



PINAL • COUNTY  
*wide open opportunity*

# Pinal County Transit Feasibility Study Public Participation

“Exploring ways to get people  
where they need to go”

# Introduction

- Pinal County offers Wide Open Opportunity
- Situated in the middle of the Sun Corridor, population expected to grow from 362,000 to approximately 1 million by 2025.
- Pinal County Comprehensive Plan (Comp Plan) completed in 2009 to:
  - Plan for Future Growth
  - Preserve Quality of Life
  - Promote Sustainability

# Introduction

- Transportation and circulation are central elements of Comp Plan
- Modern, well-planned communities strive to incorporate balanced transportation systems comprised of:
  - Roadways, bus, rail, vanpools, volunteer driver programs, bicycle and walking paths

# Background

- In 2006, Pinal County conducted a Small Area Transportation Study.
- This study found that some demand for transit exists in Pinal County
- Pinal County Transit Feasibility Study launched in December 2008 to further study demand for transit and ways to create, administer and sustain a regional transit system (if demand warranted)

# Background

- Transit Study covered these major areas:
  - Existing Conditions
  - Existing Transit Services
  - Population Forecasting and Demand Modeling
  - Proposed Transit Route Options
  - Study of Governance
  - Public Participation

# Background

- Conducted 33 Stakeholder Interviews with 64 key individuals across the region
- Two major themes emerged from these interviews and from the Technical Advisory Committee:
  - Need for ***Connectivity*** between communities
  - Need for ***Standardization*** of local transit systems

# What Will Our Growth Look Like?

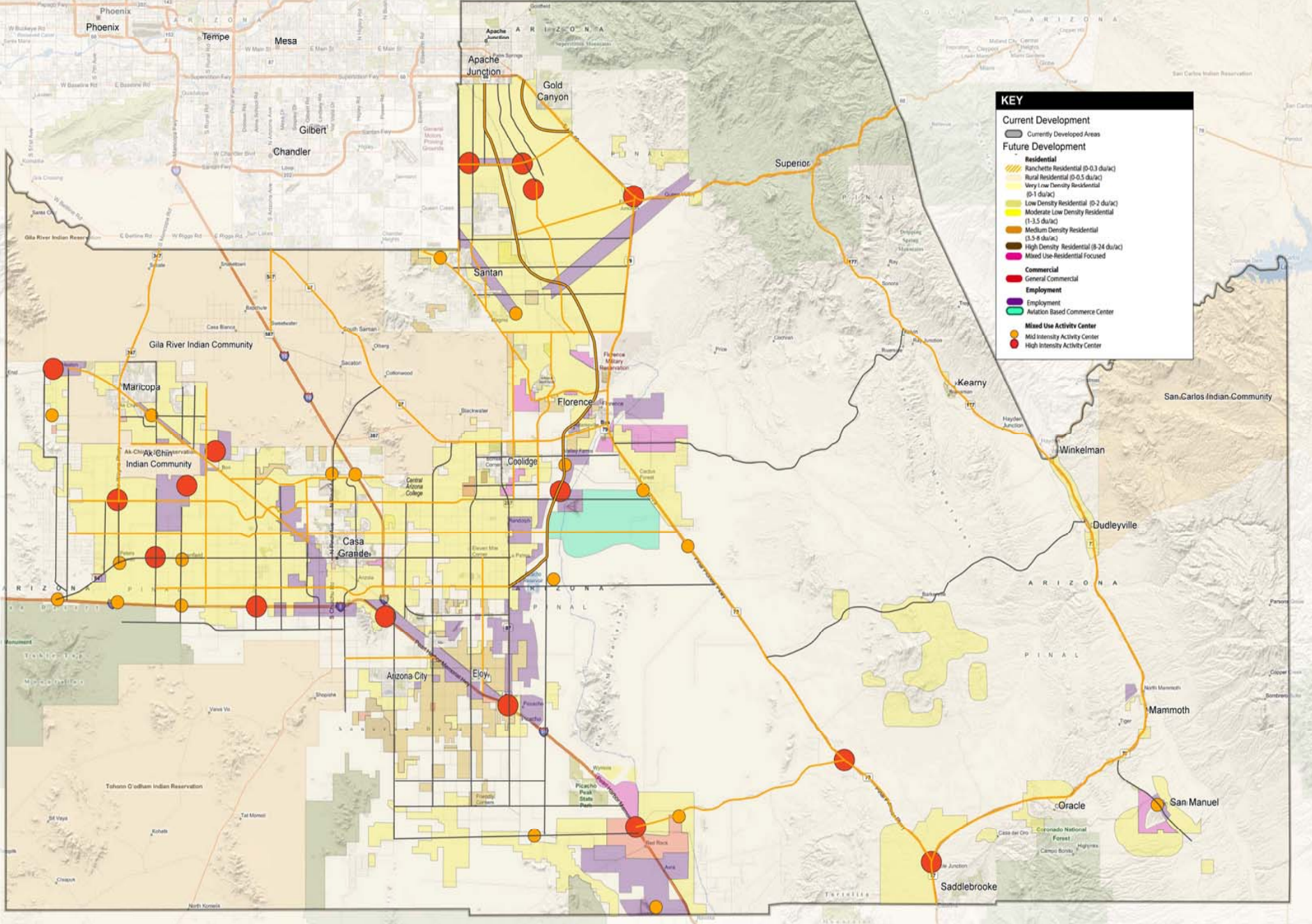
- Between 2000 and 2007, incorporated areas grew by 66 percent.
- During the same time, unincorporated areas grew by 105 percent.
- Casa Grande, Apache Junction, Eloy and Florence are expected to grow to medium size cities and become regional employment centers

# What Will Our Growth Look Like?

- Undeveloped areas between Apache Junction and San Tan Valley are expected to be developed
- Most of western half of the county between Gila River Indian Community and Tohono O'Odham will be developed, with much activity centered around Casa Grande and Eloy
- There will be considerable development along I-10 between Casa Grande and Eloy.

# What Will Our Growth Look Like?

- The eastern part of the county is expected to grow, but at a slower pace.
- However, substantial transit needs exist, primarily for medical care.
- Special attention should be given to this area which needs transit, but does not meet the population density normally found in an efficient transit model.



**KEY**

**Current Development**

- Currently Developed Areas

**Future Development**

**Residential**

- Ranchette Residential (0-0.3 du/ac)
- Rural Residential (0-0.5 du/ac)
- Very Low Density Residential (0-1 du/ac)
- Low Density Residential (0-2 du/ac)
- Moderate Low Density Residential (1-3.5 du/ac)
- Medium Density Residential (3.5-9 du/ac)
- High Density Residential (9-24 du/ac)
- Mixed Use-Residential Focused

**Commercial**

- General Commercial

**Employment**

- Aviation Based Commerce Center

**Mixed Use Activity Center**

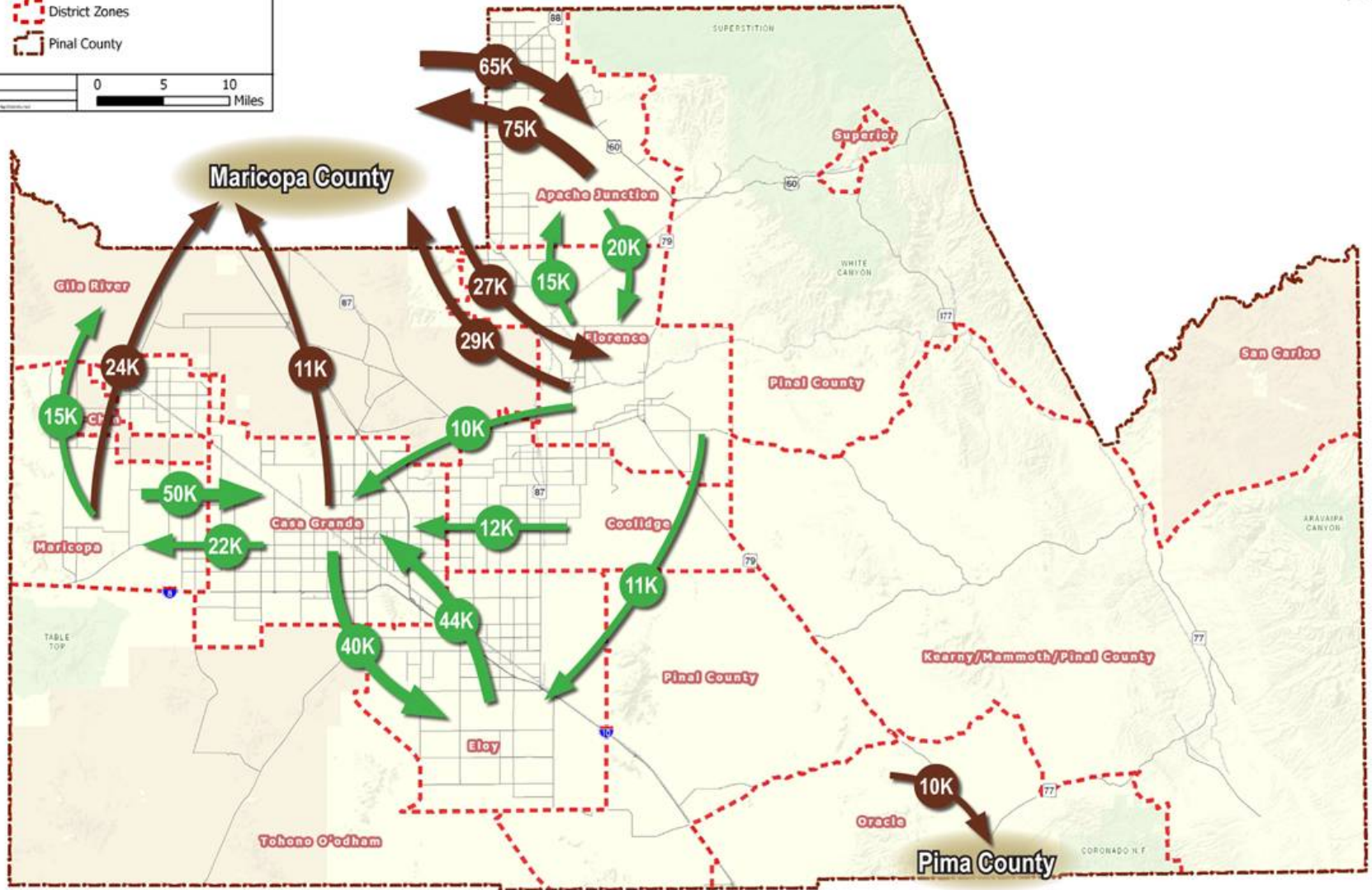
- Mid Intensity Activity Center
- High Intensity Activity Center

# Future Travel Flows

- Today, much employment travel leaves Pinal County
- As the economic base grows here, more travel will originate and terminate within Pinal County
- By 2025, there is expected to be substantial travel of all types within, or into Pinal County.

# Pinal County Districts

- Road Network
- District Zones
- Rail
- Pinal County



# What Types Of Service Are Possible?

- Transit Modes:
  - Fixed-Route Bus
  - Express Bus
  - Bus Rapid Transit
  - Commuter Rail and/or Light Rail
  - Volunteer Driver Programs
  - Vanpools

# What Types Of Service Are Possible?

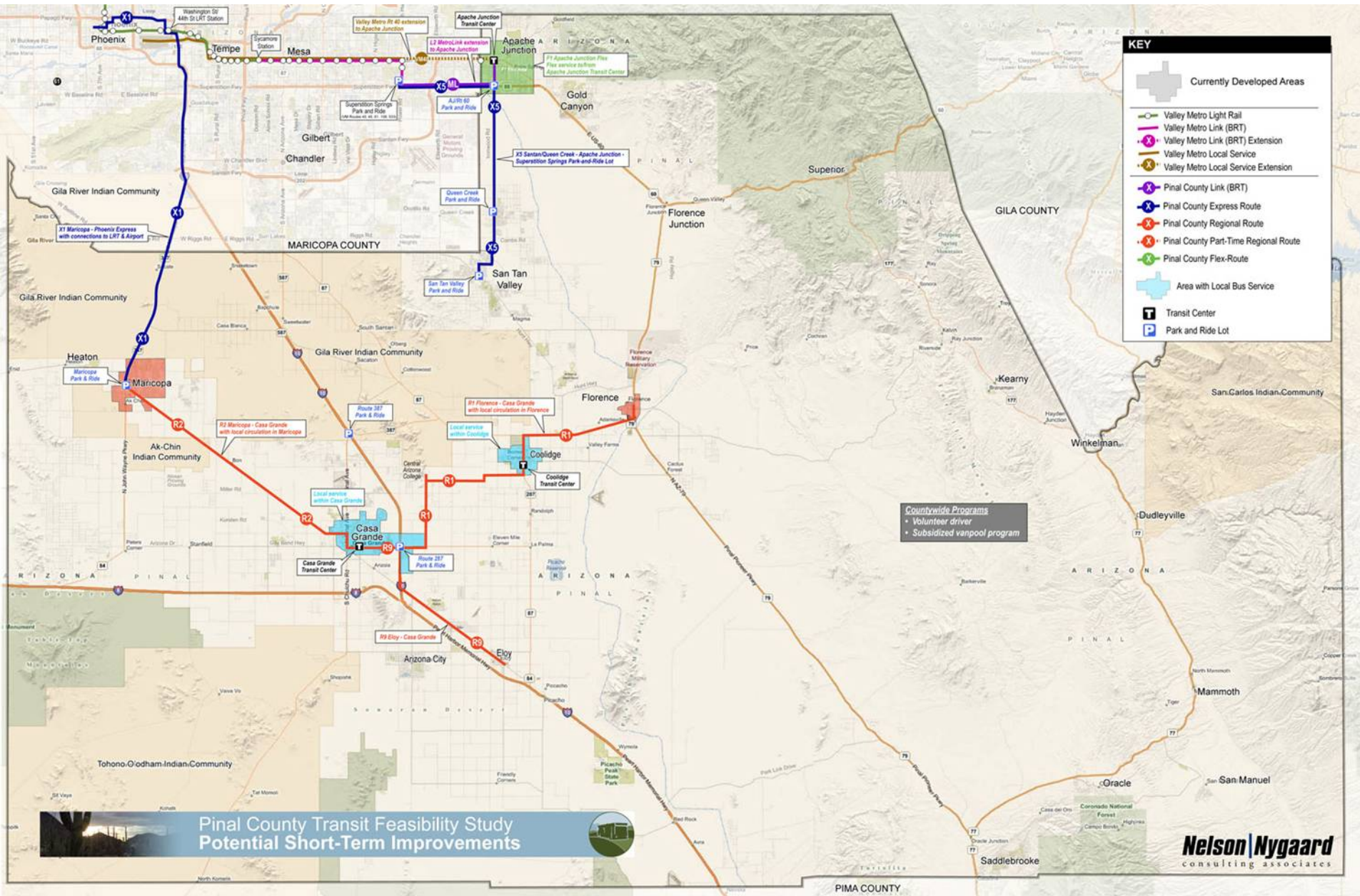
- Transit Facilities
    - Transit Centers
    - Park and Ride Lots
    - Bicycle and Walking Paths
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# Potential Short-Term Improvements

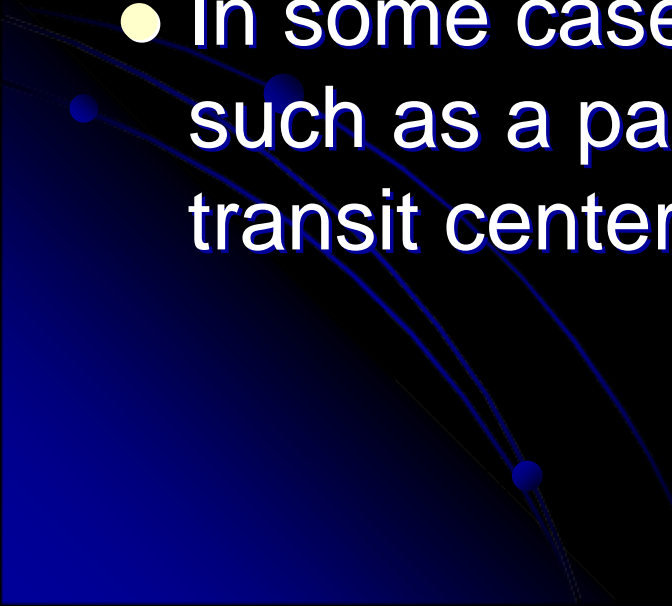
- In the short-term, it is likely that growth will be slower than occurred between 2000 and 2007.
- Short-term improvements should be oriented toward current population and planning done for moderate growth.
- Regional commuter bus service from Florence, through Coolidge, Central Arizona College, Casa Grande and on to the City of Maricopa.

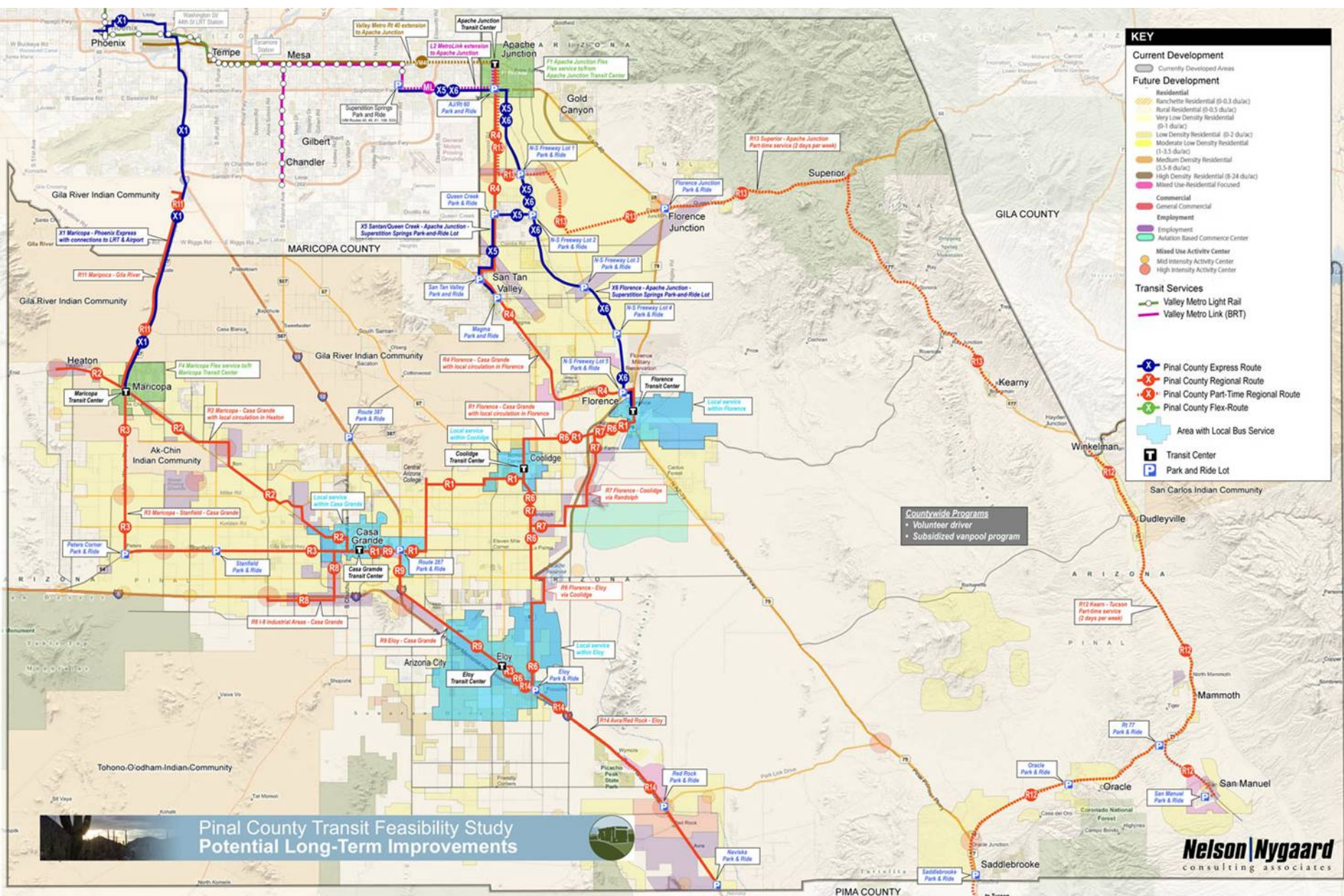
# Potential Short-Term Improvements

- Express bus service from Casa Grande, Apache Junction, and San Tan Valley to downtown Phoenix. (Maricopa has existing express bus service)
- Arterial Bus Rapid Transit Service
- Local circulator service in Casa Grande and Apache Junction. (Maricopa and Coolidge have existing circulator service)



# Potential Long-Term Improvements

- Between now and 2025, transit demand will grow substantially.
  - Most long-term improvements will be in addition to short-term improvements
  - In some cases, facilities may be upgraded, such as a park and ride giving way to a transit center.
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**Mixed Use Activity Center**

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**Transit Services**

- Valley Metro Light Rail
- Valley Metro Link (BRT)

**Other Symbols:**

- Pinal County Express Route
- Pinal County Regional Route
- Pinal County Part-Time Regional Route
- Pinal County Flex-Route
- Area with Local Bus Service
- Transit Center
- Park and Ride Lot

**Countywide Programs**

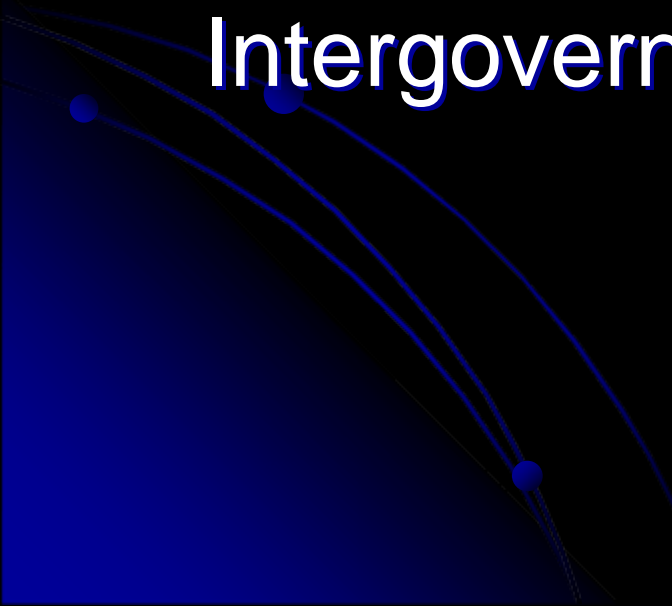
- Volunteer driver
- Subsidized vanpool program

## Pinal County Transit Feasibility Study Potential Long-Term Improvements

# How Could We Accomplish All This?

- Biggest challenge in creating a regional transit system is developing an institutional structure to operate, administer and sustain it.
- Arizona uses several forms of governance:
  - City and county operated transit systems
  - Regional Transportation Authority or Transit Authority (example: Valley Metro)

# How Could We Accomplish All This?

- Joint Powers Organization (JPO)  
(example: Metro Light Rail)
  - Provision of service through  
Intergovernmental Agreements
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# What Is The Best Approach For Pinal County?

- Today Pinal County's transit needs are moderate
- Long term needs will be substantially greater
- Growth will not be linear
- Pinal County needs an approach that is flexible and efficient
- A Joint Powers Organization (JPO) appears to be the best alternative

# What Is A Joint Powers Organization? (JPO)

- A JPO is a nonprofit corporation comprised of local governments
- It is formed for a specific purpose, in this case to create and administer a regional transit system.
- A JPO has no taxing authority and creates no new tax

# What Is A Joint Powers Organization?

- It is best to start small, build community support, and expand as demand increases to ensure sustainability.
- If a transit system is started, but cannot be sustained, it endangers public support for future transit.
- It is critical to plan for predictable sources of funding

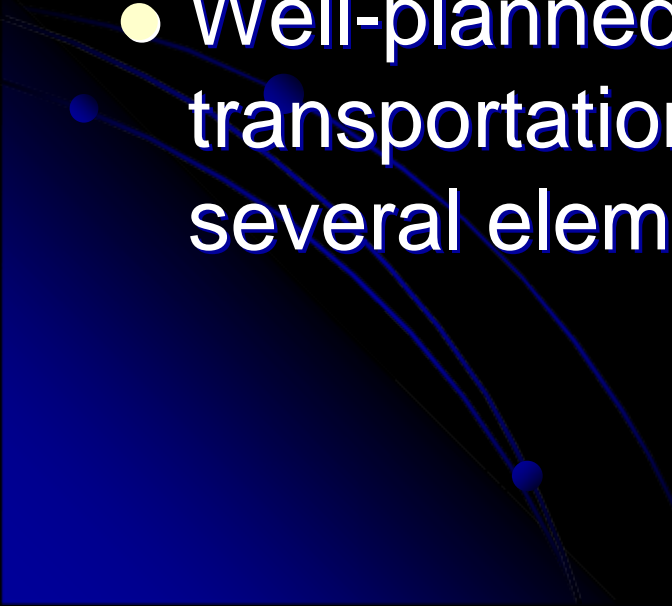
# Who Will Pay For A Transit System?

- Local sources of funding will be needed to leverage available federal and state transit funding.
- Pinal County's existing transportation excise tax revenue could potentially be used to provide local matching funds.
- If the JPO form of transit administration is selected, the JPO will provide the transit service and the communities will pay the JPO.

# Who Will Pay For A Transit System?

- Each participating community would pay the JPO only for the type and level of service they desire.
- Communities can opt in or out of the JPO.
- This arrangement provides flexibility.
- Existing transportation excise tax revenue wording appears to restrict its use to roadways. A local election might be required to expand the usage to “roadways and transit.”

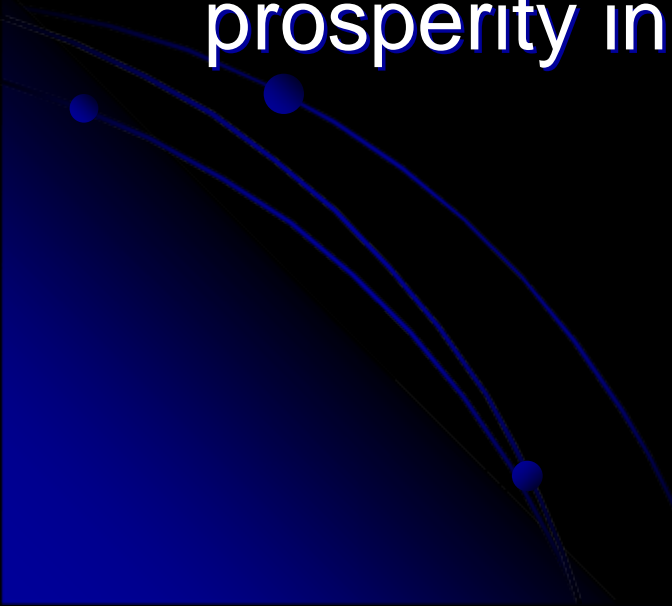
# Conclusions

- Moderate transit demand exists in Pinal County today
  - Between now and 2025, transit demand will grow rapidly
  - Well-planned communities use multimodal transportation systems comprised of several elements
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# Conclusions

- A Joint Powers Organization, governed by a board of representatives from each participating community, appears to be the best form of administration.
- The JPO provides the transit service and the communities pay the JPO for it.
- As needs change, communities may opt in or out of the JPO.

# Final Conclusion

- Planning a well-balanced multimodal transportation system is a key strategy in preparing for growth and sustaining prosperity in Pinal County
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# Contact Information



PINAL COUNTY  
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