



Travel Reduction Program

2005 - 2006
Travel Reduction
Program Year
Annual Report

Pima Association of Governments



**PIMA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
2006**

CHAIR

ROBERT WALKUP
MAYOR
CITY OF TUCSON

VICECHAIR

ED HONEA
MAYOR
TOWN OF MARANA

TREASURER

RAMON VALADEZ
SUPERVISOR
PIMA COUNTY

MEMBER

JENNIFER ECKSTROM
MAYOR
CITY OF SOUTH TUCSON

MEMBER

PAUL LOOMIS
MAYOR
TOWN OF ORO VALLEY

MEMBER

CHARLES OLDHAM
MAYOR
TOWN OF SAHUARITA

MEMBER

VIVIAN JUAN-SAUNDERS
CHAIR
TOHONO O'ODHAM NATION

MEMBER

HERMINIA FRIAS
CHAIR
PASCUA YAQUI TRIBE

MEMBER

S. L. SCHORR
REPRESENTATIVE
ARIZONA STATE
TRANSPORTATION BOARD

MANAGEMENT COMMITTEE

Jim Stahle, Manager, Town of Sahuarita
David Andrews, Manager, Town of Oro Valley
Fernando Castro, Manager, City of South Tucson
Mike Hein, Manager, City of Tucson
Michael Reuwsaat, Manager, Town of Marana
Charles Huckelberry, Administrator, Pima County
Carl Russell, Pascua Yaqui Tribe
Fred Stevens, Tohono O'odham Nation
Dale Buskirk, Director Transportation Planning, ADOT
Greg Gentsch, ADOT, Ex-Officio Member

PAG STAFF

EXECUTIVE DIRECTOR

Gary G. Hayes, AICP

PLANNING DIRECTOR

Andy Gunning, AICP

**TRANSPORTATION PLANNING
DIRECTOR**

Cherie Campbell

TRAVEL REDUCTION PROGRAM

MANAGER

Rita A. Hildebrand

EMPLOYER REPRESENTATIVES

Gayle Johnson
Johnnie Randolph-Kelly
Mary Ann Soto

**RIDESHARE SERVICES
MANAGER**

Teresa H. Ruiz

MARKETING REPRESENTATIVE

Melissa Minerich

SUPPORT STAFF

Zonia Kelley
Julie Morrison

TRAVEL REDUCTION PROGRAM 2005-2006 ANNUAL REPORT

Pima Association of Governments' Travel Reduction Program (TRP) has completed its 16th compliance year. This report focuses on the 2005 program year results of both the 2005 surveys and 2005 plans. It also serves as a reference for regional planning efforts and other Travel Demand Management (TDM) agencies.

TRP Regional Task Force (TRP RTF)

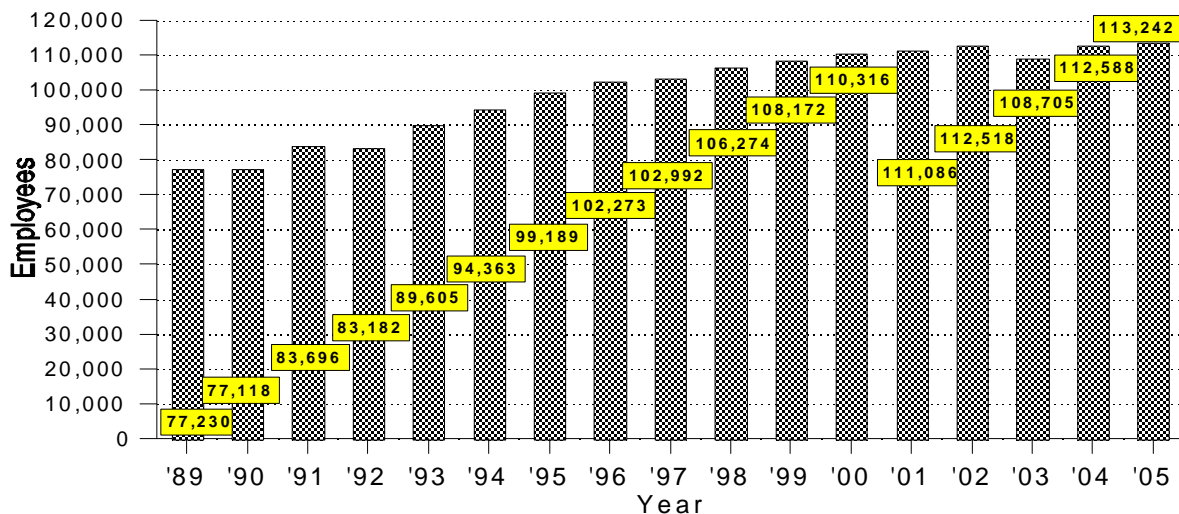
The TRP Regional Task Force serves as the advisory board to the six jurisdictions that have adopted Travel Reduction Ordinances (TRO). The TRP RTF meets monthly and reviews program documentation (surveys and plans), sets policy for the TRP and reviews any employer requests for variances. Included in Appendix A are the highlights of actions taken by the TRP RTF during the 2005 program year and 2005-2006 fiscal year where applicable.

TRP Size and Regional Survey Results

In 2005, 283 employer sites completed the survey and plan process. This represents a 91 percent increase in the number of sites since 1989 (148). In 2004, 277 employer sites completed both the survey and plan process.

Two Hundred Eighty Three sites with 113,242 employees were surveyed (up from 112,588 employees in 2004) during the 2005 TRP year. These employees also

Number of Employees



received alternate mode information and air quality education from their employers, provided through the TRP, Pima County Department of Environmental Quality (PDEQ) and Sun Tran, the regional transit agency. The number of employees participating in the TRP has increased 47 percent since 1989. The 2005 TRP survey is included as Appendix B.

Of the 113,242 employees surveyed, 86.4 percent responded. This is a minor decrease from the previous year of 86.6 percent. This represents a 26 percent increase over the 1989 survey response rate of 68.5 percent. A high survey response rate helps ensure the TRP survey data is representative of the overall population of employees participating in the TRP.

In 2005, 30.4 percent of all TRP survey participants used an alternate mode at least one day per week. This percentage is up from 29.2 percent in 2004 and includes traditional alternate mode users as well as employees who TeleWork, work in the field, work a compressed work week or drive clean fuel vehicles to work.

Every year in the TRP is a new year, based on changes at employer sites, regional economics and with many other factors that affect the TRP regional results. The 2005 regional results demonstrated an increased awareness and usage of alternate modes and alternate work schedules. While alternate mode usage increased, vehicle miles traveled (VMT) had a slight increase. For 2005, the average one-way weekly Vehicle Miles Traveled (VMT) by TRP employees increased to 57.4 miles from 57.1 miles in 2004. This VMT increase is negligible in the big picture of efforts by participants in the TRP. However, it will be interesting to see if there is a significant change in the alternate mode usage of the next survey cycle based on the advent of increased fuel costs.

For the 2005 TRP year, alternate mode and special program users helped save 89.6 million driving miles by not driving alone to work at least one day per week. This is an increase over 2004's 86.5 million miles saved. The TRP Impact Savings calculation method was updated for 2005 to use 40.5 cents per mile based on the standard IRS mileage rate for 2005 which increased by 3.0 cents from 2004. The calculation method based on modeling of air quality impact was changed to reflect that 23 miles driven (from 35 miles in 2004) produces 1 pound of pollution (per EPA model), and 1 gallon of gasoline provides 20 driving miles in an average vehicle. Based on these calculation methods, the 89.6 million driving miles saved translates into a savings of 4.5 million gallons of gasoline (up from 4.3 million in 2004), \$36.3 million (up from \$32.4 million in 2004) in fuel costs and 3.9 million pounds of pollution (up from 2.35 million in 2004).

The 2005 TRP year was the fourth full year of online survey availability for sites. In this fourth year, 50 sites used the online survey, 12 for the first time. This represents a 32 percent increase in the number of work sites using the efficient technology of online survey participation. The number of surveys processed online, in 2005, was 34,351 compared to 26,810 in 2004.

In-house scanning of surveys also continued for the 2005 TRP year. The number of surveys scanned in-house in 2005 was 19,448 which is a decrease from 2004. This decline in the number of surveys scanned was due to more sites moving to the online survey.

A self-assessment study was completed by Curt Lueck & Associates to evaluate the PAG TRP and RideShare programs. It was suggested that the missions of both programs have changed from an environmental mission to a greater focus on reducing traffic congestion. The two programs are now under the PAG Transportation Planning Division but remain federally mandated programs as designated in the State Implementation Plan. Additional Travel Demand Management strategies have been suggested for the region and pending the ongoing evaluation of strategies, the TRP survey for 2006 was temporarily suspended by the Pima Association of Governments Regional Council.

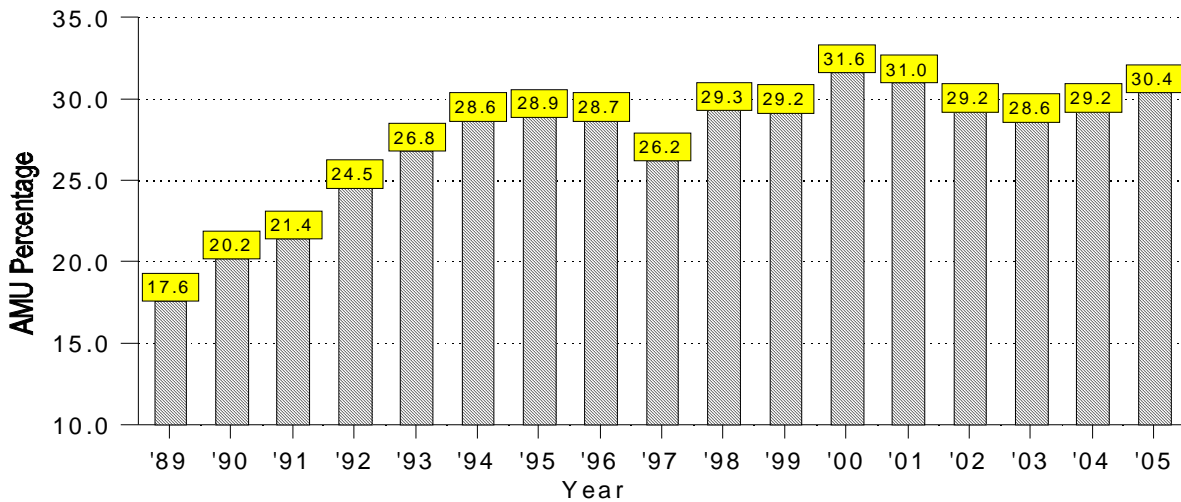
Employers were directed to submit their annual TRP plan, nine weeks from their monthly start date of the TRP (nine weeks is the time element specified in the TROs). Employers for the 2006 TRP year will continue their normal successive compliance year designation as outlined in the Ordinances. The Ordinances are on schedule for review in 2008, which will coincide with the regions continued application for a Limited Maintenance status from US EPA.

Travel Characteristics

TRP participating employees' peak travel times were, as expected, for the region have not changed from previous years. There is a morning peak around 8 a.m. and an afternoon peak around 5 p.m. The morning peak is more concentrated, and the afternoon peak is longer in duration. Part-time employees' arrival and leave times affect the afternoon peak more than the morning peak.

When compared to traditional modes of travel (car/vanpool, transit, bicycling and walking) the percent of drive-alone trips in 2005 was 82.6 percent, slightly lower than the 2004 percentage of 82.8. This slight reduction in drive alone trips is due to a small increase in carpooling. When compared to all travel demand management options, including TeleWork, compressed work week and field work, drive-alone trips are 78.7 percent of the TRP work commute.

Alternate Mode Usage

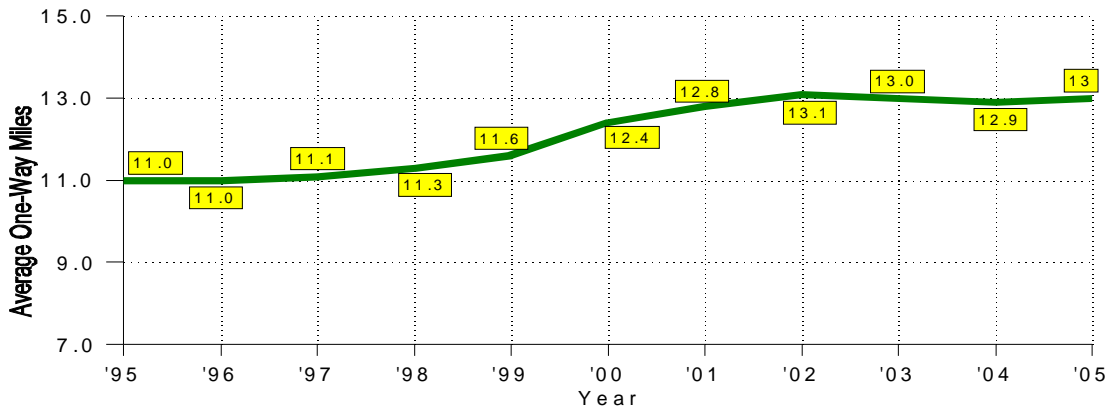


Goal Range = 15% to 38% (depending on years in program)
 Achievement Range = 2% to 84% Alternate Mode Usage
 Based on one day a week usage.

2005 TRP Regional Results

The average one-way commute distance has, for statistical purposes, remained the same for the past two years. In 2005, the commute distance was 12.99 miles; in 2004, 12.9 miles and, in 2003, 13.0 miles. The average one-way miles vary by mode, with the highest being vanpooling, with 33.6 average one-way miles which is an increase over 2004's miles of 20.7 for vanpooling. This increase is due to the addition of the Indian Health Services vanpooling program to its work site in Sells, Ariz. Walking continues to be the mode with the lowest average one-way miles; in 2005 the walking average was 2.4 miles. With

One-Way Miles



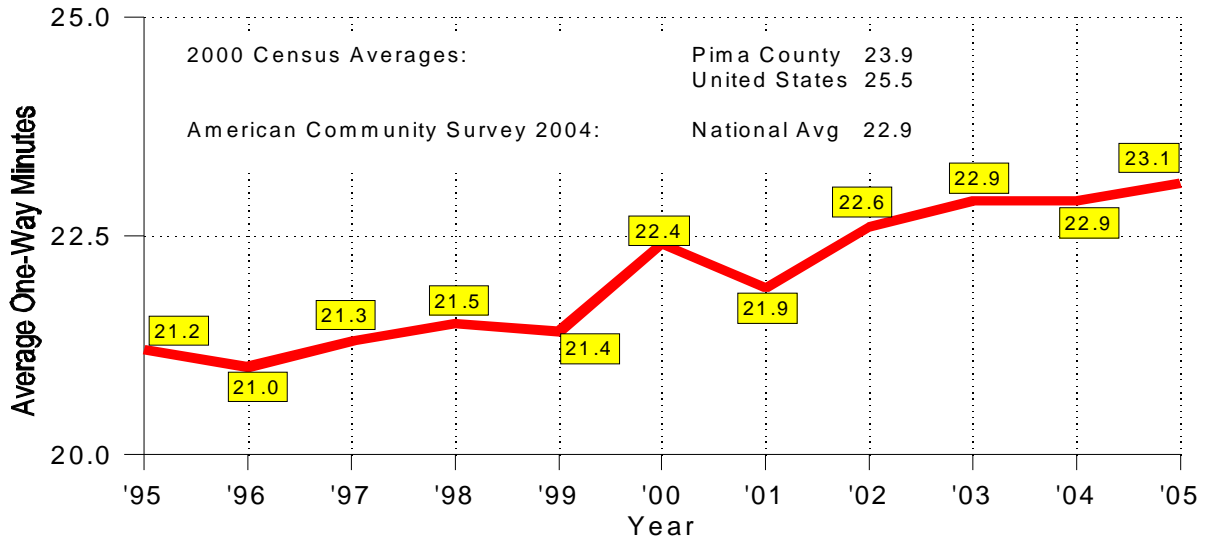
2005 Average One-Way Miles: 13

2005 TRP Regional Results

the exception of vanpooling, the increases and decreases in the average one-way miles by mode are negligible, which is reflected in the over- all consistency of the total commute distance across the three years, 2003, 2004 and 2005.

In 2005, after holding steady for two years, the average one-way commute time had a slight increase of 14 seconds to an average time of 23.1 minutes. Indeed, all modes of traditional travel saw small increases. Though these increases were minor, when compared with 2004, subsequent years will determine if this is the start of an increasing trend in travel time for the TRP participants. Vanpoolers continue to have the longest commute time, with an average time of 43.5 minutes which was the largest increase in commute time over 41.4 minutes in 2004.

One-Way Minutes



2005 Average One-Way Minutes: 23.1

2005 TRP Regional Results

When comparing 2000 and 2005 home ZIP code data there are significant increases in the percent change in growth in the Sahuarita, Vail, Picture Rocks, and Green Valley areas. The comparison also shows decreases in the central ZIP codes. The largest decreases are in the ZIP codes associated with Davis-Monthan Air Force Base, which are probably due to military deployment over the past few years.

TRP Plan Activities and Employer Costs

Every year, each TRP employer is required to submit to the TRP Regional Task Force (TRP RTF) a plan listing all the Travel Demand Management (TDM) activities the company implemented the previous year and all the TDM activities the company proposed to implement during the current year. Along with the implemented and proposed activity information, each TRP employer provides Pima Association of Governments with its cost and time spent to implement the TRP the previous year. The employer reports approximate time spent by the employees to take the TRP survey, but staff does not include this cost or time spent to determine the regional median cost per employee.

ACTIVITIES: TRP employers reported they proposed 19.8 activities and implemented 19.3 TDM activities to encourage their employees to use an alternate mode one day a week. The number of activities continue to increase each year and the program is showing that the activities that incur out-of-pocket costs or subsidies is increasing. Previous analysis has shown that the more money spent on policies and subsidies has a direct effect on an increase in alternate mode usage at the work site.

**Travel Reduction Program (TRP)
TDM ACTIVITIES
2004 Implemented vs 2005 Proposed**

Activity	Description	2004 Implemented	2005 Proposed
AC	Alternate Mode Information	271	283
AQ	Post Air Quality Information	268	280
AW	Adjusted Work Hours/Preferential Scheduling	123	138
BP	Bus Pass Sales on Site	64	70
BR	Bicycle Racks/Lockers/Areas	253	265
BS	Bus Subsidy	52	61
BV	Busing Vehicle	2	2
CC	Matching Service	271	283
CD	Covered Parking for Car/Vanpoolers	22	25
CG	Alternate Fuel Vehicles	44	48
CP	Carpool Subsidy	11	11
CS	Coordination with Sun Tran	214	225
CV	Carpooling Vehicle	3	3
CW	Compressed Work Week	131	152
DC	Daycare Facilities on Site	23	24
DQ	Dissemination of Air Quality Information	270	282
DW	Drawing For Prizes	156	167
ES	Employee Shift Between Sites	106	109
EV	Alternate Mode Campaign	270	282
FP	Fee for Parking	7	7
FW	Field Worker	55	63
GP	Guaranteed Ride Home Program	245	261
IC	Information Center	266	281

TRP Employer and Community Outreach

Employer representatives (ERs) work directly with employers to assist them in implementing the TRP. One of the most demanding, but important responsibilities of an ER is to plan and staff promotional events. For the 2005-2006 fiscal year, 93 events were held compared to the 80 events held in the 2004 - 2005 fiscal year. The 93 events had a reach of approximately 24,800. The request for assistance at employer events fluctuates year -to- year based on circumstances at the employer sites. When staff is not available to attend the events, materials are given to the TC and they coordinate distribution to employees.

The yearly Clean Air Fair was a public awareness campaign sponsored by multiple government agencies and included multiple events over a four-day period. Staff coordinated the design and printing of brochures and posters for the events. The materials were then sent to the TRP employers as an additional resource for air quality and alternate mode promotion. The main event was the Clean Air Fair held at Reid Park. The event drew a crowd of approximately 4,000 with 28 vendors/exhibitors.

“Try Transit” began in the 4th quarter as a demonstration project.

Staff coordinated with Sun Tran to determine transit routes with low ridership and identify major employers that were located on those routes. Staff coordinated with employer TCs to set up an information table and if employees completed a survey on transit interest, they received a free 10- ride transit pass. Over 175 passes were distributed at 4 events. Staff will do a random follow up survey on employees who received the free pass and whether they used the pass to ride the bus to work and whether they will continue riding the bus.

The Vanpool Incentive Program (VIP) continues to be promoted by the TRP ERs to increase awareness of vanpooling as a viable option for the home-to-work commute. The VIP offers a \$400 per month seat subsidy to TRP employees through PAG’s approved program. PAG has an agreement with Enterprise Rent-A-Car to provide the vans for the VIP. The VIP brochure was updated and continues to be distributed to TRP TCs. The region now has 17 vanpools on the road and efforts are under way to start more. Employers on the fringe of the city and without transit will benefit the most. The VIP will continue for the 2006-2007 fiscal year with Surface Transportation Planning Funds through the Federal Highway Administration.



The Best Workplaces for CommutersSM for the greater Tucson area launched into its fourth year of recognizing employers that meet the U.S. EPA national standard of excellence. The 29 employers already participating soon will be joined by an additional 13-15 employers who have qualified for the designation. For the second year in a row, PAG was awarded a “Gold” designation from the U.S. EPA for outstanding efforts as a network promoting the Best Workplaces for Commuters to employers in the region. Brochures, bookmarks and posters have been developed to recognize the designated employers.

The regional guaranteed RideHome program sponsored by RideShare for carpoolers and Sun Tran for transit riders in the TRP provides another tool for employers to promote to their employees. This program has been instrumental in easing the fear of being stranded without a car at the work site in case of emergencies, but has seen only limited usage since its inception.

Historical Overview of the Travel Reduction Program

The impetus that led to development of the Travel Reduction Program (TRP) was the Tucson area's violation of the National Ambient Air Quality Standard for carbon monoxide and a resulting requirement to prepare and adopt a carbon monoxide Nonattainment Area Plan by 1978 that would bring the area into compliance with the standard by 1987 at the latest. Plans were prepared and submitted by Pima Association of Governments (PAG) to the EPA through the State of Arizona in 1978 and 1982. Neither plan was fully approved by the EPA. Subsequently, a civil lawsuit (McCarthy vs. Thomas) was filed in 1985 regarding the failure of various governments to fulfill their obligations under the Federal Clean Air Act. The lawsuit demanded that approvable plans be prepared, containing all reasonably available control measures to attain the air quality standards at the earliest possible time.

A draft plan was prepared by PAG during 1986, showing how it planned to prepare an approvable carbon monoxide Nonattainment Area Plan by the end of 1987. One of the travel demand strategies that was strongly recommended by the EPA was a travel reduction program. At that time only a few areas in the country had implemented such a program, and little historic data was available.

Development of the Travel Reduction Program

Pima Association of Government staff and its Environmental Planning Advisory Committee, in cooperation with the member jurisdictions, compiled limited data on such programs and put together an outline of how such a program might be structured. This outline was then discussed at several meetings with representatives of the business community that would be affected by the regulation. Invitations to these meetings were sent to the chief executive officers of approximately 50 of the largest employers in the area.

Although skeptical at first, major employers were pleased to be able to participate in designing the program so that it would address some of their concerns. As a result of their input, the program was significantly modified. It was structured to be directed by a permanent regional task force (RTF) on which the regulated employers had majority representation.

After the basic design of the program was decided, a prototype ordinance was drafted by legal staff from several of the PAG jurisdictions, led by the Pima County Attorneys Office. Each jurisdiction then offered suggestions to improve the prototype ordinance and agreed to process an equivalent ordinance and execute an Intergovernmental Agreement (IGA) outlining program management and funding.

Passage of the Travel Reduction Ordinance and the IGA

Because the regulated employers were included in the process early, and their views were reflected in the final program, the elected officials found it easy to pass the required ordinances. All five ordinances (Pima County, Cities of Tucson and South Tucson, Towns of Marana and Oro Valley) were passed and the IGA was executed in April 1988. As a result, the Travel Reduction Program was one of the keystones for the 1987 Carbon Monoxide State Implementation Plan (SIP) Revision which was approved by the EPA in August 1988.

Subsequent Litigation

Although subsequent litigation vacated the EPA approval of the plan, the region's commitment to implement the Travel Reduction Program (TRP) continued. Following a citizen-suit appeal of the EPA's plan approval in 1988 (Delaney vs. EPA), the Ninth Circuit Court of Appeals vacated the 1987 SIP Revision in 1990. The court ordered the EPA to prepare a Federal Implementation Plan (FIP) consistent with the courts opinion, and EPA promulgated a FIP in 1991. PAGs Carbon Monoxide Limited Maintenance Plan (LMP) for the Tucson Air Planning Area (TAPA) replaced the conformity and contingency provisions set forth in the FIP in 1996. The EPA proposed a rule to approve PAGs LMP in 1998 and again in 1999. The EPA also proposed to approve Arizona's request to redesignate the TAPA to attainment status for compliance with the national health-based standard for carbon monoxide in the same proposed rule. After all issues raised in the public comment period had been addressed, the EPA promulgated a final rule in 2000. Under the approved LMP, the TRP remains in effect as a federally enforceable commitment.

Current Status

The TRP, IGA and the TROs have been reviewed five time: 1993, 1996, 1999, 2002 and September 2004 (for the 2005 review). During the reviews, issues that had been raised concerning interpretation of the IGA and TROs were discussed by a working group of the jurisdictions and agency staff. Policy decisions were made by the RTF and ratified by the jurisdictions. No changes were recommended for the IGA and TROs in 1993, 1996, 1999, 2002 or for the 2005 year.

The 1996 review recommended that a TRP Policy Handbook be developed based on actions taken by the RTF. Updating this handbook is an ongoing task for the TRP staff.

The IGA and TROs continue to be a significant element of the State Implementation Plan. The next scheduled review of the IGA and TROs will be in 2008.

Travel Reduction Program Technical Advisory Committee

The Travel Reduction Program Technical Advisory Committee (TRP TAC) was established by virtue of the IGA executed in 1988 between PAG and the local

jurisdictions governing the TROs. The IGA defines the TRP TAC as one representative from the City of Tucson Department of Transportation, Pima County Department of Transportation, Sun Tran, Town of Oro Valley, City of South Tucson, Town of Marana, Town of Sahuarita, Pima County Department of Environmental Quality, PAG Air Quality Planning, PAG RideShare, PAG Transportation Planning Division, City of Tucson Planning and Pima County Planning.

The TRP TAC annual meetings continue to be open to any interested parties for purposes of discussion and review of TRP topics. Opening the meetings to others allows the agency representatives to take advantage of the expertise and feedback from TRP Regional Task Force (RTF) members and employer site transportation coordinators. Should it be necessary to take a vote on a topic, only the TRP TAC designated members may vote. All recommendations are forwarded by TRP staff to the TRP RTF for discussion, action and implementation.

Some examples of responsibilities for review and action by the TRP TAC are:

- Special requests by employers for consideration of additional alternate mode usage (AMU) credits.
- TRP survey format for the next TRP year.
- Additional data collection that would assist the participating agencies.
- Triennial review of the TROs and/or IGA for amendments.
- Calculation methods for alternate mode usage or vehicle miles traveled.
- Calculation methods for impact savings achieved by the TRP.
- TRP policy issues that have come up for discussion during the previous year.

The TRP TAC continues to benefit the TRP and allow agency representatives an annual update on the TRP regarding challenges and successes.

The TROs specify that employers with 100 or more full-time equivalent employees at a single or contiguous work site must participate in the TRP. An employer with fewer than 100 employees can volunteer to participate in the TRP.

The requirements of the TRP are to:

- designate a transportation coordinator to administer the program at the work-site
- annually conduct a survey of employee transportation patterns in the home-to-work commute,
- annually write and implement a Travel Reduction Plan, and
- annually distribute alternate mode information to employees.

The first year of the TRP implementation was 1989. This year provided a baseline measurement for the original 148 sites and set their Alternate Mode Usage (AMU) goal progression and Vehicle Miles Traveled (VMT) goal progression. Sites subsequently added to the TRP held their first year of implementation as a baseline measurement. For the 2004 TRP year the VMT goal structure was reexamined by the TRP TAC and TRP RTF and changed to be a 1.5 percent decrease from the previous years VMT. The VMT goal structure continued for the 2005 program year and 23 percent of the employer sites met their VMT reduction goal.

Every year, participating employers are required to survey their employees. The TRP TAC, with approval by the TRP RTF, designs and provides the survey instrument. In the past, employer sites used the long survey format for the first two years of the program. This format include compliance questions along with demographic and travel behavior questions. After the first two years, the employer sites alternated between the short survey (compliance questions only) and the long survey.

Beginning in 1995, all employer sites used the same survey format. For example, in 1995 and 1997, all employer sites took the long survey. In 1996 and 1998, the short survey was given to all participants. In 1999, the survey was completely overhauled with a reduction in the number of mandatory questions (9 questions reduced to 7). The 2000 TRP Survey reverted back to a modified long questionnaire (12 mandatory questions, 11 optional questions). The long survey included demographic related questions corresponding to the 2000 Census in an effort to compare the 2000 Census data with the TRP data. The 2003 survey was conducted using only the mandatory questions. Staff recommended to the Technical Advisory Committee that the short survey be used again for 2004 and 2005 TRP years with as few changes as possible due to the complexities involved in implementing system and procedural changes. The TRP has continued employing new technologies such as an electronic survey, scanning paper surveys in-house and contract to a third-party code house for larger groups of surveys.

The Travel Reduction Program is supported by a grant award from the Arizona Department of Environmental Quality, supplemented by Federal Highway Administration Surface Transportation Planning (STP) funds.

For more information concerning the data found throughout this publications or any other questions regarding the TRP, please call Pima Association of Governments Travel Reduction Program at (520) 792-1093.

APPENDIX A - TRP RTF - HIGHLIGHTS

2005 TRP Year

TRP RTF Membership List

PIMA ASSOCIATION OF GOVERNMENTS

177 N CHURCH AVENUE
SUITE 405
TUCSON AZ 85701

(520) 792-1093
FAX: (520) 620-6981

TRP REGIONAL TASK FORCE MEMBERS

Effective July 1, 2006

MAJOR EMPLOYERS (10)

Karen D. Brink	Tucson Marriott University Park	629-2810	karen.brink@jgh.com
Charles Franz	The University of Arizona	621-8692	cfranz@email.arizona.edu
Ron Gonzales	Raytheon Missile Systems	663-8718	ragonzales@raytheon.com
Petronilla A. Howell	Catalina Mountain School	818-3484	phowell@azdjc.gov
Jennifer King	Tucson Electric Power Company	884-3658	jking@tep.com
Jackie Murphy	Tucson Airport Authority	573-4891	jmurphy@tucsonairport.org
Joe Portale	Pima Community College	206-2734	jportale@pimacc.pima.edu
Barbara Ricca	IBM	799-4433	ricca@us.ibm.com
Kate Riley	Sun Tran	206-8809	kate.riley@tucsonaz.gov
Willie Wash	Arizona State Prison - Tucson Complex	574-0024 Ext. 36062	wwash@azcorrections.gov

JURISDICTION REPRESENTATIVES (6)

Regina Fleming	Town of Marana	682-3401	rfleming@marana.com
Beth Gorman	Pima County	740-3343	beth.gorman@deq.pima.gov
Yolanda Parker	City of Tucson	791-4001 Ext. 126	yolanda.parker@tucsonaz.gov
Richard Salaz	City of South Tucson	792-2424	rsalaz@southtucson.org
Nancy Ellis	Town of Oro Valley	229-4700	nellis@orovalley.net
Vacant	Town of Sahuarita	N/A	N/A

PUBLIC INTEREST ORGANIZATION REPRESENTATIVES (2)

Joyce Finkelstein	Green Valley Coordinating Council	648-1936	gvccc@theriver.com
Vacant			

VOLUNTARY PARTICIPANTS (2)

Cynthia Washington	Tucson Urban League	791-9522 ext 231	cwashington@tucsonurbanleague.net
Vacant	N/A	N/A	N/A

THE TRAVEL REDUCTION PROGRAM REGIONAL TASK FORCE (TRP RTF) HIGHLIGHTS – 2005-2006

The 2005 TRP Year finished with 283 sites surveying 113,242 employees. TRP plans were submitted for each work site and represented 179 employers in the region.

EMPLOYER REQUESTS

- Three late surveys - TRP Regional Task Force waived the late status for one site due to personnel circumstances at the site.
- Two 30 day extensions for survey due date.
- Two survey exemption requests for the 2005 survey due to law enforcement requirements of the employees
- One site had less than 70 percent minimum survey response rate, but because the site met their AMU goal, the survey response rate was accepted by the TRP RTF. Direction was given to the site to improve on survey response for the next survey.
- One site had less than 70 percent minimum and resurveyed.
- Six cease or exempt sites
- Twelve new sites
- Thirty-eight employer contacts for new TRP sites
- Thirty-six audits with 100.06 percent average and 16 plan review status reports with 98.81 percent average on employer 2004 TRP plans when 2005 TRP plan was submitted
- Two hundred eighty-three plan approvals for 2005 with 46.3 percent of the sites meeting their Ordinance goal

PROGRAM DOCUMENTATION

- TRP Regional Task Force plan approval letter was combined with the Lead Agency approval letter and sent to the employer
- Survey incentive drawings were held from 284 work sites and 67,848 employees
- Major employer tracking report documented employer requirements
- Consent agenda item was continued and collectively approved non-controversial employer requests, AUDIT/PASR addendums, exemption requests from employers and TRP employer plans that met their specified goal
- The length of the meetings have been reduced to a little over one hour as a result of the electronic meeting package and staff covering highlights of each employer plan rather than reciting the employer TRO results.
- TRP RTF Correspondence on 2005 TRP Plans: 25 TRP RTF Certificates and 73 PAG Certificates; no notices, jurisdictional letters or failed plans
- TRP RTF meeting schedule – 3rd Monday except for January and February on the 4th Monday
- TRP quarterly reports to ADEQ
- PAG Overall Work Program for TRP, RideShare Services and Vanpool Incentive Program
- US EPA awarded PAG a “Gold” designation for outstanding activities to recruit employers for the Best Workplaces for Commuters

THE TRAVEL REDUCTION PROGRAM REGIONAL TASK FORCE (TRP RTF) HIGHLIGHTS – 2005-2006

PROGRAM POLICY ACTIONS OR UPDATES

- 2005 Regional Results reviewed and approved
- Conducted Survey Incentive Prize Drawings from 2005 survey entries
- TC average time of 5.7 hours monthly
- Median cost per employee of \$11.57
- Regional employee turnover of 20 percent for standard
- Proposed activities per employer of 19.8 average
- Indian Health Services Merit Awards for Gayle Johnson, TRP staff, for vanpool assistance
- Clean Cities Program Overview
- Special brainstorm session on overall TRP administration
- TRP Technical Advisory Committee Recommendations for 2006:
 - Continue vehicle miles traveled calculation and goal of 1.5 percent decrease from previous year
 - Change air quality impact savings calculation from 35 to 50 miles driven for one pound of pollution. (This was later adjusted by air quality staff to 23 miles driven for one pound of pollution)
 - Continue including RideShare application, educational piece and survey incentive with 2006 survey. Continue with 70 percent minimum survey response required. (The 2006 survey was suspended by the PAG Regional Council)
 - Explore employer sponsorship of collateral pieces. TRP and RideShare should continue with print and low cost, practical promotional items for distribution to employers.
 - Continue with same format for 2006 TRP plan
- 2006 TRP Guidelines Approved:
 - notification letter to TRP employers to begin the 2006 TRP year sent two weeks prior to employer start month.
 - 2006 TRP plan would be due nine weeks (as defined in TRO) from employer start month. Plans will be listed on meeting agenda by Jurisdiction.
 - Compliance Year for 2006 will have each employer keep their next consecutive compliance year designation.
 - Continue coordination with US EPA to qualify employers for Best Workplaces for Commuters.
 - 2005 TRP employer recognition event format change
- TRP and RideShare moved from PAG Environmental Division to PAG Transportation Division
- Approved Sun Tran and PDEQ request for TC labels for mailings of program items
- Curt Lueck & Associates Study on TRP and RideShare confirmed that both programs are federally mandated under the State Implementation Plan. Study encouraged the region to look at additional broader Travel Demand Management activities.
- 2006-07 funding for TRP was granted from the State general fund. State TRP and Clean Air Programs will continue to look for dedicated funding sources.

**THE TRAVEL REDUCTION PROGRAM REGIONAL TASK FORCE
(TRP RTF)
HIGHLIGHTS – 2005-2006**

- New circulator and connector routes in Green Valley/Sahuarita, staff assisted with employer contacts and data.
- Updates on Regional Transportation Authority progress and passage of sales tax and 20 year transportation plan
- 2006 TRP Plan approval correspondence will also contain recognition by TRP RTF as directed.
- 2006-2008 TRP RTF election held for membership seats. 5 seats for two years and 2 seats for 1 year terms. Public Interest seat and one volunteer employer seat were filled.
- Sun Tran extended Guaranteed RideHome program to all TRP employees riding transit
- Overview of PAG Transportation Systems Subcommittee projects
- Overview of Clean Air Fair activities – April 2006
- Overview of Association for Commuter Transportation(ACT) teleconference on “Marketing to TDM Baby Boomers
- Overview of ACT 2005 International Conference – Anaheim, California

APPENDIX B

2005 TRP Survey

PIMA ASSOCIATION OF GOVERNMENTS

2005 TRAVEL REDUCTION PROGRAM (TRP)
ANNUAL EMPLOYEE TRANSPORTATION SURVEY
Required by local Ordinance

IN ONE YEAR 57 EMPLOYEES OF

XYZ Company

SAVED:



2,406,760 DRIVING MILES



120,338 GALLONS OF GAS



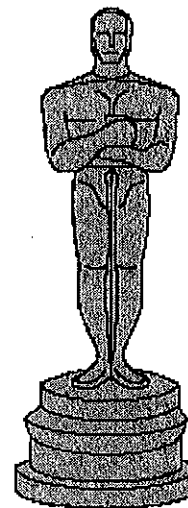
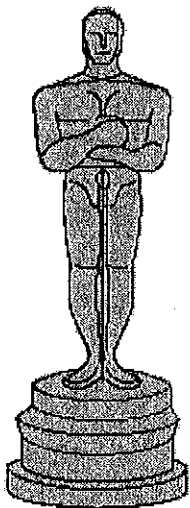
\$1,090,262 DOLLARS, AND



96,270 POUNDS OF POLLUTION

BY NOT DRIVING ALONE AT LEAST ONE DAY A WEEK.

And the Winners Are....



It all adds up to cleaner air!

For More Information: www.pagnet.org – 792-1093

2005 EMPLOYEE SURVEY - TRAVEL REDUCTION PROGRAM



Company:

XYZ COMPANY

Dept:

8905134

Instructions: Please indicate the number of days in a typical work week that best describes your travel behavior.

1 In a typical work week, how often do you use each of the following to get TO this job site?

Example: Drive Alone Days per week Carpool/Vanpool Days per week Do Not include your trip home.

Using the boxes below, write in the number of days per week. Do not include your trip home.

Drive Alone Days per week Carpool/Vanpool Days per week **Carpool/Vanpool** - 2 or more adults, 16 or older including family, spouse, friends, & co-workers being picked up, dropped off or dropping someone else off.

Not including myself, I carpool/vanpool with adult(s).

Bicycle Days per week Bus Days per week **Bus** includes using Sun Tran, Pima County Rural Transit, Van Tran, HandiCar, or any ADA provider.

Walk Days per week Telework Days per week **Telework** (Telecommuting) working from your home instead of going to your job site during normal work hours.

Other Days per week Field Work Days per week **Field Work** (not including telework) is going directly to a job site without going to your main work site at all on a regularly scheduled basis & includes work such as deliveries, sales calls, home nursing care visits, etc.

If "Other" chosen, please specify:

2 How many MINUTES (ONE-WAY) do you spend on your typical daily trip TO this job site? Write in minutes only.

3 How many MILES (ONE-WAY) do you travel on your typical daily trip TO this job site? Write in miles only.

4 If you drive a motorized vehicle to get to the job site, what type of fuel does it run on?

Gasoline/Diesel OR Other type of clean fuel and number of days used:

day(s) per week.

OR DOES NOT RUN ON

5 How does this employee perform your job? Please mark only one. Full-time Part-time

6 Which of the following most closely describes your work schedule? Please mark only one.

work 5 or more days a week, 8 or more hours per day.

work 4 days a week, 10 or more hours a day.

work 3 days a week, 12 or more hours a day.

work 80 hours in 9 days.

other (Please specify): days per week, hours per day

7 In a typical week, what time do you usually...

Write in the time you arrive at work and leave work.

Example: 1 2 : 0 0 A.M. P.M. is 12:00 Noon

ARRIVE at work? : A.M. P.M. Split, rotating or irregular schedule. Yes No

LEAVE work? : A.M. P.M. Split, rotating or irregular schedule. Yes No

8 What is the ZIP CODE of your home street address?

8905134

Please fill in all five boxes.



TRP SURVEY DRAWING PRIZES

~~ NEW! ~ \$250.00 (1) \$100.00 (5) \$50.00 (5) ~ NEW! ~

*****THIS DRAWING ENTRY WILL BE SEPARATED FROM THE CARPOOL APPLICATION*****
ENTRY IN DRAWING WILL NOT REGISTER YOU FOR CARPOOLING

AS A THANK YOU FOR COMPLETING THE TRP SURVEY, PIMA ASSOCIATION OF GOVERNMENTS HOLDS A QUARTERLY DRAWING FOR CASH PRIZES. PRIZE WINNERS ARE DRAWN FROM ENTRIES RECEIVED THROUGH THE CALENDAR QUARTER.

TO PARTICIPATE - COMPLETE THIS ENTRY FORM AND RETURN WITH THE COMPLETED TRP 2005 SURVEY TO YOUR TRANSPORTATION COORDINATOR

(Please Print)

EMPLOYEE NAME: _____

EMPLOYER NAME: _____

DEPARTMENT: _____

WORK TELEPHONE NUMBER: _____

SAMPLE

DO YOU WANT CARPOOL MATCHING? YES NO

(If Yes fill in the information below)

Today's Date: _____ (If No stop here)

(FILL OUT ONLY IF INTERESTED IN CARPOOLING) RIDESHARE CARPOOL APPLICATION

THIS APPLICATION WILL BE SEPARATED FROM THE DRAWING ENTRY FORM ABOVE

NOTE: By filling out this carpool application, your name and phone number will be entered into the RideShare database for carpool matching. Your address will remain confidential. You will receive a list of other people that are interested in carpooling. Your name and phone number will be given out to other people interested in carpooling.



YOUR HOME INFORMATION (Please Print Clearly)

Last Name First Name M.I.

Full Street Address Apt. #

City State Zip

MAJOR CROSS STREETS (Near residence) &

Home Phone# _____
Contact me at: home (check one)
work or both

YOUR WORK INFORMATION

Employer Name
XYZ Company

Employee Address

Work Phone# _____ - _____ ext. _____

Your Work Hours

I start work at _____:_____ am pm

I leave work at _____:_____ am pm

I work variable hours yes no

For faster matching call 884-RIDE now or visit us at www.pagnet.org