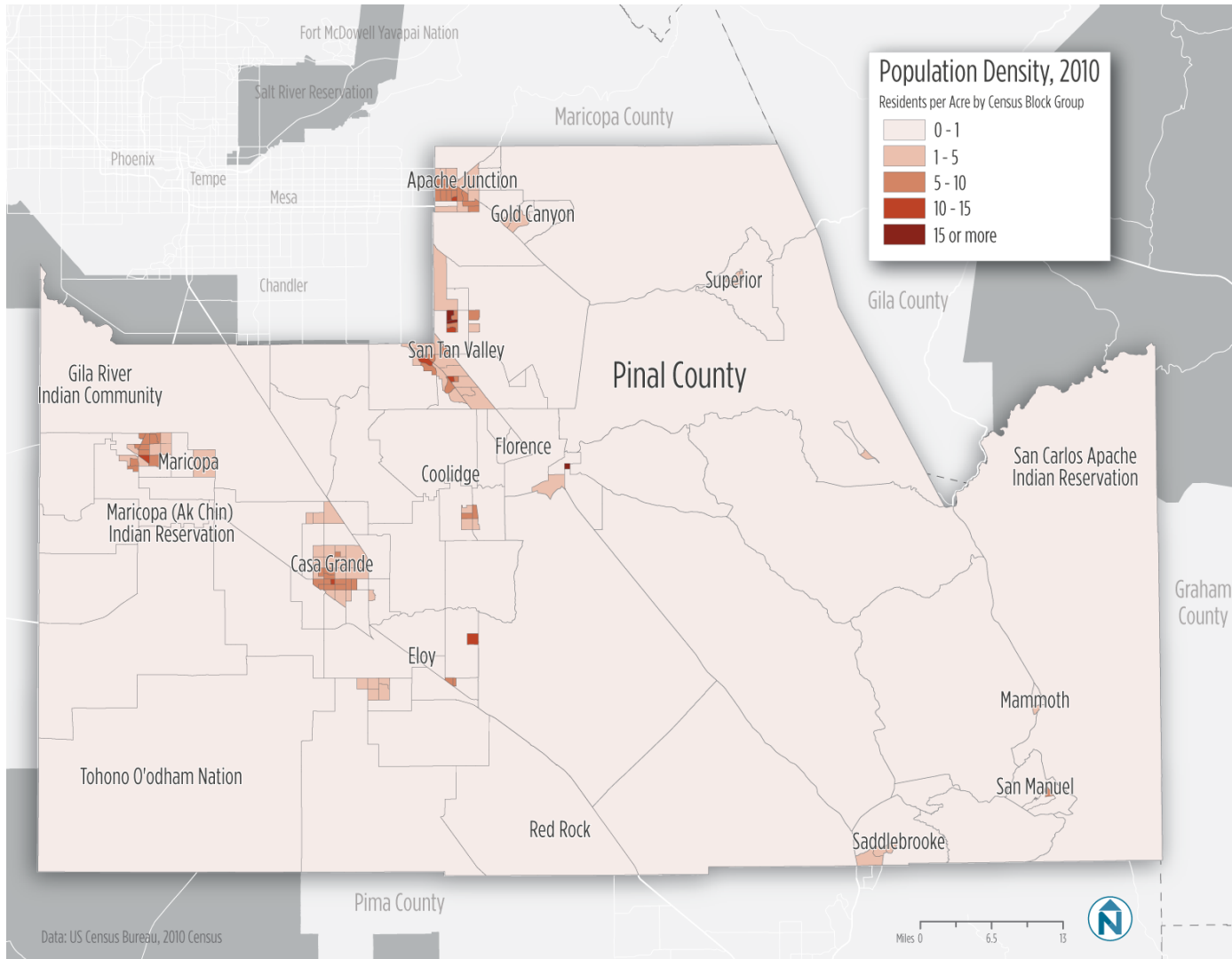


Source: MAG/CAG estimates

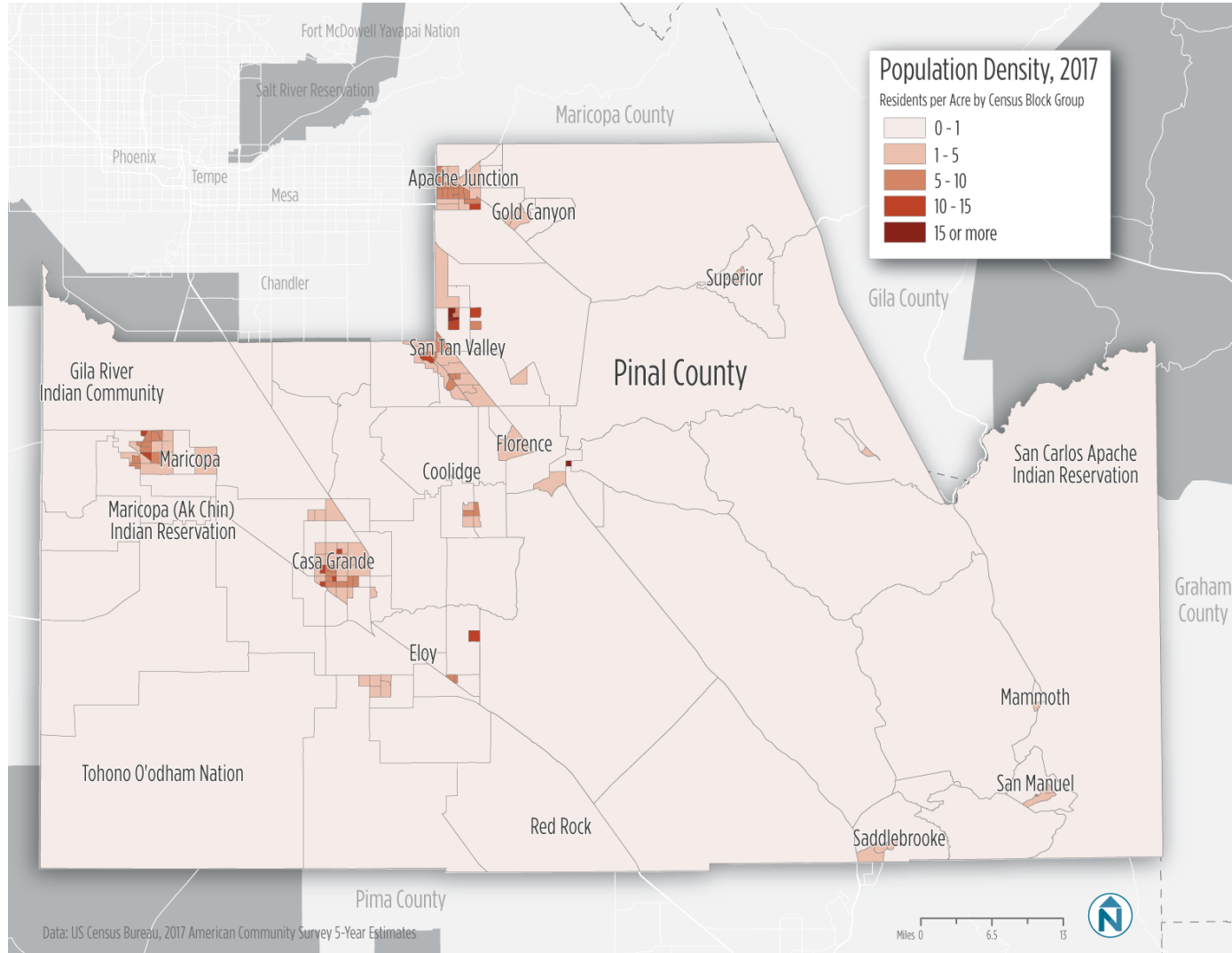
# Population Density: 2000



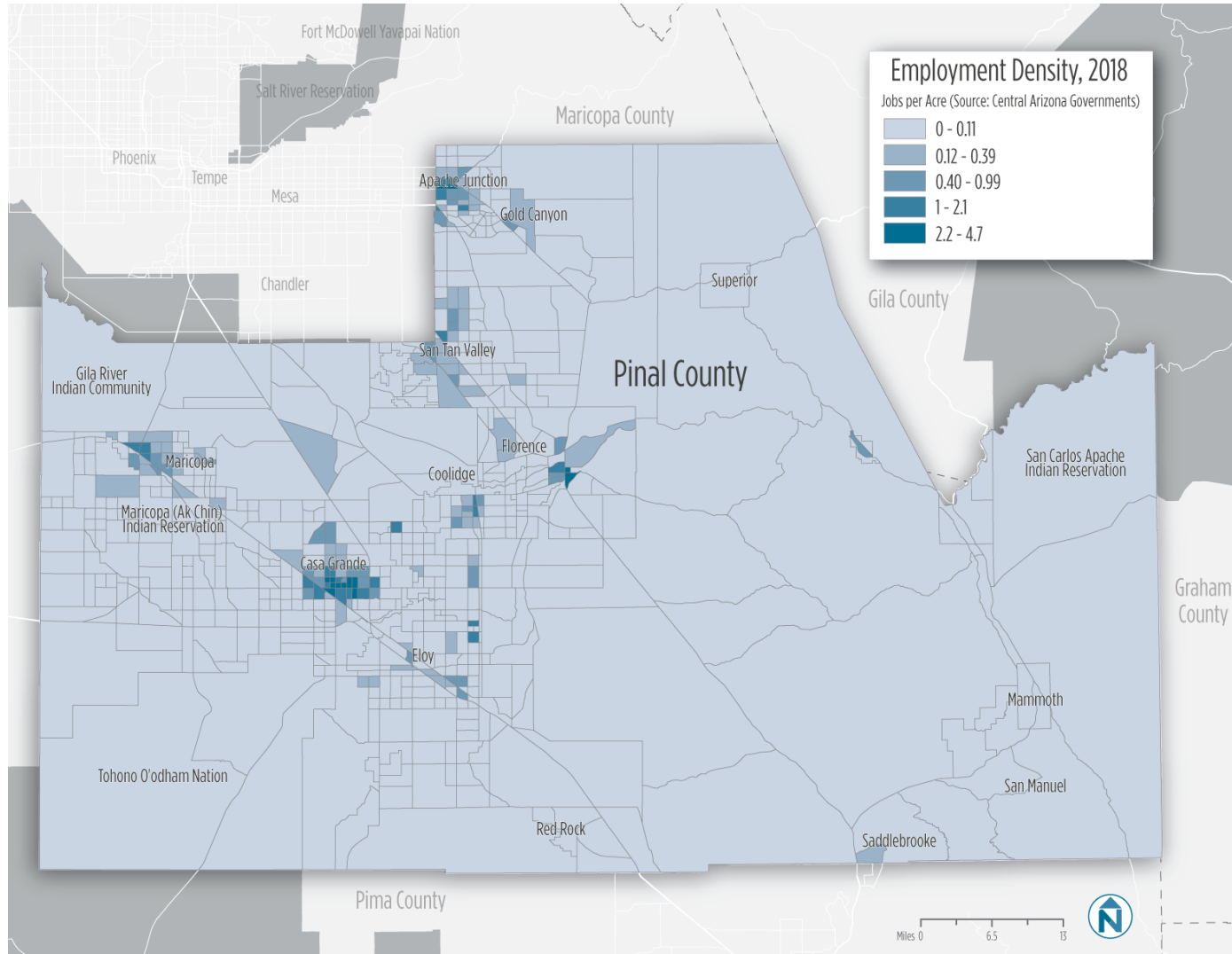
# Population Density: 2010



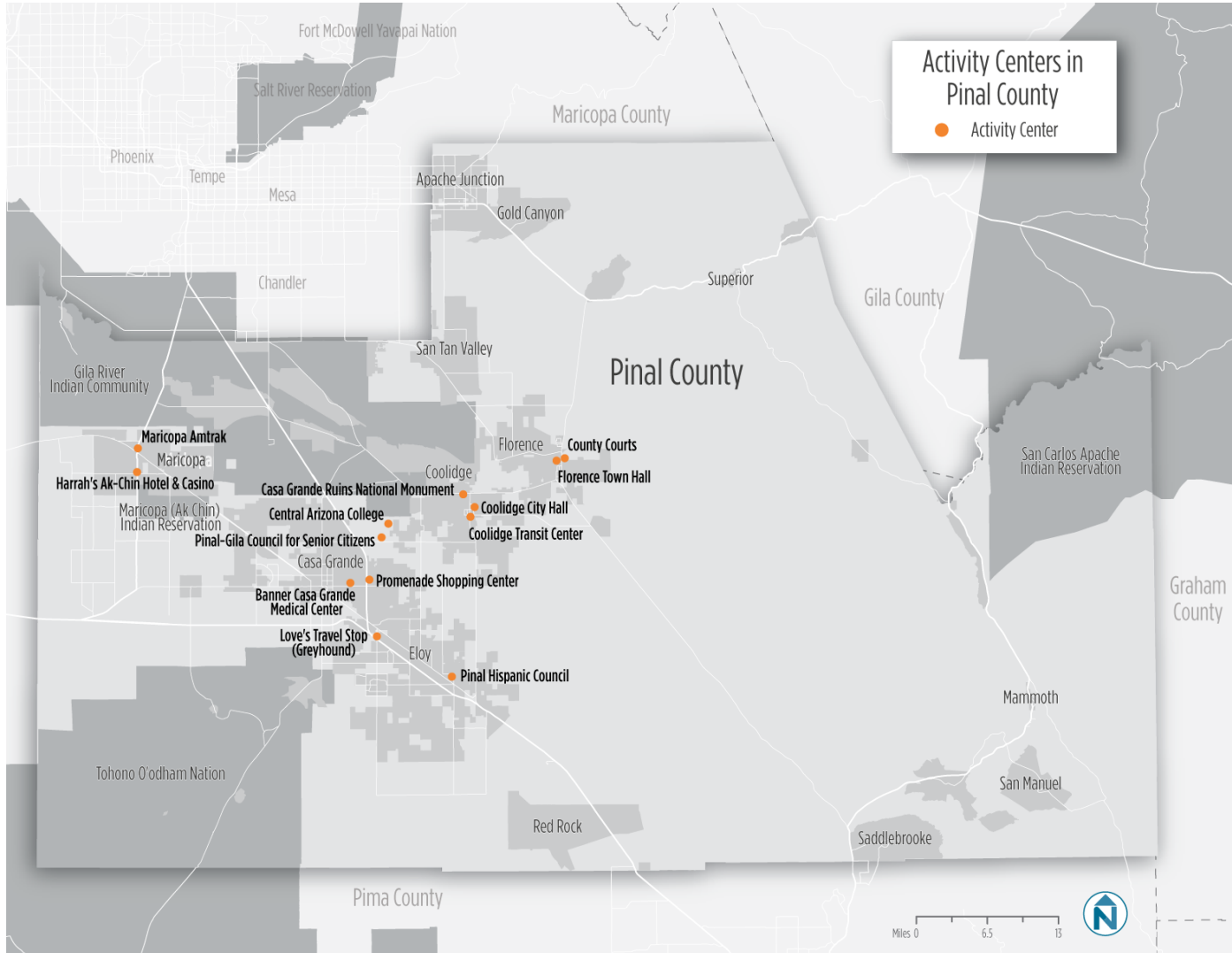
# Population Density: 2017



# Employment Density (2018)

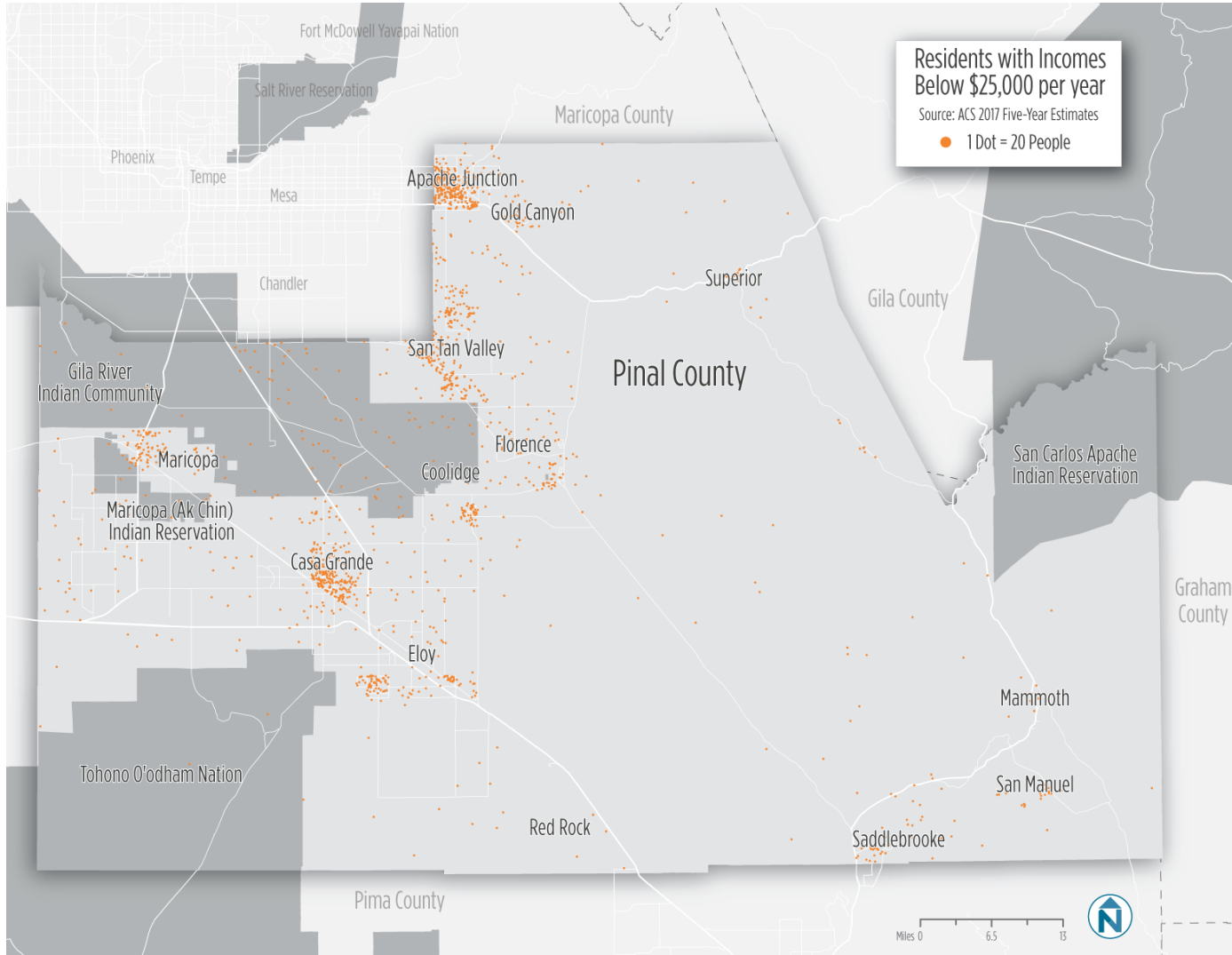


# Activity Centers

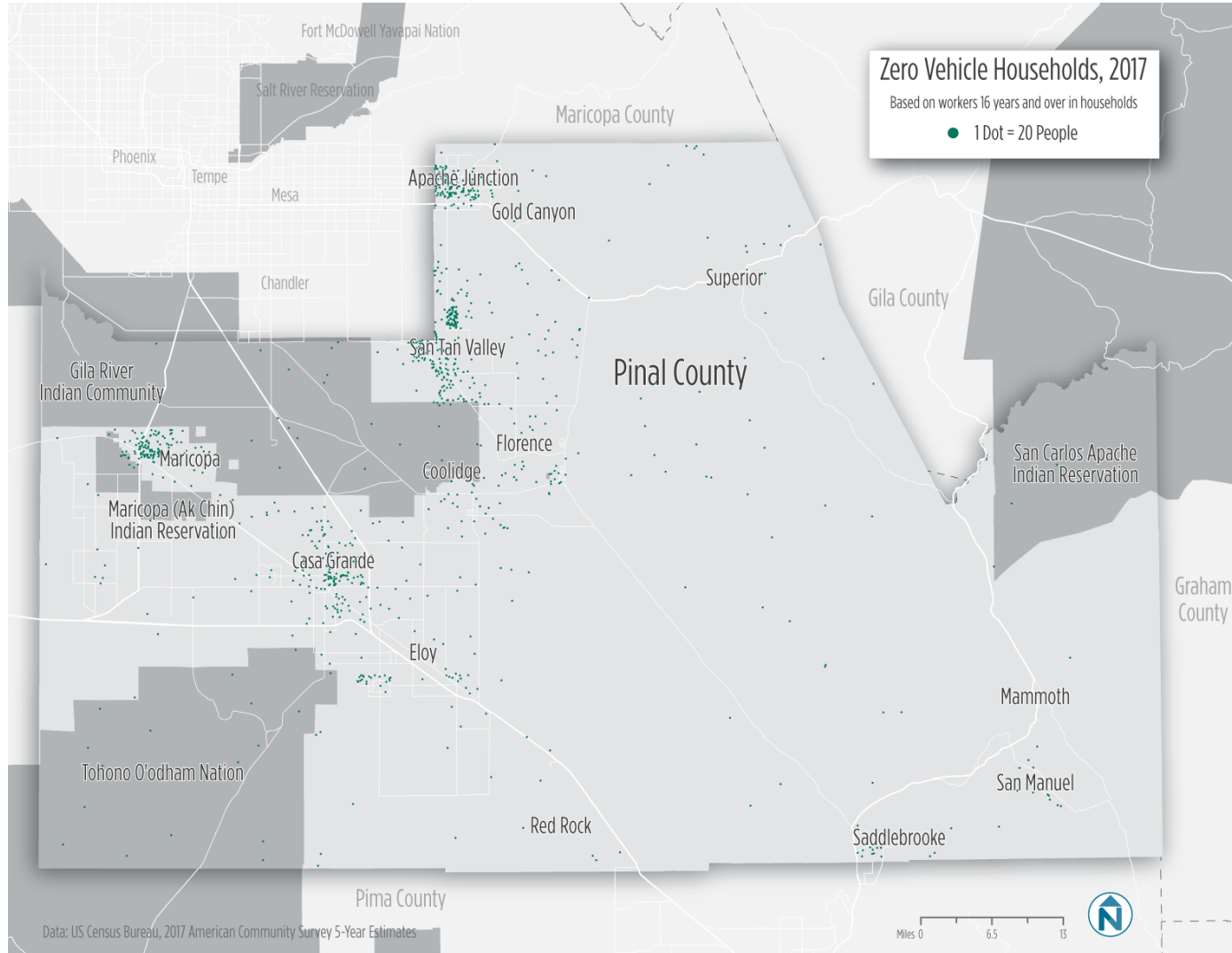




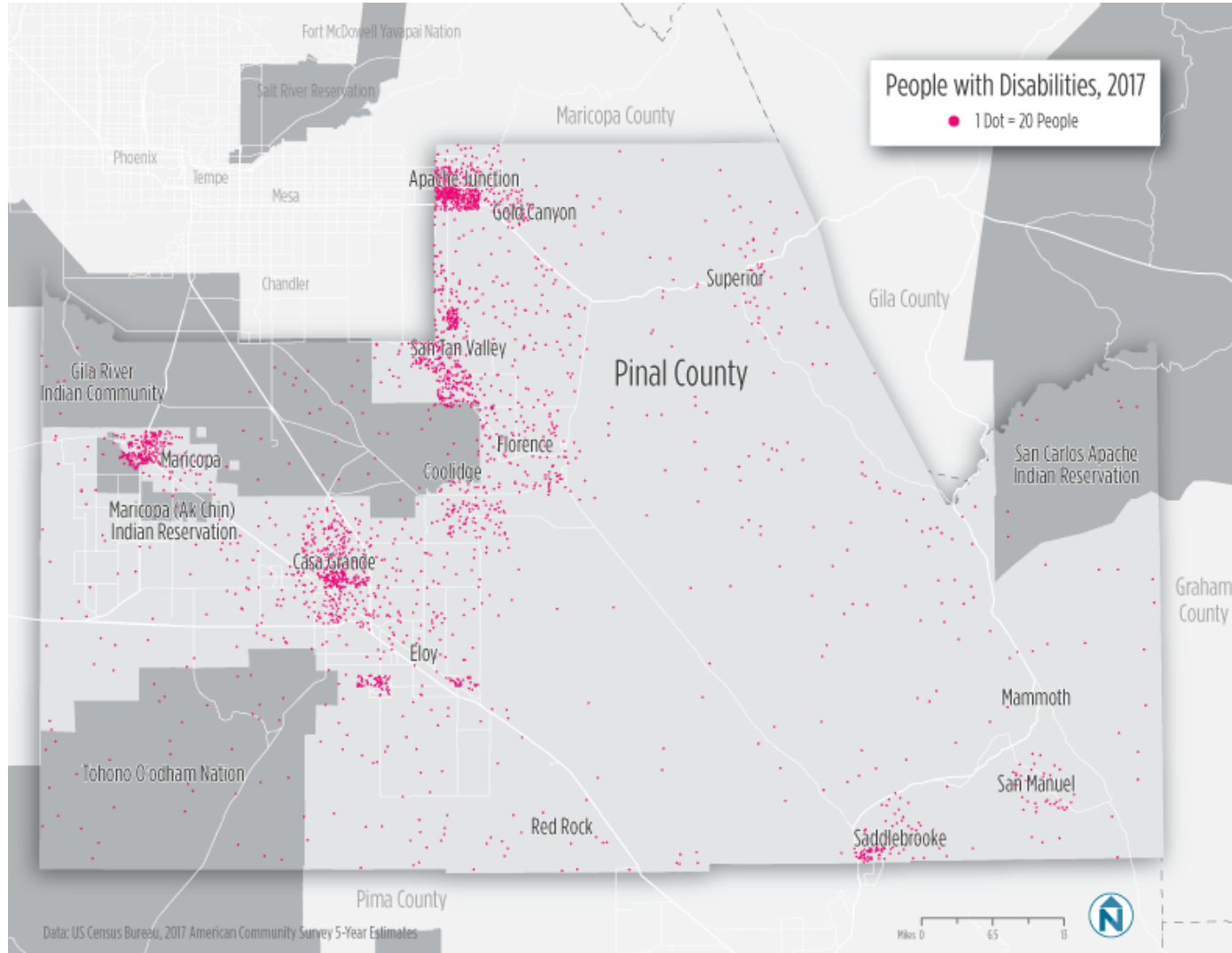
# Low-Income Residents



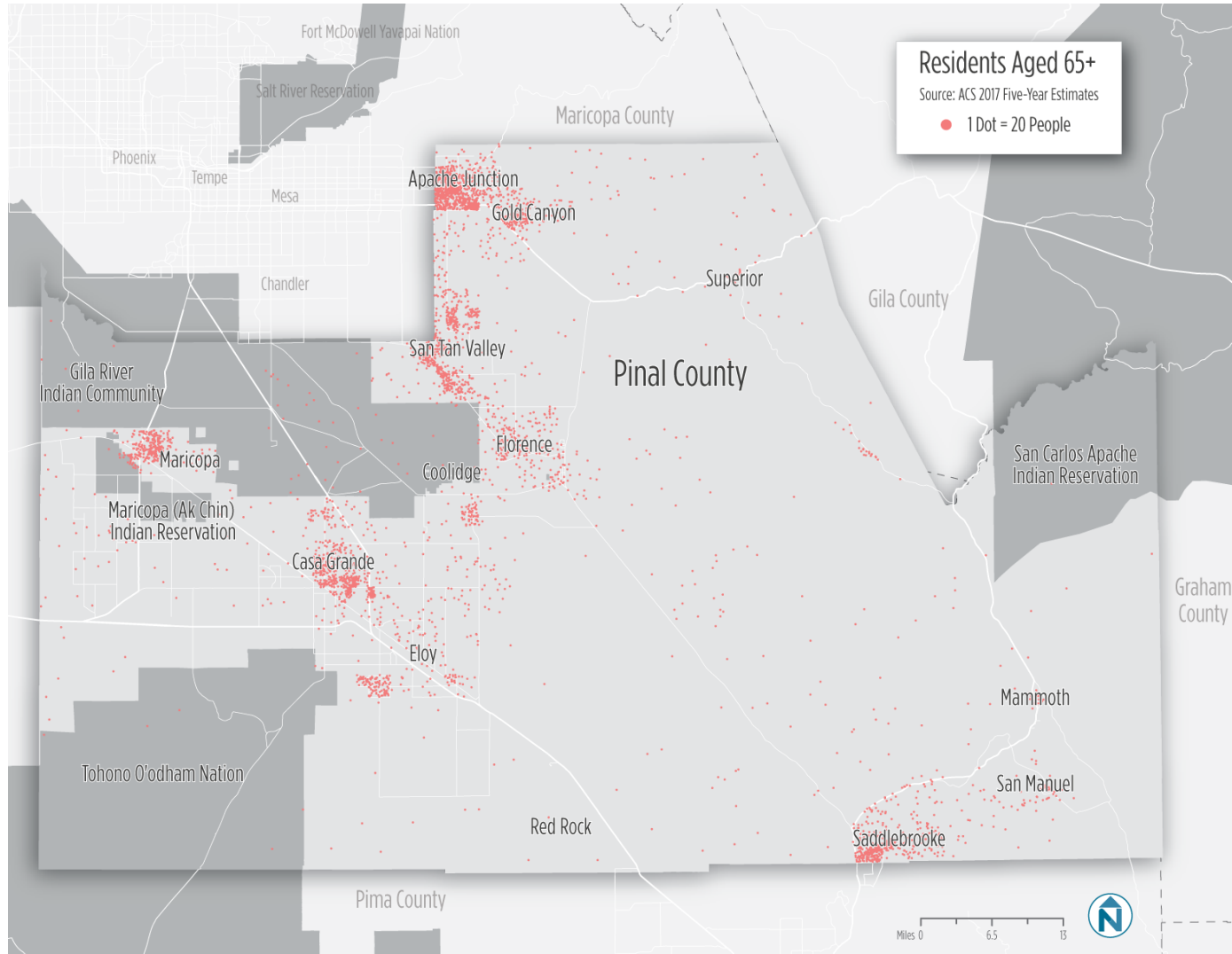
# Zero-Vehicle Households



# People With Disabilities



# Residents Aged 65+



# Market Analysis - Findings



- Rapid population and employment growth
- Fastest growth is oriented around Phoenix suburbs
  - Sun Tan Valley
  - Apache Junction
  - Casa Grande
  - Maricopa
- But growth centers developing in Pinal County
  - Around I-10 corridor (Casa Grande, Maricopa)
  - Florence and Coolidge



# Public Transportation Services: Existing and Planned

# Existing Transit Services

- Public Transportation Services

- Cotton Express
- Central Arizona Regional Transit (CART)
- City of Maricopa Express Transit (COMET)

- Human Service Transportation

- Horizon Health & Wellness
- On The Go Express
- Pinal Hispanic Council
- Pinal – Gila Council for Senior Citizens (PGCSC)
- Portable Practical Education Preparation (PPEP)

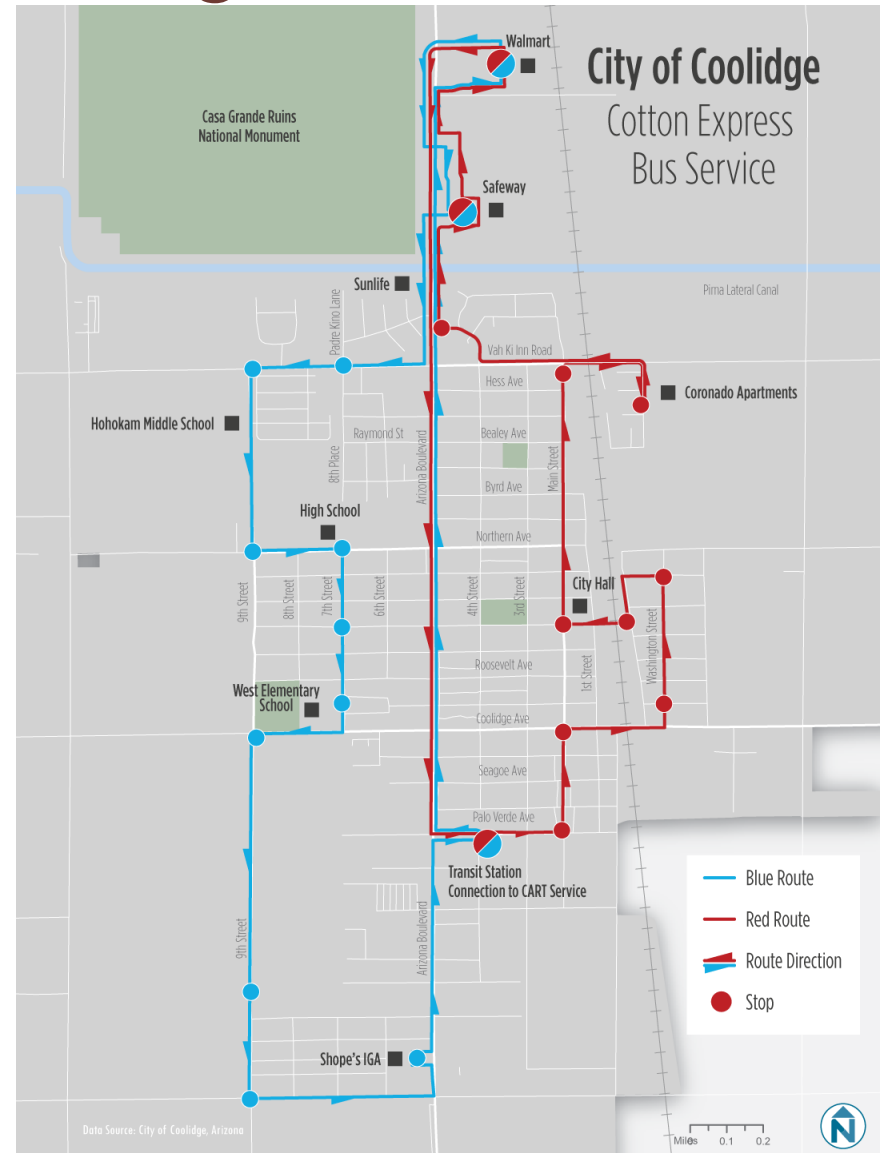
- Intercity Services

- Amtrak
- Greyhound

# Cotton Express, Coolidge



- Two deviated fixed routes along the Arizona Boulevard corridor
- Operates entirely within City of Coolidge, alternating
  - Red Route - west of Arizona Blvd
  - Blue Route - east of Arizona Blvd
- Available weekdays 7am to 8pm

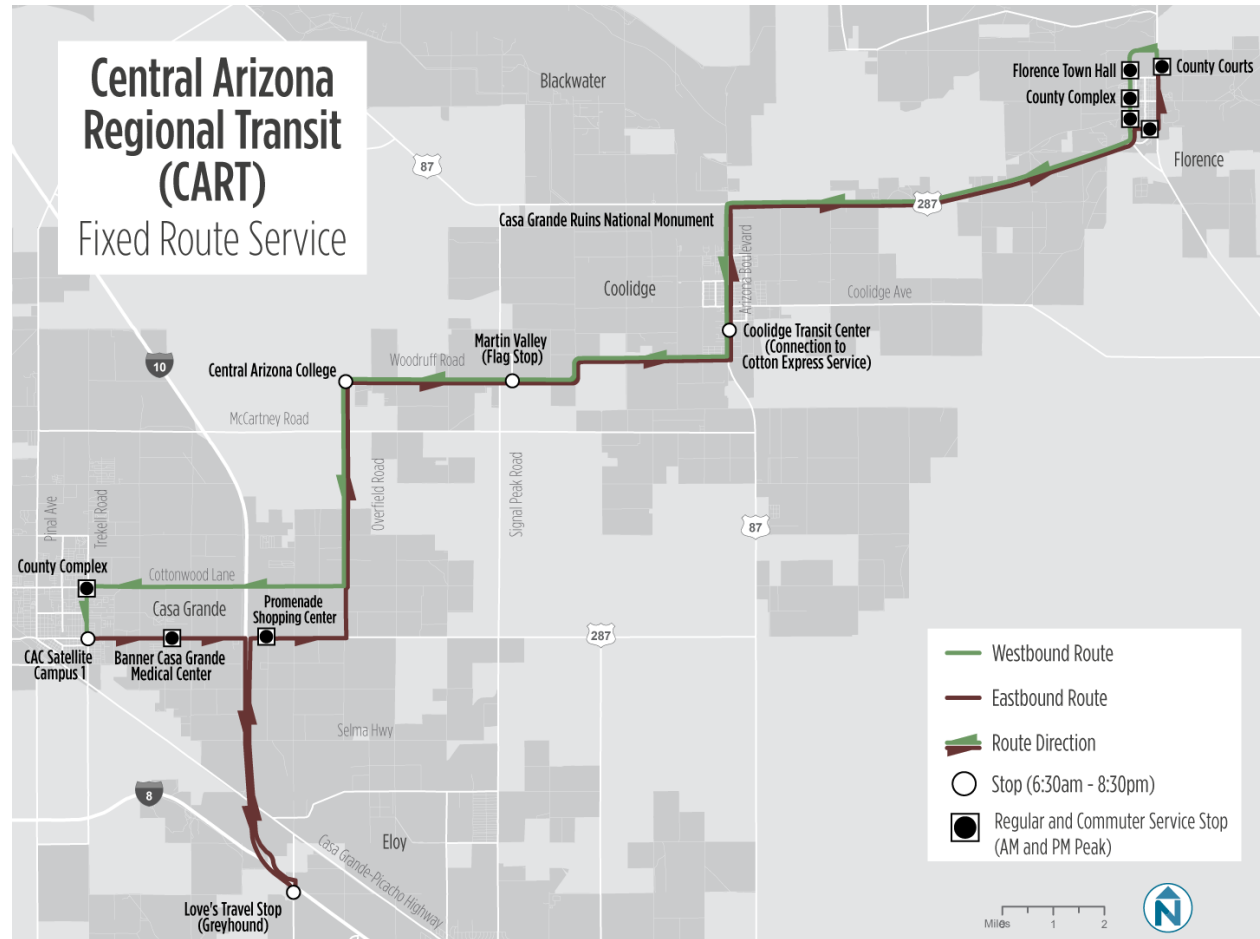




# Central Arizona Regional Transit (CART)



- Regional service links Coolidge, Florence, and Casa Grande
- Connections to
  - Shopping
  - Medical Center
  - Community College
  - Greyhound



# City of Maricopa Express Transit (COMET)



- Local circulator (with  $\frac{1}{4}$  mile deviations)
  - Weekdays
- Dial-A-Ride
  - 9:00 am to 5:00 pm Monday, Wednesday and Friday
  - 9:30 am to 1:30 pm Tuesday and Thursday
- Regional demand-response
  - 9:00 am to 5:00 pm Tuesday and Thursday
  - Tuesday – Chandler Regional Hospital
  - Thursday to Banner Hospital



# Transit Funding



	Annual Budget	FTA 5311	Municipal Contribution	In-Kind Match	Partnerships
Cotton Express	\$423,200	✓ Yes	✓ Yes		
CART	\$261,300	✓ Yes	✓ Yes	✓ Yes	✓ Yes
COMET	\$506,800	✓ Yes	✓ Yes		

# Demand-Response Services



- On The Go Express
  - Transportation for adults aged 60+ and persons with disabilities, operated and funded by the Pinal County Department of Public Health
- Horizon Health and Wellness
  - Nonprofit agency that provides transportation services to eligible patients at no additional cost
- Pinal-Gila Council for Senior Citizens (PGCSC)
  - Provides a variety of services to seniors in Pinal and Gila counties, including funding to local senior centers, who provide transportation for seniors to access medical appointments and personal business
  - Operates a fleet of four vehicles, which provide 32,973 trips per year
  - Receives federal funding through 5310 – Rural Public Transit program
- Pinal Hispanic Council
  - Outpatient substance abuse and behavioral health provider which provides transportation services to its patients

# Intercity Services

## Amtrak (Maricopa)

- Sunset Limited and Texas Eagle rail routes stop at Maricopa station three times per week
- Thruway Coach bus service connects Maricopa station to Phoenix, Tempe, and Sky Harbor Airport

## Greyhound

- Apache Junction – Daily service to Mesa, Phoenix, Las Cruces NM, and El Paso TX
- Casa Grande/Eloy – Daily service to Phoenix, Tucson, Mesa, El Paso TX, Dallas TX



# Planned Services: Casa Grande



## Casa Grande Transit Development Plan (2019)

- Full build out recommended 5 services:
  - Southwest Area Route
  - Southeast Corridor Route
  - Pinal Avenue
  - Korsten-Cottonwood Loop
  - Florence Boulevard Spine Extensions
- Cost for all five routes estimated \$1,856,400 – rising to \$2,055,530 with full implementation



Proposed Florence Corridor Service

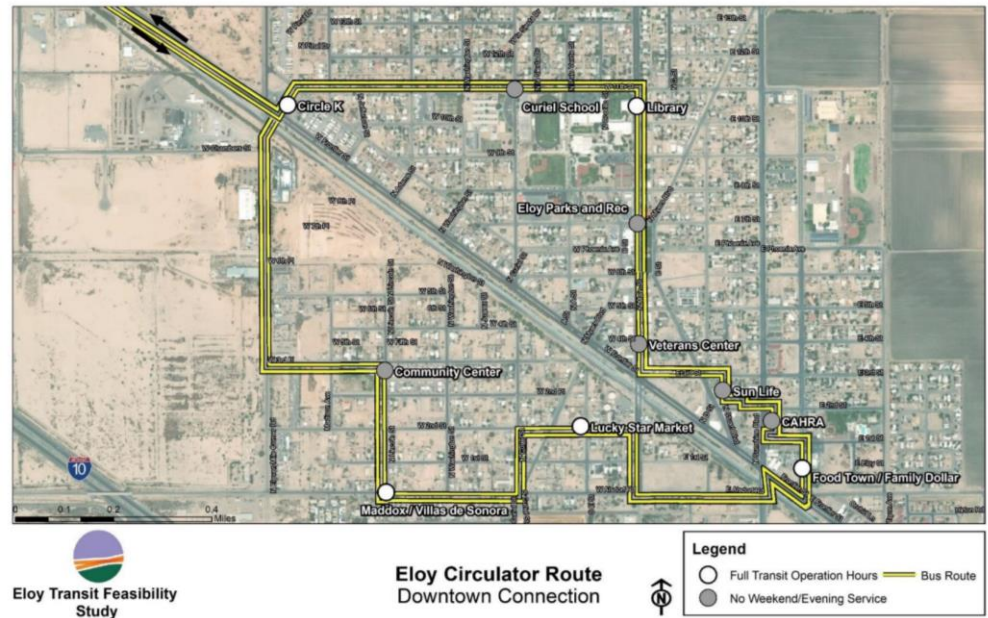


# Planned Services: Eloy

## Eloy Transit Feasibility Study (2019)

Proposed near-term fixed-route service includes:

- Downtown circulator
  - Estimated annual costs ~\$321,500 with local match of \$125,000 (40%)
- Regional connections to Casa Grande
  - Estimated annual cost ~ \$57,000 with local match of 27,000 (47%)



# Draft Findings: Needs and Opportunities



- Existing services primarily local
- Service levels minimal, use deviated flex service to meet ADA services
- Low cost “lifeline” services
  - Reflects challenges in raising local match
  - Opportunities for service expansion



# Draft Findings: Needs and Opportunities



- Future needs include local and regional access
  - Local service
    - Internal mobility
    - Demand/need varies by community
  - Regional service
    - Access to services (shopping, medical, education)
    - Access to employment
    - Potential for connections to Phoenix and Tucson
  - Evolving demand with regional growth
    - Evolving service needs
    - Adapting service models/service types



# Pinal County Transit: Service Goals and Opportunities

# Regional Transit Service Development



- Service goals
  - Who are you going to serve?
  - What is transit's role in Pinal County currently?
  - What is transit's future role?
- Service expectations
  - What do you expect transit to accomplish?
  - How important is efficiency and effectiveness?
- Balancing service trade-offs?
  - Productivity vs. access / coverage
  - Local control vs. regional approach

# Regional Transit Service Development

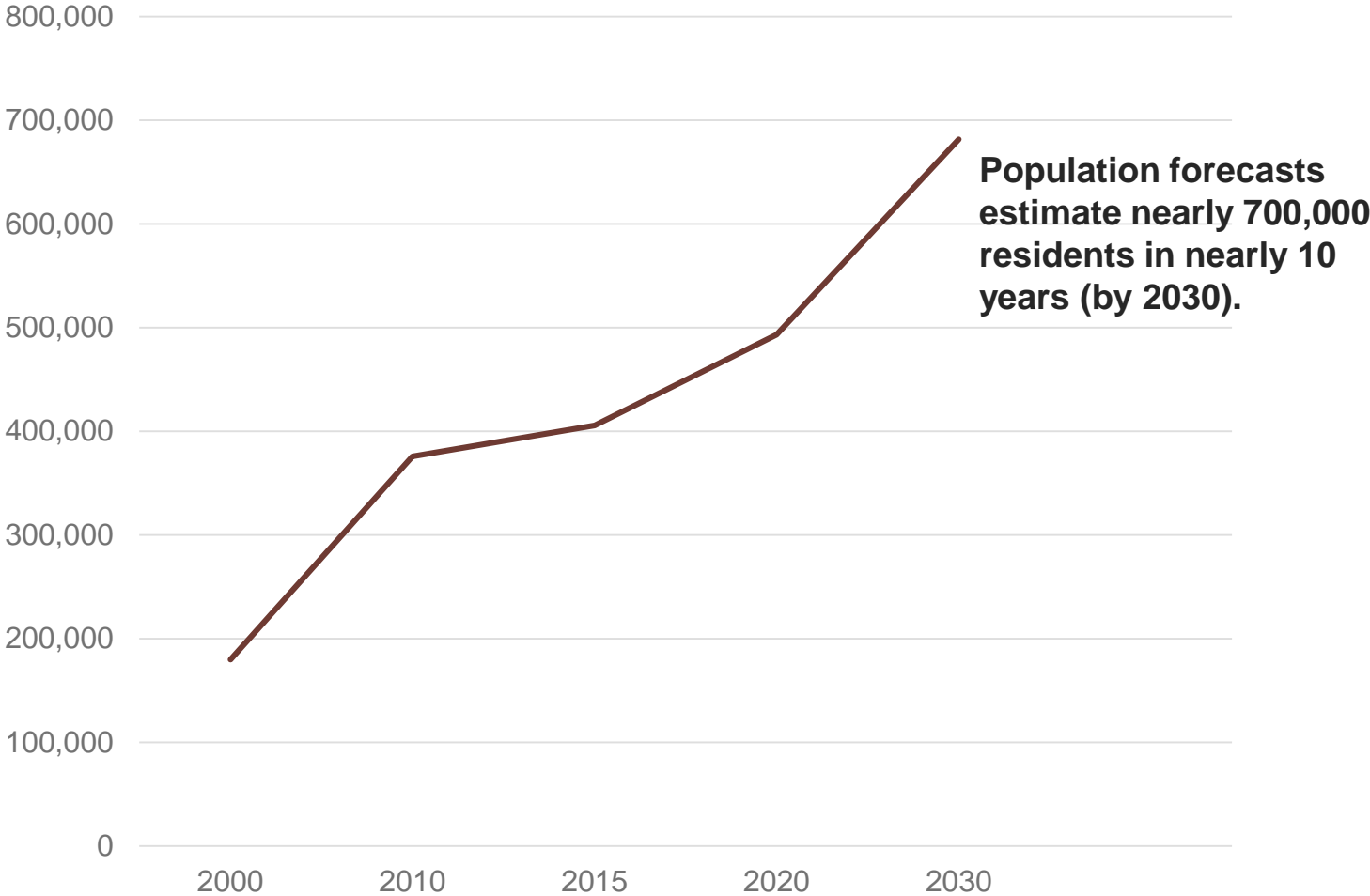


## Potential service delivery structures

1. Multiple independent, local services
  - Coordinated service for regional connection
2. Multiple independent, local services with additional regional service provider
3. Single local and regional service provider

# Pinal County – Growth and Changes

## Population Growth 2000-2040



Source: Historic Data, US Census; Future years: MAG /CAG estimates



# Peer Review

# Peer Review



- Analyze structure of up to 4 model transit agencies
  - Historical/development process
  - Governance structure
  - Operating systems
  - Funding
  - Legal authorities
- Identify strengths, weaknesses, opportunities and challenges

# Potential Peers – Key Characteristics



## Foundational Characteristics

- Agency/governance structure with multiple providers
- Fast growing communities
- Rural land use
- Expansive geographic area
- Multiple service types

## Illustrative Examples

- Arizona models
- National models
- Regional Transportation Authority
- Different service delivery models - consolidated vs coordinated
- Flexibility and adaptive models



# Potential Peers



	Multiple Partners	Fast Growing	Rural	Large Area	Multiple Service Types	Arizona	National	RTA	Consolidated	Coordinated
NAIPTA (Flagstaff)	X	X	X	X	X	X				
Valley Metro (Phoenix)	X	X		X	X	X		X		X
Mountain Metro (Colorado Springs, CO)		X		X	X		X			
Eagle County (Eagle County, CO)	X	X	X	X	X		X	X		
Green Mountain Transit (Burlington VT)	X		X	X	X		X		X	
Ozark Regional Transit (Northwest Arkansas)	X	X	X	X	X		X			X



# Next Steps

# Existing Transit Services



- Existing conditions tech memo
- Prepare peer review
- Identify potential governance models
- Meeting in early January 2020



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# Regional Transit Service Development



## Transit Service Goals and Opportunities

1. Employers need access to a reliable, stable workforce
2. More coordinated and efficient transportation investments
3. Make it easier to get to shopping, school and services
4. Workers need an affordable and reliable way to get to jobs
5. Veterans and other people with limited access to a private car need to be able access medical services
6. Connections to regional transit services

Potential prioritization exercise – ask stakeholders for priorities now and future