

Spatial Efficiency Highlights - DRAFT

Spatial Efficiency: The geographic arrangement of households and firms, which includes producers, suppliers and consumers within the region, determines transportation costs for people and businesses, and influences the benefits of agglomeration. (Source: Brookings Institution)

Strength

- Central location of airport
- Polycentric
- Regional job centers
- Low travel time tax
- Lower congestion
- Regional Transportation Plan

- 12% of workers carpool to work, ranking 2nd among peers, and above the national rate of 9.7%
- Travel time tax is 5.8%, dropping 44% since 2006, and lower than the 9.7% average of the top 100 metros
- Congestion down 12% from 2009 to 2010
- Multimodal Regional Transportation Plan funded with voter-approved sales tax

Weakness

- No natural growth boundaries
- Transit accessibility
- Longer trip lengths

- Only 2% of workers use public transportation as a mode of travel to work
- The Phoenix MSA ranks 10th among its peers with a transit coverage rate of 70%
- Longer trip lengths due to existing development pattern

Opportunity

- Distributed activity centers
- Land availability
- Low back haul rates

- Ranks 4th among peers in overall freight activity
- Majority of jobs, 75%, are within 10 miles (50% are within 3 to 10 miles)
- Lower back haul rates provide opportunity to build on freight movements

Threat

- Fuel prices
- Infrastructure expansion
- Reductions in funding

- State budget shortfall growing from \$763 million in FY2011 to \$1.15 billion in FY2012
- Funding forecasts for the region's transportation projects – freeways, streets, buses and light rail - through FY2026 are 3.5% lower than the 2010 Annual Report estimate

