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**To:** MAG Regional Transit Framework Study – Regional Stakeholders Group  
**From:** Scott Miller  
**Date:** 7/10/2008  
**Subject:** Working Paper #4 – Regional Transit Problem Definition

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The first phase of the MAG Regional Transit Framework Study has included a review of peer regions and their associated transit systems, the development of transit performance standards and indicators, analysis of regional travel demand and a technical review of the existing\planned transit system components including the identification of regional transit deficiencies. Phase I will terminate upon completion of the regional transit problem definition and will be followed by the development and analysis of three regional transit scenarios. Based on the work completed to date, the following concepts are being considered as important elements to be considered for inclusion in the regional transit problem definition.

General Deficiencies Driving Regional Long-Term Public Transportation Needs

1. Some existing **developed areas of the region have limited or no public transit** service
2. Transit **demand is exceeding capacity in some existing corridors** (overcrowding)
3. Proposition 400 funded transit operations improvements provide for **minimal expansion of service area and basic service levels**
  - a. Many new “Supergrid” routes have 30 minute all day service. Some routes will provide 15 minute peak period service, but for a short duration (most peak period routes funded with a 4 hour service duration)
  - b. Only one of the Proposition 400 funded arterial BRT routes has enough funding to provide more than 48 trips per weekday.
  - c. Without local funding or additional regional funding, some local bus routes will continue to have limited service hours and no Sunday service
4. Proposition 400 funded **capital improvements may not meet demands** for planned transit service expansion
  - a. The capacity of existing and funded operations and maintenance facilities will be inadequate to meet the requirements for funded operations improvements
  - b. Capacity of some existing PNR facilities is currently being exceeded, while programmed regional funding levels identified for future PNR facilities may not be adequate to provide needed capacity
  - c. The RTP only provides for minimal expansion of the regional paratransit fleet and no expansion of the regional fixed route fleet for new routes not already included in the RTP. Vehicles for any new non-RTP funded routes will need to be funded with local or other revenues sources

5. **Availability of advanced real-time traveler information for transit patrons is currently limited.** Proposition 400 provides funding for Intelligent Transportation Systems (ITS) improvements, but available revenues are not fully allocated to projects
6. **Safe and convenient access to transit is not uniform** throughout the region. The availability of pedestrian infrastructure (sidewalks, safe crosswalks, etc.), shaded passenger waiting areas, lighting, etc. Some areas may not have any pedestrian\street-side transit passenger infrastructure while other areas may have inadequate infrastructure
7. Projected **high population growth** in areas without existing or funded public transportation services, predominately outside of the 101 and 202 freeway rings
8. While the existing high employment centers are expected to remain strong in the future, the **overall distribution of future employment locations is expected to be more broadly disbursed** throughout the region
9. **Roadway congestion** may impede fixed route operations efficiency and limit marketability to choice riders. In some corridors, existing peak period HOV travel speeds are less than 40 MPH and have similar performance to general purpose
10. The availability of a quality **public transportation system is an important quality of life and infrastructure element** that large employers consider when locating major regional facilities. The **MAG region is currently behind peer regions in terms of transit investments and patronage.** Examples of transit infrastructure influencing large employers location search include:
  - a. Google facility in Tempe
  - b. Boeing's headquarter relocation to Chicago
11. **Programmed service levels** for some Proposition 400 funded transit services are **insufficient to qualify for special discretionary funding opportunities**
  - a. Programmed arterial BRT service levels, with the exception of one route, do not meet FTA Very Small Starts discretionary funding criteria
  - b. Inability to demonstrate financial resources to match grants for other state or Federal funding opportunities in the future may reduce access to new revenue sources
12. If the region desires an increase in regional transit investments to meet growing demands, **new revenue sources will be required**
  - a. If passed by voters, the "TIME" initiative may provide assistance towards meeting some regional transit needs, but inter-jurisdiction and inter-agency cooperation will be essential in balancing local interests with regional needs
  - b. Proposition 400 regional transportation sales tax will expire in 2026, and some local dedicated funding sources will begin to expire as early as year 2020, just 12 years from now

Relationship of Deficiencies to Needs

