

Pima Association of Governments

2004 Annual Report



Setting the pace for positive change



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Pima Association of Governments

Pima Association of Governments (PAG), established in 1973 as a federally recognized Metropolitan Planning Organization for Pima County, is a 501(c)4 nonprofit association. PAG's **mission** is to address regional issues through cooperative efforts and pooled resources, and to provide accurate, credible data that leads others to make good decisions for regional planning.

PAG is governed by a Regional Council which is comprised of elected officials from each member jurisdiction: City of South Tucson, City of Tucson, Pascua Yaqui Tribe, Pima County, Tohono O'odham Nation, Town of Marana, Town of Oro Valley, Town of Sahuarita and a member of the Arizona State Transportation Board.

PAG's primary purpose is to build consensus with member jurisdictions and the public on regional issues such as transportation, population growth, and air and water quality. PAG has three divisions: Transportation Planning, Environmental Planning and Regional Planning.

A Message from the Regional Council Chair and Executive Director

We are pleased to present the region's 2003-04 fiscal year (July 1 to June 30) Annual Report. Pima Association of Governments, in conjunction with its member jurisdictions, serves the region by providing environmental, transportation and population planning and data services.

Regional highlights from FY 2003-04 PAG include:

- Identified as Regional Transportation Authority
- Secured \$25 million in Highway Expansion and Extension Loan Program (HELP)
- Assisted in obtaining \$2.1 million credit from Highway User Revenue Fund (HURF)
- Assisted in obtaining \$1.2 million for Transit Funding Program
- Adopted the 2025 Regional Transportation Plan Amendment
- Adopted the 2005-2009 Transportation Improvement Program-identified over \$100 million in funding for FY 2009.
- Completed a Sidewalk Inventory Study
- Completed an inventory of wells located along the lower Santa Cruz River for use by Pima County Wastewater, Tucson Water and the Town of Marana.
- The Clean Cities Coalition won the Governor's Pride in Arizona Award for Pollution Prevention in 2003-04.
- Coordinated multiple initiatives for public and private sectors, including the opening of the region's first two public biodiesel stations and dedication of the first public compressed natural gas station at Tucson International Airport.
- Received the Region 9 U.S. Environmental Protection Agency's 2004 Environmental Award for travel demand management initiatives of the RideShare, Clean Cities and Travel Reduction Programs.
- Completed an inventory of on-road, vehicle emissions.
- Produced the region's first ozone status report.

The region's efforts in FY 2003-04 made significant contributions toward consensus and planning. Read more about these efforts in this report, which also is available online at www.pagnet.org.

Mayor Shirley Villegas
Chair, PAG Regional Council

Gary Hayes
PAG Executive Director

PAG Member Jurisdictions and Regional Council Representatives



City of South Tucson - www.ci.tucson.az.us/sotucson.html
Chair
Mayor Shirley Villegas



City of Tucson - www.ci.tucson.az.us/
Vice Chair
Mayor Robert Walkup



Town of Marana - www.marana.com/
Treasurer
Mayor Bobby Sutton Jr.



Pima County - www.co.pima.az.us/
Member
Supervisor Ramon Valadez



Pascua Yaqui Tribe - www.pascuayaqui-nsn.gov/
Member
Chairwoman Herminia Frias



Tohono O'odham Nation - www.itcaonline.com/tribes_tohono.html
Member
Chair Vivian Juan-Saunders



Town of Sahuarita - www.ci.sahuarita.az.us/
Member
Vice Mayor Marty Moreno



Town of Oro Valley - www.ci.oro-valley.az.us/
Member
Mayor Paul Loomis



Arizona State Transportation Board - www.dot.state.az.us/
Member
S.L. Schorr
Arizona State Transportation Board Representative
(votes on transportation matters only)

FY 2003-04 Operating Statement*

REVENUES

Federal	\$ 2,536,268
State	2,114,735
Local	1,200,111
Other	42,092
Total revenues	\$ 5,893,206

EXPENSES

Internal Operating Expense	\$ 4,324,620
Personnel	3,375,886
Travel & Meetings	59,589
Telephone	19,604
Equipment Rental/Purchase	107,793
Supplies/Dues/Subs	203,288
Postage	39,495
Rent	265,816
Printing	111,374
Other	141,775
Subcontracted Services	1,568,586
Total expenses	\$ 5,893,206
Fund Balance 6/30/04	252,814

***Unaudited Figures**

Highlights of 2025 RTP Amendment: (Adopted Jan. 28, 2004)

- Updated the previous long-range transportation plan with new Census 2000 demographics, revised employment data, newly ratified or adopted jurisdiction land-use or master plans, and improved traffic and air quality models.
- Identified multi-modal transportation system improvements to meet increased travel demands due to regional growth and to help maintain air quality standards to the year 2025.
- Adjusted the 2025 RTP financial plan to reflect revised revenue estimates after the release of Census 2000 numbers.
- Revised proposed project improvements to both revised demographic data and to changes in the existing and projected financial resources.
- Based upon \$7.54 billion of projected revenues, the 2025 Amendment is estimated to meet approximately 66 percent of identified regional needs.
- Daily person trips are estimated to increase by approximately 72 percent, vehicle-miles traveled by 92 percent and vehicle-hours traveled by 134 percent. Transit ridership is estimated to increase by approximately 66 percent.
- The 2025 RTP Amendment provided baseline data and information to the 2030 RTP horizon year update begun in 2001.

Transportation Planning Division

Pima Association of Governments (PAG) develops regional plans in cooperation with member jurisdictions and other stakeholders to address issues that cross jurisdictional lines. PAG's Transportation Planning Division spearheads development of both the long-range Regional Transportation Plan (RTP) and a short-range financial plan for a 5-year period. The short-range Transportation Improvement Plan (TIP) ensures federal requirements are met and federal and state funding is available for the designated projects.

Regional Transportation Authority

In FY 2003-04, PAG received legislative authorization to operate as a Regional Transportation Authority. The RTA serves Tucson, Pima County, Marana, Oro Valley, the Pascua Yaqui Tribe, Sahuarita, South Tucson and the Tohono O'odham Nation. Members of each jurisdiction and a representative from the Arizona Department of Transportation serve on the board. The RTA Board, which is charged with developing a multi-modal regional transportation plan, anticipates it will present a plan and a request for a half-cent transaction privilege tax, or sales tax, to the voters as early as spring 2006. The tax is expected to generate \$2 billion over a 20-year period. The RTA plan will complement separate projects that have been identified in the long-range RTP.

Regional Transportation Plan

The RTP guides the region's investment in transportation improvements to help meet projected travel demand and population growth over a 25-year period. The long-range plan is:

- updated every three years
- involves continuous public education and outreach
- identifies transportation needs, potential solutions and funding requirements.

In January 2004, PAG's Regional Council adopted an amendment to the 2025 RTP. The amended plan identified transportation needs in excess of \$11.27

billion. The available transportation funding was estimated at \$7.54 billion—nearly a \$4 billion funding shortfall. This shortfall, in conjunction with projected population growth, will be incorporated into the next update of the long-range transportation plan, the 2030 RTP.

The 2030 RTP, which was initiated in 2001, completed the first of three public outreach efforts. The first phase consisted of extensive public outreach to establish the community's vision for the plan. Forums were held to increase the public's understanding of transportation trends and issues. The second phase will develop alternative transportation and funding scenarios for public input, and the third phase will develop a final draft.

Transportation Improvement Plan

The 5-year TIP outlines regional transportation projects and programs in eastern Pima County for which funding has been identified. The TIP identifies priorities for investing in all transportation modes and facilities (national, state and local highways, transit, aviation, bike and pedestrian facilities). The TIP also includes programs such as ride sharing and travel demand management. Projects must be included in or be consistent with the RTP to be included in the TIP.

The TIP provides a description of projects and programs their funding source(s), sponsor and a schedule for the next five years. The TIP may be viewed at www.pagnet.org/TIP/TIP2005%2D2009/.

Regional Transportation System Operations and Safety

PAG works closely with its regional partners to improve transportation system operations and safety. Key PAG activities included an incident management and emergency response training exercise held in March 2004. PAG also provided Safe Routes to School training to educators, parents and jurisdiction officials to promote safer children's travel to school.

PAG made significant progress in developing a Regional Pavement Management System to help optimize the use of scarce transportation revenues for maintenance of transportation facilities. Using state-of-the-art technology and evaluation tools, the system will help evaluate the condition of existing roadways and predict when and to what extent maintenance is needed to preserve those facilities at the most effective costs possible.

Transportation Improvement Plan Highlights

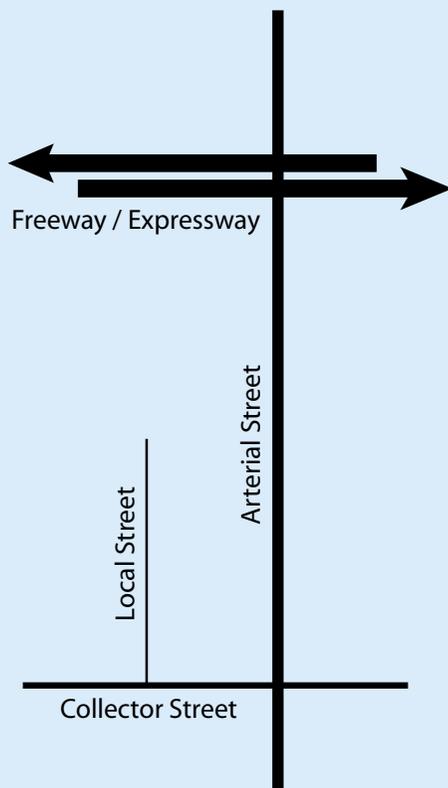
- Public involvement is an important component of TIP development. Three open houses this past year had above average attendance.
- The TIP Executive Summary and Guide were created to increase the public's specific and general understanding of the TIP process.
- Another exciting development is the continuing refinement and use of TIP project selection criteria. This is especially critical as the number of competing transportation needs within the region far outpace available revenues. The criteria include factors such as safety, congestion, system preservation, the number of people served by the project and regional significance.
- The FY 2005-2009 TIP was adopted in July 2004 and PAG secured over \$100 million annually in state and federal transportation funding for the region.

Street definitions

Arterial – major thoroughfares that connect to other arterials and ultimately many destinations.

Collector – Streets that lead to arterial streets.

Local – Streets that access property



Regional Transportation Studies

A key planning tool for transportation improvements is coordinating area transportation studies to identify funding needs and improve land use. PAG provides staff support to ensure that member jurisdictions receive accurate and consistent information.

Recent studies include:

- The **Houghton Road Study** recommends development of an arterial roadway with restricted access that will be upgraded to parkway status as traffic demands increase. Several grade-separated interchanges also may be needed. The study was closely coordinated with the Arizona Department of Transportation, City of Tucson Houghton Area Master Plan, State Land Department and other development efforts in the area.
- PAG updated the regional **Intelligent Transportation Systems (ITS) Strategic Deployment Plan**, designed at placing the region in conformance with the National ITS Architecture and ITS Rulemaking. The update identifies project and program recommendations for short-, medium- and long-range time frames.
- The **Sidewalk Inventory Study** identified sidewalks along all major arterial and collector streets in the metropolitan region. The information will assist member jurisdictions in identifying undeveloped areas and necessary funding to complete sidewalk plans.
- The **State Route 77 – Oracle Road Study** will identify and evaluate the future needs and potential solutions for Oracle Road (State Route 77) from its juncture with I-10 to the Town of Oracle. The Arizona Department of Transportation leads the study.
- The **Southeast Area Arterial Study** identifies roadway networks for a rapidly developing area with little transportation infrastructure. In 2004, two alternative roadway networks were identified. A model of the networks is in development and will show traffic performance. A third recommended network would be developed after the first two are evaluated, resulting in recommendations for right-of-way preservation and arterial roadway development in the area east of I-19 and south of I-10.
- The **State Transportation System Mobility and Regional Circulation Needs Assessment** will evaluate the need and feasibility of developing a system of limited-access and controlled-access roadways in and around metropolitan Tucson.

Transportation Finance

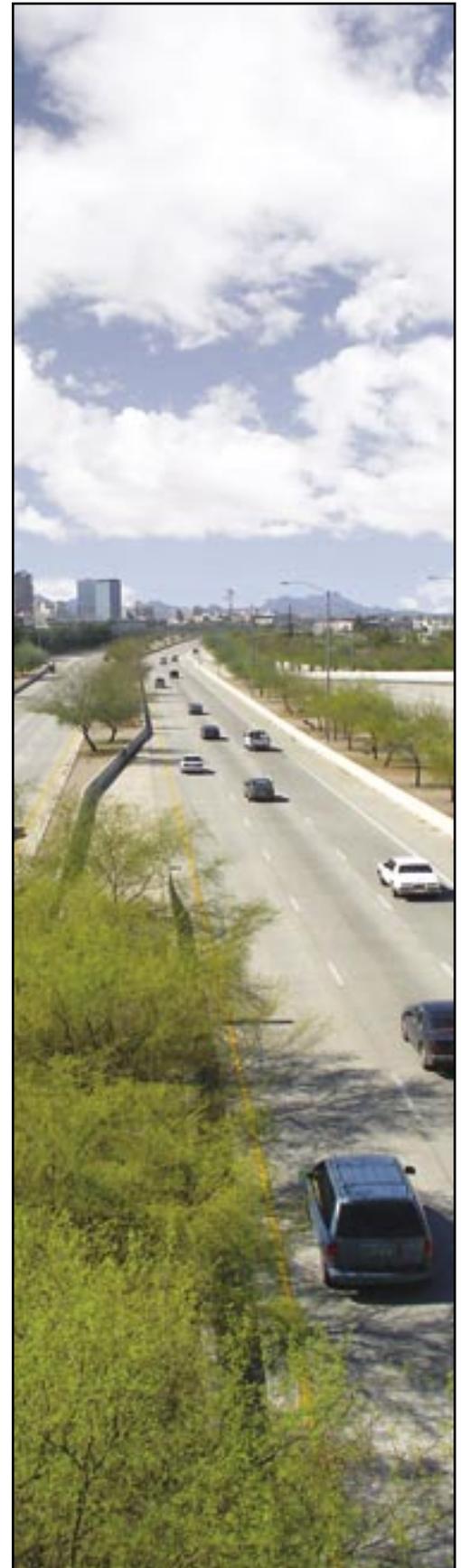
PAG maximizes transportation funding available to member jurisdictions and provides funding assistance to the region through programs such as:

- The Highway Expansion and Extension Loan Program (HELP), a state-administered financing mechanism that can be used to accelerate transportation construction projects. In FY 2003-04, Oro Valley, the City of Tucson, Marana and Pima County submitted HELP applications totaling over \$25 million and received the amounts submitted.
- PAG's Finance Advisory Committee monitors the State Highway User Revenue Fund (HURF) disbursements to the region. In FY 2003-04, the monitoring led to credits totaling \$2.1 million for local and regional funds.
- PAG helped obtain \$1.2 million in funding in Local Transportation Assistance Funds for investments in public transit services throughout Pima County. The program was established by the state Legislature in 2000 with the main purpose of funding local transit systems using a portion of the state Powerball lottery revenues. Program funds are often used to provide a match for federal dollars
- PAG administered the Arizona Department of Transportation's Elderly and Persons with Disabilities Transportation Assistance program to assist nonprofit agencies and Native American Nations and Districts in obtaining vehicles to transport elderly and disabled persons. In FY 2003-2004, PAG received and approved applications for a total of 15 vehicles from 11 agencies. All of the vehicles were delivered.

Transportation Enhancements and Transportation Art by Youth Programs

PAG evaluates and provides guidance for regional applications in the statewide competition for federal Transportation Enhancements funding. The program focuses on improving the traveling public's experience of the traditional transportation system. In FY 2003-2004, 10 regional transportation enhancement projects successfully competed for funding and are currently in planning/design or under construction.

PAG's unique Transportation Art By Youth Program provides summer employment for youth to develop transportation-oriented art projects. Each PAG member jurisdiction is provided the annual opportunity to develop a Transportation Art by Youth project.



Regional Planning Division

Population Estimates and Forecasts

Each year, PAG works with local planners and demographic experts to prepare population estimates for local jurisdictions. For July 1, 2004, estimates showed a countywide population of around 931,200, a 2.2 percent increase over the previous year's estimate. Since 2000, the year of the latest decennial census, the region grew by nearly 90,000 residents. The Town of Sahuarita is the fastest-growing jurisdiction, tripling in size since 2000. At this growth rate, the county will reach 1 million in population sometime in 2007.

PAG also prepares long-term regional forecasts with the latest figures indicating a regional population over 1.4 million by 2030.

Building Activity and Trends

PAG recently created a comprehensive database to allow planners and others to track and analyze new development patterns. The database consists of building permits that are collected from regional agencies (as well as from the state for mobile home permits). Permits are linked geographically to their proper address or parcel number. Local jurisdictions use the database to track and report on new development activity for any level of geography. The database includes all new construction from January 2000 to the present.

Recent building activity levels show that the region is on pace to exceed a fairly rapid growth rate in the 1990s, when 76,000 new housing units were added. More than half that number was added from 2000 through 2004, with nearly 48,000 housing units added for an average of 9,000 units per year in order to support population growth.



Permit Activity by Type
1/2004 through 6/2004

- Permit type Issued
- New Single Family
 - New Commercial
 - New Multi Family
 - Mobile Home

Orthophoto Program

PAG takes the lead in coordinating data collection for a regional orthophoto program, which combines aerial photos with Geographic Information System (GIS) and terrain data. The data can be used or accessed by the public through PAG's online Regional Data Center, www.pagnet.org/RDC/. Local, county, state and federal governments have pooled resources and lend technical expertise to the program.

Since 1998, PAG has contracted for three aerial flights, covering over 3,200 square miles in all of eastern Pima County and parts of rapidly growing southern Pinal County. The images and terrain data allow public and private sector planners to use the images and data to help determine: inventory infrastructure, transportation improvements, land-use projects, environmental conditions, flood plain boundaries for maps and public communication requirements. The new source brings time and costs savings to public sector agencies, according to a recent user survey and benefit-cost study. For example, the program saves the Arizona Department of Transportation and Pima County thousands of dollars on project costs since they no longer have to contract for aerial photography for planning studies and preliminary designs.



The orthophoto program produces high-resolution, natural-color photos, which are available online for viewing or ordering at www.pagnet.org/RDC/.

How Transportation Modeling Works

PAG uses a transportation model as a tool to develop regional plans. The model is a sophisticated computer program that allows planners to simulate how people travel throughout the region. It allows PAG to measure congestion levels on both current and future transportation networks based on projected increases in development.

A four-step modeling process:

1. The number of trips generated within each traffic analysis zone is estimated. PAG's modeling area includes 860 traffic analysis zones. For each zone, PAG estimates the current and future levels of population, housing units and employment, as well as other socioeconomic factors that influence travel behavior.
2. The number of trips in every zone and the destination to every other zone in the region is estimated. PAG also determines the purpose of the trips by estimating the number of trips per household that are taken for work, school, shopping and other activities.
3. PAG estimates the mode choice of travelers by predicting the number of trips by each type of mode (single-occupant vehicle, multiple-occupant vehicle, transit and others) between each origin and destination.
4. A network assignment process estimates the number of trips using a particular mode and taken on a specific route.

The entire model is validated by comparing modeled results with household surveys of travel habits, census data, recent traffic counts and other available data. The end result is an estimate of the total number of trips that will use each transportation link in the network.

Data Collection

Travel and Land Use Modeling – PAG uses a travel demand model to measure current as well as projected regional transportation conditions, including changes in the amount of vehicle miles traveled, the number of delayed hours and the mode of travel (cars, transit, etc.). The model is used to support the long-range transportation plan, the five-year Transportation Improvement Plan, corridor studies, and other special transportation studies and plans.

PAG works jointly with its Phoenix area counterpart—the Maricopa Association of Governments—to improve preparation of socioeconomic and land-use forecasts. PAG is jointly designing a land-use model that will cover Pima, Pinal and Maricopa counties to assist planners in evaluating the transportation impacts of development scenarios.

Traffic Counts and Travel Data – PAG continues to conduct an active regional traffic-count program. PAG annually collects traffic counts and ensures that none of the roadway counts is more than three years old. These measures may be viewed at www.pagnet.org. The information collected is used in analyzing changes in the transportation system over time, as well as to monitor heavily congested intersections from one year to the next.

PAG also started collecting information about regional travel speeds and travel times on major routes to more accurately analyze changing congestion levels.

GIS Data and Training– Over the past several years, PAG created a forum for regional Geographical Information System data coordination. Under the auspices of PAG's Regional Data Center, online access is provided to key data sets regarding census and population information, transportation data and orthophotography. PAG also has undertaken major data collection efforts, including a GIS inventory of all unpaved roads in the region, enabling air quality planners to analyze the regional impact of dust. PAG also is creating a regional zoning map to integrate all the jurisdictions' zoning areas into a single, comprehensive GIS data map.

PAG offers GIS entry-level and advanced training to local jurisdictional staff.

Environmental Planning Division

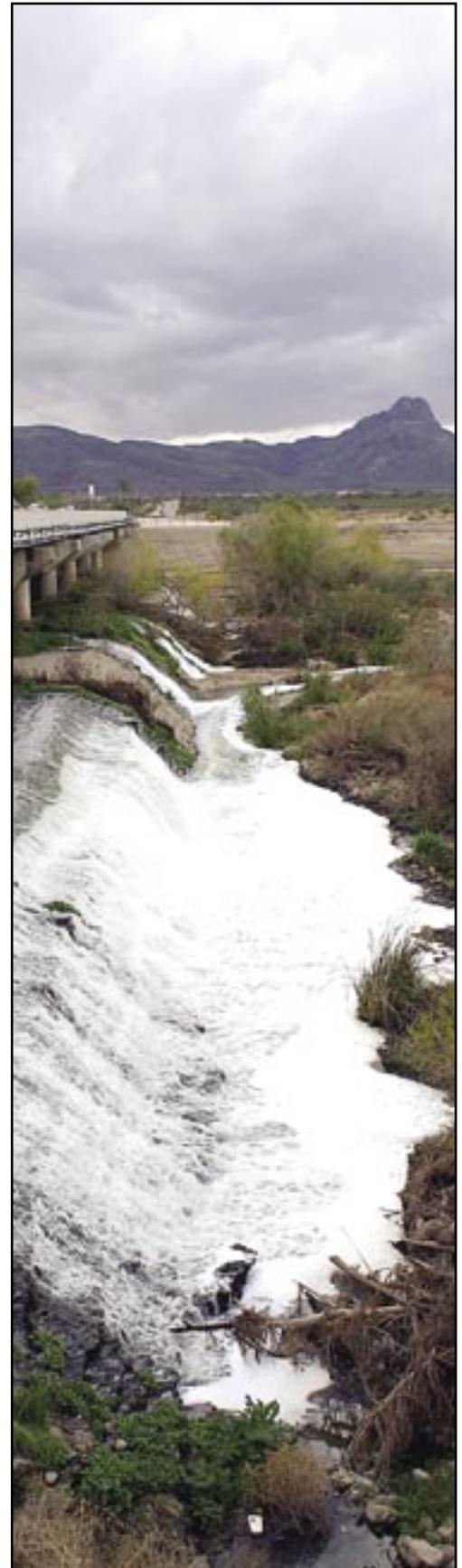
Regional Coordination

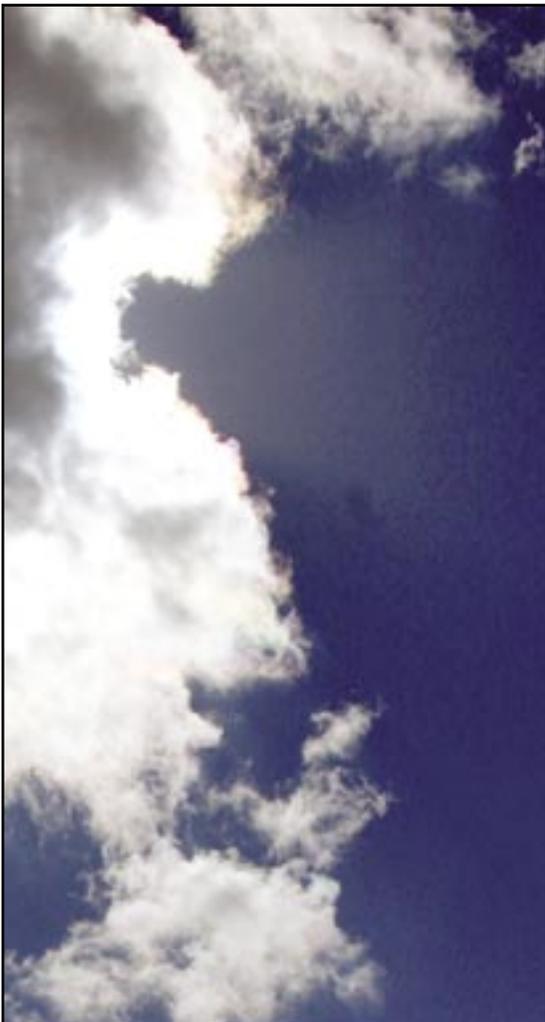
PAG assists the region in complying with the Clean Air Act, the Clean Water Act, the Resource Conservation and Recovery Act, and U.S. Environmental Protection Agency (EPA) guidelines pertaining to these acts. PAG's Environmental Planning Division spearheads these efforts.

PAG's standing Environmental Planning Advisory Committee (EPAC), which is made up of jurisdictional representatives, provides advisory guidance to the Regional Council and works with the Environmental Planning Division staff to formulate and administer regional environmental plans and programs.

During the past year, with and through EPAC, PAG validated priority environmental issues in the region—primarily related to air quality and water resources.

In FY 2003-04, EPAC hosted informational presentations and coordinated discussions and advisory proposals on many topics, including Mount Lemmon recovery operations, Saguaro National Park general management plan, Mexico-domiciled motor carriers, Santa Cruz Valley National Heritage Area, City of Tucson Brownfield grant, Kinder Morgan pipeline spill, Pima County dust inspection program, Ford Motor Co.'s clean fuel vehicle production, perchlorate in groundwater, and several ADEQ rulemaking actions: aquifer protection permits, de minimis wastewater discharge general permits, whole effluent toxicity testing and impaired waters listing.





Air Quality Planning

PAG's Air Quality Planning staff provides technical support to the jurisdictions and other PAG programs for air quality issues in eastern Pima County. During 2003-04, staff completed air quality analyses of the FY 2005-09 Transportation Improvement Plan and the amended 2025 Regional Transportation Plan.

PAG developed an on-road vehicle emissions report to supplement a partial emissions report conducted in 2000-01 for the Tucson Air Planning Area. This regional report includes a set of maps that identify levels of pollutant emissions.

In April 2004, a new U.S. Environmental Protection Agency ozone health standard went into effect and the EPA subsequently designated all of Pima County in attainment. In preparation for the standard, PAG produced the region's first ozone status report, which showed ozone levels within the health standard by a 15 percent margin. The report can be viewed at www.pagnet.org.

The region also remains within a carbon monoxide health standard and operates under a plan that ensures the standard is maintained.

In support of Pima County's Natural Events Action Plan, PAG began a Dirt Road Inventory pilot project to estimate particulate matter (dust) emissions from unpaved roads. PAG staff produced a map of the number of dirt roads in FY 2003-04 and included jurisdictional boundaries, population information, the Rillito nonattainment area and the location of particulate matter (dust) monitors.

Did you know?

- PAG maps vehicle tailpipe emissions and dirt roads throughout eastern Pima County.
- Vehicles produce an estimated 610 tons of air pollution on a typical winter day in the Tucson area.
- Tucson is one of the largest cities in the United States that is in compliance with the U.S. Environmental Protection Agency health standards for all pollutants.
- For every 35 miles driven, 1 pound of pollution is emitted from the vehicle's tailpipe.
- A car runs most efficiently at 30 miles per hour.

Watershed Planning

PAG's Watershed Planning Program helps local governments maintain high-quality, sustainable water resources. PAG Watershed Planning staff conducts a variety of research, technical assistance, coordination and planning activities each year.

PAG conducted several research projects in FY 2003-04. Studies in Pima County's Cienega Creek Natural Preserve evaluated the hydrologic significance of flows in Davidson Canyon and the effect of geologic structures on perennial surface water locations. Perennial desert streams like Cienega Creek and Davidson Canyon are rare ecological resources that Pima County strives to preserve. PAG's work helps decision-makers understand the hydrologic systems supporting these streams. Other research included studies at the City of Tucson's CAP water recharge facility in Avra Valley. These studies tracked the movement of CAP water once it reached the aquifer and showed that geochemical processes like mineral precipitation were unlikely to impede recharge rates. CAP water recharge is a critical part of Tucson's future water supply, and PAG's work helps Tucson Water ensure that recharge succeeds.

PAG also was active in public outreach and education in FY 2003-04. PAG hosted a large forum for construction industry employees to learn about new stormwater regulations. In addition, PAG helped member jurisdictions develop a regional stormwater pollution prevention education program.

PAG is the designated water quality planning agency for Pima County under Section 208 of the Clean Water Act, which requires water quality management activities to be planned on a regional basis. Accordingly, various water quality permits must conform to PAG's regional Section 208 Water Quality Management Plan prior to being issued. PAG is working on a significant region-wide update to the 208 Plan. This update will identify all wastewater treatment facilities and facility expansions planned in the next 20 years.



PAG has monitored Cienega Creek for nearly 15 years as part of Pima County's Cienega Creek Natural Preserve Management Plan. The creek supports native fish and frogs and lush riparian habitat. Even during times of drought, there are 2 to 3 miles of year-round flow in the creek. Cienega Creek is officially designated by the State of Arizona as a Unique Water, which means that it is an "outstanding state resource water" with special regulatory protections.

Travel Reduction

PAG's Travel Reduction Program (TRP) implements federally mandated travel reduction ordinances for eight local governments under an inter-governmental agreement. The TRP is overseen by a Regional Task Force, whose members are nominated and elected by employers participating in the TRP. Ordinance requirements are to:

- Designate a transportation coordinator to administer a worksite program
- Annually conduct a survey of employee transportation patterns
- Annually write and implement a Travel Reduction Plan
- Distribute alternate mode information to employees

The program's goal is to improve regional air quality and reduce traffic congestion by encouraging the use of alternate modes of transportation (carpooling, riding the bus, bicycling and walking), the driving of clean-fuel vehicles, and the establishment of altered work schedules and work-at-home programs. Employers with 100 or more full-time equivalent employees at a single or contiguous work site are required to participate. Employers with fewer than 100 employees may voluntarily participate.

Alternate mode usage at TRP sites has increased from 17.6 percent of employees using an alternate mode at least one day a week in 1989 to 28.6 percent in 2003-04. Vehicle miles traveled had a decrease of 1 percent, the first decline since 1993.

During the FY 2003-04 program year, 271 employment sites with almost 109,000 employees completed the TRP requirements. TRP sites helped improve Pima County's environment by saving 81.4 million driving miles, 4.1 million gallons of gasoline, 2.3 million pounds of pollution and \$29.3 million in vehicle operating costs.

In FY 2003-04 PAG offered a new electronic, online survey process for employers, tripling their use in the fiscal year.

PAG marketed two major travel reduction initiatives to assist employers in encouraging alternate mode usage:



BEST Workplaces for CommutersSM

Greater Tucson Area

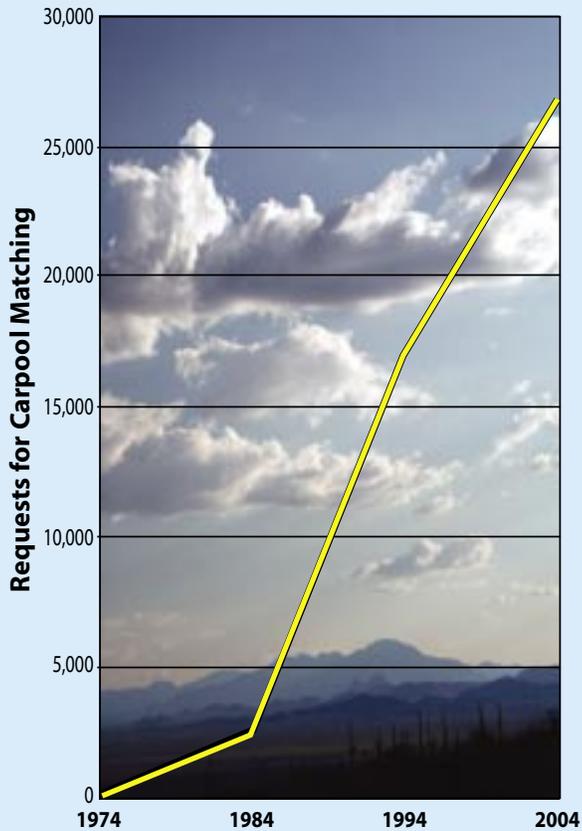
Best Workplaces for Commuters – Established by the EPA and the U.S. Department of Transportation, this program recognizes employers whose commuter benefits reach a national standard of excellence. The Tucson region was the fourth metro area in the nation to have its first designation of “Best Workplaces” in 2003.



Vanpool Incentive Program – PAG offered a regional Vanpool Incentive Program (VIP) to assist with the formation of vanpools at major Pima County employers. PAG offered a seat subsidy of \$400 per month per van for a qualified van of 7 to 15 passengers for a period of at least 12 months. By the end of the fiscal year, 5 vanpools took advantage of the VIP and another 4 vanpools were being organized.



RideShare Carpooling



PAG estimates, based on its last RideShare survey of the carpool database, that 9,600 registrants were carpooling at the time of the survey. This represents about 30 percent of the registrants in the database.

RideShare Services

PAG's RideShare carpool database has 32,045 carpool registrants. In FY 2003-04, PAG added over 4,000 new applications to the database. The database changes based on the receipt of new applications for carpool matching, requests for rematching, updates of registrant information and deletions. PAG developed an Online Carpool Application for its Web page to facility quicker matching.

PAG also offers a Guaranteed RideHome service to assist carpoolers, or potential carpoolers, with concerns about getting home in case of an emergency or unscheduled overtime. The service provides carpoolers with taxi vouchers. In FY 2003-04, the service was expanded to include transit riders from Sun Tran's "Get on Board" employers. The service is available to any carpooler or Sun Tran "Get on Board" rider who is 18 years of age or older and who lives and works in Pima County.

In FY 2003-04, PAG participated in 118 events with a community reach of over 50,000 people. PAG co-sponsored the 2004 regional "Clean Air Fair" with Pima County, the City of Tucson and the Town of Marana. Additionally, PAG sponsored a "Karpool with Krispy Kreme" event to encourage and reward carpoolers.

Through regular mailings to over 2,200 regional employers, employing 10,000 to less than 25, TRP marketed the message of using alternate modes of travel in order to improve community livability, traffic congestion and air quality.

Clean Fuel Promotion

Since designation as a Clean Cities Partner by the U.S. Department of Energy in 1998, PAG has increased membership in its Clean Cities Coalition to 47



members—both public and private entities and interested citizens—all advancing the growth, education and deployment of clean-fuel technology.

The initiative helps fleets and individuals reduce dependence on foreign fossil fuel.

One goal is to enhance the region's clean fuel infrastructure. The region has one public access compressed natural gas (CNG) fueling station, located near the Tucson International Airport, and two public access biodiesel stations: Arizona Petroleum (22nd and Cherry), which dispenses 100 percent biodiesel and a B20 blend of biodiesel, and Fourth Dimension Fuels (American Avenue in Oracle, Arizona), which dispenses 100 percent biodiesel. Both biodiesel stations sell a pure soy-based product.

Coalition members that have deployed clean fuel fleets include Sun Tran, the City of Tucson, Raytheon Missile Systems, Tucson Electric Power, Whitton Plumbing, and Sabino Canyon Tours. With the help of EPA's Clean School Bus USA Initiative, the Tucson Unified School District was awarded \$75,000 in Tucson to retrofit 75 of its oldest school buses with diesel oxidation catalysts for cleaner burning.

Alternative Fuels

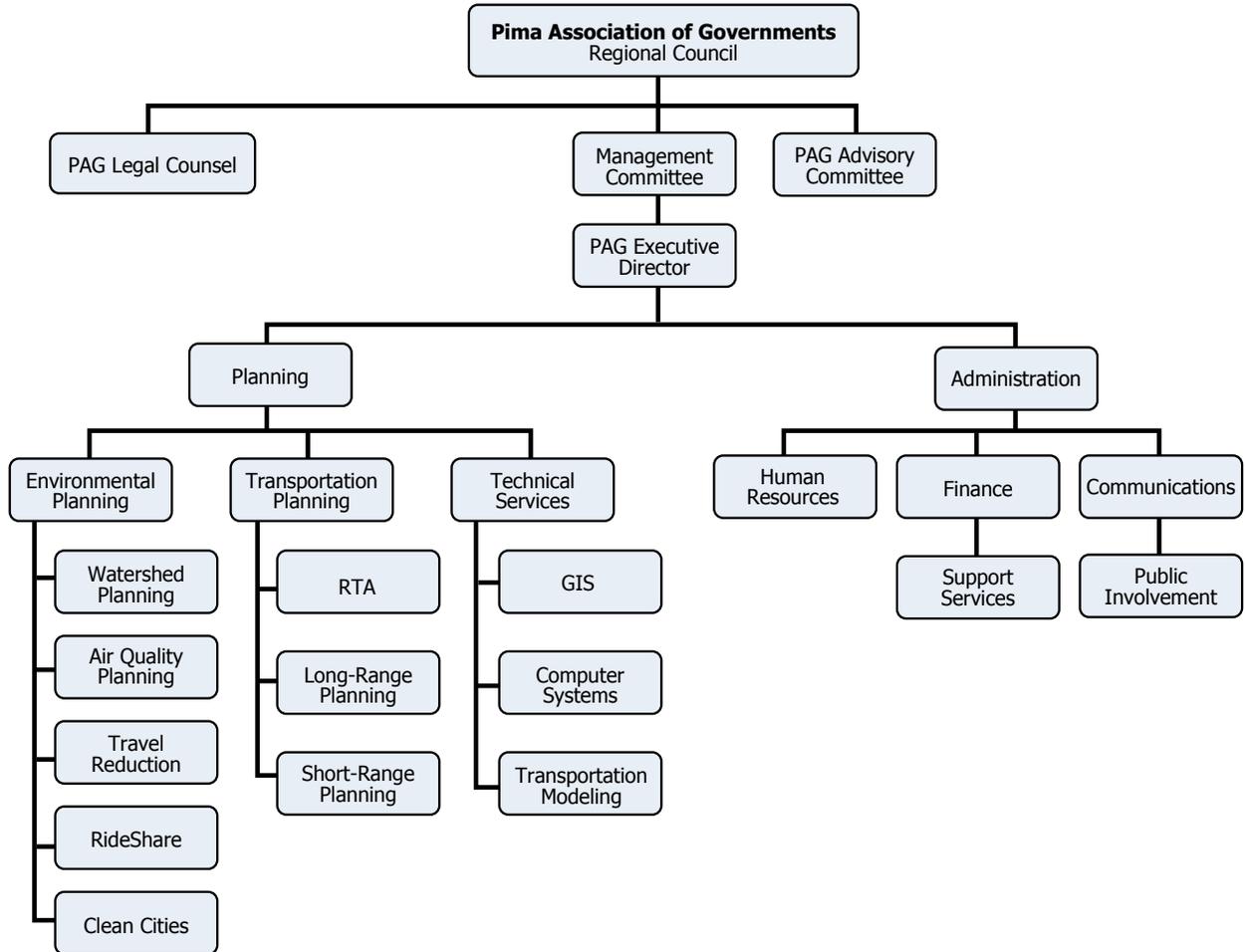
Biodiesel: Made with waste vegetable oil or from oils such as soy. It is biodegradable and can be used in any diesel engine with little to no modification to the engine, and in any form from a mixture of 2 percent biodiesel and 98 percent petro diesel, up to 100 percent biodiesel. The most common form is B20 20 percent biodiesel and 80 percent petro diesel.

Compressed Natural Gas (CNG): Is one of the cleanest burning alternative motor fuels available. It is a gaseous fuel, safe to use and transport

Propane: Is one of the best known alternatives to petroleum fuel. It is readily accessible and is much cleaner burning than petroleum fuel.

Ethanol (E85): One of the newest clean fuel alternatives to Tucson. Ethanol is made from corn and has been used widely in the East for many years as an alternative to foreign fossil fuel.

PAG Organizational Chart



List of Major Reports Available

PAG offers informational brochures and reports that are available to the public. For more information about the following, please visit www.pagnet.org and click on Publications.

- General Information Reports and Publications
- Air Quality Reports and Publications
- RideShare Publications
- Travel Reduction Reports
- Clean Cities Publications
- Transportation Planning Reports and Publications
- Watershed Planning/Water Quality Reports and Publications



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