

**REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
FY 2002 THROUGH FY 2006**

Pima Association of Governments (PAG)

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CHAPTER 1 - INTRODUCTION

The Transportation Improvement Program (TIP), prepared by Pima Association of Governments (PAG) is a schedule of proposed transportation improvements within the Pima County, Tucson urbanized area.

The TIP is typically updated annually through a multi-step process in association with PAG's member implementing agencies. The TIP addresses improvements to diverse elements of the regional transportation system including national, state and local highways, transit, aviation, ride sharing, bikeways, and pedestrian facilities. It also responds to various state and federal regulatory requirements for development of a transportation program and TIP conformance with air quality implementation plans, including the Transportation Equity Act of the 21st Century (TEA-21) enacted in June 1998.

The projects listed in Appendix 1 have an identified source of funding and are presently in some stage of development. Every project, whether highway or transit, that is federally funded must be included in the TIP. The TIP also includes all regionally significant projects funded from non-federal sources.

The current five-year Transportation Improvement Program encompasses fiscal years 2002 to 2006. The project listing by jurisdiction is contained in Appendix 1. Total programmed expenditures for this time period are \$1.2 billion.

CHAPTER 2 - TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

On June 9, 1998, Public Law 105-178, the Transportation Equity Act for the 21st Century (TEA-21), was authorized highway, safety, transit and other surface transportation programs for the next six years.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991, which was the last major authorizing legislation for surface transportation. This new Act combines the improvement of current programs with new initiatives to meet the challenges of improving safety as traffic volume increases at record levels, protecting and enhancing communities and the natural environment as we plan for the future transportation and advance economic growth and competitiveness through an efficient and multi-modal system.

TEA-21 continues the proven and effective program structure established for highways and transit under ISTEA legislation. Flexibility in the use of funds, emphasis on measures to improve the environment, the transportation planning process as the foundation of good transportation decisions - all ISTEA hallmarks - are continued by TEA-21. New programs such as Border Infrastructure, Transportation Infrastructure Finance and Innovation Act, Enhancements, and Access to Jobs target special areas of national interest and concern.

As the designated metropolitan planning organization, the Pima Association of Governments has the responsibility to develop a transportation improvement program in cooperation with the State and any affected public transportation agencies. In developing the program, citizens, affected public agencies, representatives of transportation agency employees, shippers, providers of freight transportation services, private providers of transportation, representatives of transit, and other interested parties are provided an opportunity to comment on the proposed program.

The transportation planning process provides for consideration of projects and strategies that will:

- § Support the economic vitality of the United States, the State of Arizona, and the Tucson area, especially by enabling global competitiveness, productivity, and efficiency;
- § Increase the safety and security of the transportation system for motorized and non-motorized modes;
- § Increase the accessibility and mobility options for people and freight;

-
- § Protect and enhance the environment, promote energy conservation, and improve quality of life;
 - § Enhance the integration and connectivity of the transportation system, across and between regions throughout the State, for people and freight;
 - § Promote efficient system management and operation; and
 - § Emphasize the preservation of the existing transportation system.

CHAPTER 3 - TRANSPORTATION IMPROVEMENT PROGRAMMING OVERVIEW

The goal of the transportation improvement programming process is to develop a TIP that makes optimal use of available funds and resources to serve transportation needs and implement the long range transportation plan in the Regional Transportation Plan or RTP in the PAG region.

Federal legislation (Title 23, Section 134, Part h) sets forth the parameters for TIP development. Subsequent to that:

The TIP, including the Annual Element, shall be developed by the Metropolitan Planning Organization in cooperation with the state and affected transit operators, and shall provide reasonable opportunities for public participation in the proposed TIP to:

- *Citizens*
- *Private providers of transportation*
- *Representatives of transportation agency employees*
- *Other affected employee representatives*
- *Affected public agencies*
- *Other interested parties*

The legislation specifically defines certain aspects of the programming process. The TIP includes a financial plan which documents the financial resources available to implement the Program.

Federal laws regarding air quality [109(j) of 23 U.S.C. and 40 CFR 52.138(d)1] require that the Region be analyzed and conform to the air quality implementation plan(s). The documentation of this effort is provided in the Air Quality section of this document.

The primary resource used for formulating the TIP is the RTP. The RTP documents transportation facilities and resources required to meet future travel needs. Additional roadway facilities and expanded public transportation

with greater opportunities for ride sharing, bicycling, intermodalism, and alternate modes, are incorporated to improve air quality and support the efficiency of our regional transportation network.

PAG'S TIP PROCESS

Purpose: PAG's TIP covers a 5-year period and describes planned regional transportation program improvements, which lead toward implementation of the RTP. The TIP is the mechanism through which the TIP is implemented in a manner consistent with local needs and priorities. It is also the mechanism through which air quality impacts of regionally significant transportation projects can be evaluated and addressed. The TIP is financially constrained and includes only those projects for which funding has been determined. In addition to available federal funding sources, information is also included on projects using State and local funding. The TIP includes regionally significant projects whether or not they are Federal Aid Projects. Information on other projects, which are locally funded, is included as available.

Contributing Jurisdictions or Agencies: Information on programmed projects is provided by the following agencies:

- § PAGA's six member jurisdictions - the cities of Tucson and South Tucson, Pima County, Pinal County, Oro Valley, Marana and Sahuarita;
- § Tucson Airport Authority (TAA);
- § SunTran;
- § Tohono O-odham Nation;
- § Pascua Yaqui Indian Nation;
- § Pima County Department of Environmental Quality (PDEQ);
- § Arizona Department of Environmental Quality (ADEQ);
- § Arizona Department of Transportation (ADOT); and
- § Other agencies or transportation interests.

TIP Subcommittee: PAGA's TIP Subcommittee is the standing technical committee responsible for the development of the TIP. The TIP Subcommittee meets once a month throughout the year with additional meetings as needed on a case-by-case basis to deal with technical issues and other matters related to TIP development. Regional

are provided to committee members and to a list of interested parties, which includes citizens, groups, non-profit organizations and various special interest groups. Key aspects of the cooperation include maintenance of funding flexibility, recognition of diverse needs, and an ability to respond to the community. Thus, the ability to request and take timely action upon TIP amendments is an important part of the process. Amendments to the TIP document may be processed, where necessary, to reflect changing needs, priorities, or funding scenarios.

Types of Projects: The types of projects that appear in the TIP may include roadway improvements, transit improvements, transportation enhancements, transportation planning studies, pedestrian programs, RideShare, Travel Reduction, Clean Cities, alternate mode programs, and other transportation improvements.

Revenue Sources: The use of major sources of transportation revenues such as federal transportation trust funds and regional Highway User Revenue Funds (HURF) monies is specified in the TIP. No regionally significant project is eligible to receive federal funding unless it has been included in the TIP with a finding that there are no significant quality impacts. While revenues available through the TIP are limited, competition for those funds requires extensive cooperation between local jurisdictions and other competing agencies is required.

Prioritization: During 1995, PAG developed detailed evaluation criteria in support of ISTEA and transportation planning goals. A test of the proposed procedure was conducted during 1996 for a portion of PAG's 1997-2001 TIP. This test indicated that improvements should be made, in terms of the process and verification of results of the process. Working from the initial prioritization criteria as a basis, the refinement of the process continues.

Additionally, the public input component provides for public evaluation and ranking of both the projects and their overall importance to the community. Finally, all projects are reassessed for consistency with the overall program is itself evaluated to ensure an appropriate regional balance of selected projects by mode, type of project, jurisdiction and/or geographical distribution.

Schedule: PAG's TIP development process typically starts in July of each year. The first step in the process consists of revising the existing TIP to reflect the actual obligation of funds for specific projects,

schedules and budgets. Information about planned transportation improvements is then gathered from various jurisdictions or agencies. The information that is collected is then screened for compatibility with the Transportation Plan and fiscal constraint, and forms the core of the draft TIP document. This draft is presented to the public for comments at PAG's Annual Transportation Open House, held this past week on June 14, 2001.

Following receipt of public comment and any subsequent revision, this draft TIP is reviewed for conformity and is presented for review at meetings of the PAG Transportation Planning Committee, and Regional Council for approval. This is scheduled for June 27, 2001.

JURISDICTIONAL PROGRAM DEVELOPMENT

The following section describes procedures used by each jurisdiction in developing their portion of the Transportation Improvement Program.

STATE OF ARIZONA

The Arizona State Transportation Board determines state priorities through recommendations from the Priority Planning Advisory Committee (PPAC) (mandated by A.R.S. 28-6951). The PPAC consists of key ADOT personnel plus a representative of the Citizen's Transportation Oversight Committee as a non-voting member.

The state uses a priority rating system as one of the major criteria in selecting projects for the Highway Construction Program. The intent is for projects with the highest priority ranking to be considered. However, such factors as continuity of improvement, environmental/utility clearances, right-of-way acquisition, and/or funding constraints may cause changes in the priorities.

When the Five Year Highway Construction Program is approved by the State Transportation Board, it is filed with the Director of the Department of Transportation and the Governor.

PIMA ASSOCIATION OF GOVERNMENTS

PAG is the designated Metropolitan Planning Organization for Pima County. PAG's program is responsible for regional transportation planning as required by federal transportation legislation.

The Pima Association of Governments Transportation Planning Committee (TPC) provides the framework for the PAG's Transportation Overall Work Program and the products produced. The TPC is composed of representatives from the department heads of the local planning and transportation implementing agencies, as well as representatives from the Arizona State Transportation Board, ADOT Transportation Planning Divisions, the Tucson Airport Authority (TAA), Davis-Monthan Air Force Base, the Federal Aviation Administration, the University of Arizona, Citizens Transportation Advisory Committee (CTAC), and the public transit system.

The TPC reviews the TIP within the framework of the regional transportation planning and conformity process and federal and state regulations. The TIP Subcommittee, composed of representatives from the involved planning and implementing agencies, and other important stakeholders such as transit providers, was established by TPC for this purpose. The TIP Subcommittee reviews the jurisdictional programs for consistency with both regional needs and the RTP. The programs that are consistent are recommended by the TPC to the PAG Management Committee as the TIP. The TIP house is held to acquire input for development of a tentative program. The PAG Management Committee schedules the TIP for jurisdictional review and action, followed by adoption by the PAG Management Committee. Public hearings are held for adoption of both the tentative and final program documents.

PIMA COUNTY

Projects put forth for consideration in this TIP were developed by the Pima County Department of Transportation (PCDOT) staff and were subject to administrative review. Projects were selected on the basis of critical needs, giving due regard to social, economic, environmental, and energy considerations.

These highway improvement projects primarily involve upgrading existing facilities in areas of immediate relief. These areas were identified by existing or imminent development trends, patterns, or by present and projected transportation demand.

Most projects included in the TIP are along major routes whose primary function is to provide heavy transportation demand areas. The cost figures for the projects include right-of-way design work, and construction estimates.

All feasible traffic engineering alternatives have either been implemented or were considered projects and by themselves are inadequate to meet traffic demands. These projects are to provide adequate mobility in areas of ongoing or imminent development. Such rapidly increasing demand for greater capacity, as is being experienced on these routes, dictates the need for solutions than would normally be provided by interim traffic engineering measures. These projects are further prioritized on the basis of available federal-aid funds and coordination with other transportation improvements.

PCDOT also operates Ajo and Marana Northwest Regional airports. Improvements to airports are programmed on the basis of the current Regional Aviation System Plan (1995) and the Airport Master Plans.

CITY OF TUCSON

The City of Tucson develops its transportation improvement projects using funds from various sources including allocated highway user taxes, approved streets and corresponding bond funds, federal-aid funds, the General Fund, and assessments under state statutes. Local general funds and assessments provide operating revenue for transit and are minimally programmed for capital improvements.

Projects selected for implementation are based on evaluation of many criteria, which are consistent with adopted Regional Plan Elements.

The criteria are:

-
1. Street and Highway Projects - Criteria for selection involve a highway sufficiency system involving physical conditions, traffic volume to capacity ratios (existing and proposed), and safety. The sufficiency index is updated annually. These items combined with engineering experience, use data, and modal interfacing, assist in determining the need for highway improvements. Bikeway and pedestrian projects are considered as street and highway projects.
 2. Transit Projects - Criteria for selection include: balance of public and handcarried transportation; route and service expansion; express service with the inclusion of park-and-ride facilities; and air quality conformity requirements.

The Mayor and Council of the City of Tucson have formally appointed a Citizens Transportation Committee (CTAC) to review and make recommendations to the Mayor and Council on transportation issues. The Citizens Advisory Planning Committee works in conjunction with both the City of Tucson and Planning departments and in coordination with the RTP process to provide for more transportation development programs.

TOWN OF ORO VALLEY

Transportation projects for the Town of Oro Valley Department of Public Works fall under the Town Engineer. Federal, State and local funding as well as development impact fees fund these projects. Generally, Town projects involve upgrading and widening arterials in the existing right-of-way while adding turn bays, bicycle and pedestrian facilities and occasionally, traffic signals.

In addition to Public Works staff input, the Town employs a Public Participation Process for Capital Improvement Projects that are programmed in the Pima Association of Governments. Citizen involvement is an important element of the plan. In this process, citizens participate in Town community surveys, public hearings and focus group meetings. For some, participation includes membership on the Technical Advisory Committee. Additionally, scheduled workshops are held to solicit feedback from the attendees.

Information gathered from the various modes of public input is used by the citizen—s Technical Advisory Committee to evaluate specific projects. Combining the Department of Public Works as well as the recommendations of the Technical Advisory Committee, projects are then selected and presented to the Mayor and Council for review and action.

CITY OF SOUTH TUCSON

The City of South Tucson implements its transportation improvements through its Public Works Department. The determination of the projects to be undertaken is a combined process involving professional engineering, South Tucson's needs, and financial resources.

South Tucson encourages citizen participation via open Council meetings and public hearings. At these meetings, residents have the opportunity to voice their opinions on transportation projects, stemming from the Public Works Department's assessment and recommendations, prepared for final action by the Mayor and Council.

TOWN OF MARANA

The Town of Marana prepared a Master Transportation Plan in 1989 to guide roadway development within the Town limits. The Circulation Element of the Town's General Plan, updated in February 2002, contains the roadway concepts contained within the Master Transportation Plan. More recently, two transportation studies have been conducted: the Continental Ranch Sub-regional Transportation Study in 2000 and the Dove Mountain Sub-regional Transportation Study in 1999. The Master Transportation Plan was updated in 1999, and provides fiscally constrained project phasing through the year 2020 with expanded bicycle and pedestrian elements.

TOWN OF SAHUARITA

The transportation improvement projects for the Town of Sahuarita are developed from the Transportation Improvement Plan (CIP). When the town prepares its CIP, it holds public meetings at the town level. The public input is used to help prioritize projects in the plan.

TUCSON AIRPORT AUTHORITY

The Tucson Airport Authority is responsible for implementing projects at Tucson International Airport and Ryan Airfield. Projects are identified by the Tucson International Airport Master Plan, Ryan Airfield Master Plan, or from the Airport Authority staff. These proposed projects are then forwarded to the Airport Authority Committee for their review and recommendation to the Authority's Board of Directors.

Primary consideration is given to airport needs, available federal and state funds, bonding capacity, and availability of Airport Authority matching funds. After determinations are made on specific projects, they are sent to the Board of Directors for final approval.

CHAPTER 4 - PUBLIC INVOLVEMENT

The primary, PAG sponsored event for regional public involvement in the development of the TIP was the Annual Regional Transportation Open House. The Open House provided the public with an opportunity to review the candidate list of projects for the updated TIP and to submit comments on the proposed TIP. Opportunities for public involvement were provided through PAG's website and TIP Subcommittee meetings. Meetings are open to the public.

The Open House was held at Randolph Golf Course Club House on March 14, 2001. A record number of people attended the event and 197 (77%) of the participants indicated on the sign-in sheet that they did not work in transportation or a related field. A total of 57 TIP comment sheets were returned. The comments provided valuable input on the proposed TIP, project impacts, and priorities for selecting projects. Verbatim comments and tabulated results of the public comments on the proposed TIP are included in a separate public involvement report.

The TIP exhibit featured maps of TIP projects, displays about the TIP planning process, candidate projects, organized by jurisdiction or agency and other related information, and the TIP public comment form. Transportation professionals from PAG member jurisdictions also were available to talk one-on-one with members of the public in attendance regarding TIP projects. Spanish speaking staff were in attendance.

In addition to the TIP exhibit, 23 other exhibitors participated in the Open House including each of the member jurisdictions; Sun Tran; Tucson Airport Authority; the Pascua Yaqui Tribe of Arizona; the United Way; RideShare, Travel Reduction, Air Quality, Intelligent Transportation Systems, and bicycle/pedestrian programs.

The TIP Open House was widely publicized. Publicity for the event included distribution of approximately 8,200 copies of an English/Spanish flyer (7,600 copies in English and 600 copies in Spanish). The flyer was distributed to PAG's public participation database which consists of approximately 4,000 transportation stakeholders from neighborhood associations and organizations serving business, freight, environmental, low-income, elderly and disabled groups, to PAG member jurisdictions, Tribal governments, elected officials, and other transportation stakeholders. Flyers were also placed at public locations such as libraries, public works departments, and elected official offices. In addition, 13 advertisements announcing the Open House were placed in local newspapers.

newspapers throughout the region including *The Arizona Daily Star*, *The Tucson Citizen*, *the News*, *The Green Valley News*, *the Desert Leaf*, *TV y Mas* (a Spanish language publication), and *The Tucson Daily News*. A news release was distributed to area print and electronic media and public service announcements were distributed to radio outlets and to Tucson Cable 12 television. A total of 200 bus cards also were displayed on Sun Tran buses.

A 2002-2006 TIP Web Page featured the candidate project list, an on-line public comment form, and information about the TIP planning process.

Following the Open House, TIP survey results were compiled and analyzed. This documentation was presented to the TIP Subcommittee for consideration in the development of final recommendations for projects.

Individual letters thanking participants for their input, responding to specific questions, and information about future actions were sent to those who included their name and address on the public comment form.

A 45 day final notice for public comment was issued prior to the Regional Council considering the TIP for adoption on June 27, 2001.

In addition to the PAG regional public participation process, the individual PAG jurisdictions also conducted involvement activities which feed into the development of the regional TIP. Most jurisdictions conducted participation efforts in conjunction with the development of their Capital Improvement Programs beginning the regional TIP development process. Jurisdictional recommendations for projects to be included on the candidate TIP project list are typically based on these CIP processes.

The Public Comment Form used during the TIP development process is shown below:

**Pima Association of Governments
Annual Regional Transportation Open House
March 14, 2001**

**COMMENT SHEET
2002-2006 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The region's leaders want to know what you think about the proposed transportation program for the 2002-2006 Transportation Improvement Program (TIP). Please take a moment to review the maps and/or lists of proposed TIP projects, or talk to a transportation professional and then answer the questions below.

1. What specific comments do you have about the proposed 2002-2006 Transportation Improvement Program (e.g. are there projects that should be deleted or added to the proposed list)?

2. In what ways do you feel the proposed 2002-2006 TIP project(s) might affect your immediate neighborhood either positively or negatively (e.g. increase safety, increase access to jobs and services; relieve congestion; harm the environment, or displace neighborhoods and businesses, etc) ?

3. Given the region's limited funding for transportation, please rate the relative importance of the following factors you would consider if you were making decisions about which transportation projects to fund in the next five years:

Factors to be considered when selecting projects to be funded in the next five years	More important/Less important			
	(Please circle your choice)			
Improve safety	5	4	3	2
Provide air quality benefits	5	4	3	2
Relieve congestion	5	4	3	2
Maintain and preserve the existing transportation infrastructure	5	4	3	2
Support economic development efforts by improving movement of goods/services and access to jobs, businesses and/or commercial areas	5	4	3	2
Distribute funds equitably among the various political jurisdictions	5	4	3	2
Provide opportunities for alternative modes of transportation such as transit, bicycling, walking, or ridesharing	5	4	3	2
Widen roads to gain more capacity from the existing system	5	4	3	2
Use new technology to gain more capacity from the existing system.	5	4	3	2
Solve specific problems in my neighborhood	5	4	3	2
Solve major problems on a regional level	5	4	3	2
Provide improvements that benefit the greatest number of people	5	4	3	2

ADDITIONAL INFORMATION
Please provide your five digit zip code (home):

Do you work in transportation or transportation planning?	YES	NO
Did you find the information you had expected at this Open House?	YES	NO
Did you receive adequate answers to your questions?	YES	NO
Can you suggest ways we might improve the Open House next year?		
Name (optional):		

CHAPTER 5 - AIR QUALITY EVALUATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

AIR QUALITY OVERVIEW

Motor vehicle emissions are a major contributor to air pollution across the nation and in the Tucson area. In fact, at least 70% of the total air pollutants within eastern Pima County, and up to 85% of the carbon monoxide emissions come from motor vehicles.

To assist local jurisdictions in measuring and improving air quality, the Environmental Protection Agency (EPA) established maximum acceptable levels of pollution for six common air contaminants. National Ambient Air Quality Standards (NAAQS) for outdoor or "ambient" air were established for carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter and sulfur oxides. If an area measures air pollution concentrations that exceed the standards, that area is designated as a "nonattainment area" for that pollutant. When this happens, a nonattainment area plan must be developed and adopted to reduce emissions of that pollutant. The nonattainment area plan is incorporated in the State Implementation Plan (SIP) as a SIP amendment. If the plan is not done by the established deadline, or if the plan is declared inadequate, the EPA is required to promulgate a Federal implementation plan (FIP) for the nonattainment area.

The SIP (or FIP) must contain effective strategies for curtailing air pollution. If a plan is to be approved, it must also include financial and resource commitments for plan implementation.

Part of the Tucson urban area was designated by EPA as a CO nonattainment area. This designation was based on the fact that the ambient CO concentration in the nonattainment area exceeded the level set as the NAAQS for an 8-hour average) enough times to be in violation of the Federal standard. Historically, the violations occurred only at congested intersections, but no violations have been recorded since 1984.

The *1987 Carbon Monoxide State Implementation Plan Revision for the Tucson Air Planning Area* was fully approved by EPA on August 10, 1988. The EPA approval was appealed (*Delaney v. EPA*). The Ninth Circuit Court of Appeals vacated the EPA approval (April 11, 1990) and ordered EPA to promulgate a FIP for Pima County. It was promulgated January 28, 1991. All transportation control measures included in the FIP are

when it was adopted continue in effect. In June of 1998 federal legislation was passed that voided the Arizona FIP.

The Tucson area has not violated the CO NAAQS since 1984, and is projected to maintain compliance with CO NAAQS for at least ten years. Redesignation to maintenance status was approved by the EPA Regional Administrator, on April 24, 2000. The **Carbon Monoxide Limited Maintenance Plan Air Planning Area** (CO LMP) is approved as a SIP amendment and redesignates the area to a CO NAAQS. The CO LMP was effective July 10, 2000. It relies on monitoring and modeling procedures to determine when emissions control measures should be added or removed. Air quality modeling currently indicates the area will maintain the CO NAAQS for at least 10 years without implementing any additional CO control measures (TCMs) or system improvements.

MAJOR DEVELOPMENTS

The Clean Air Act Amendments of 1990 (CAAA) and the CO SIP for Pima County require a conformity evaluation of the CO air quality impacts of transportation plans, programs and (under certain circumstances) projects. The 1998 PAG Metropolitan Transportation Plan was updated in 2001 as the 2001-2006 Association of Governments Regional Transportation Plan (RTP) to comply with the 1991 ISTEA. The RTP was adopted by the PAG Regional Council on January 24, 2001. The Federal Highway Administration and the Federal Transit Administration are currently reviewing the Plan for conformity compliance. The conformity determinations for the RTP and the 2002-2006 Transportation Improvement Program (TIP) will be made together.

The transportation conformity rule was promulgated by EPA on November 24, 1993. Conformity with the State of Arizona were certified by the Attorney General on June 16, 1995 and submitted to EPA in 1995 for promulgation and approval. EPA chose not to approve the Arizona conformity rules, part of the federal rule, but PAG must still comply with the Arizona conformity rules. In August of 1998 the transportation conformity rule. The State of Arizona was required to revise its rule to conform with the amended federal rule by August 1998. However, a recent D.C. appeals court decision has made it difficult to enforce parts of the rule, pending possible EPA appeal. PAG continues to comply with all legal requirements.

transportation conformity determinations in effect at the time of the conformity determination fo

The FIP replaced the 1987 CO SIP attainment demonstration and added detailed contingency procedures (similar to those in the CAAA). EPA did not impose any federal control measures f did include the PAG Travel Reduction Program, the PDEQ No Drive Days campaign and the S fuels program for Pima County as federally enforceable air quality control measures. Because measures are all included in the Arizona SIP, they will continue to be implemented in the absen Another control measure has been added by Arizona statute: a one-time only vehicle inspection Funds were appropriated by the legislature in 1999 and 2000 for the lawn and garden equipme program, and a voluntary vehicle repair and retrofit program. Additional funds have been made

ISTEA also required that a Congestion Management System (CMS) plan be adopted. PAG ha plan. It is referred to as the PAG Mobility Management Plan (MMP). Implementation of the MM out through a Memorandum of Understanding (MOU) among the PAG member jurisdictions, PA Department of Transportation. The plan was updated in 2000.

SIP CONTROL MEASURES

The air quality emissions reduction measures now required for CO in the SIP are as follows, in effectiveness:

- § Federal Motor Vehicle Control Program (FMVCP)
- § Arizona Inspection and Maintenance Program (I/M)
- § Oxyfuels Program for Pima County (1.8% oxygen)
- § Voluntary Lawnmower Replacement Program
- § PAG Travel Reduction Program
- § PAG RideShare Program
- § Pima County Voluntary No-Drive Days Program
- § One-time emission inspection violation waiver (benefit not yet quantified)

All legally enforceable commitments to other control measures outlined in the 1987 SIP revision completed.

The EPA made the following statements in the January 28, 1991 FIP regarding the attainment of the CO NAAQS in Pima County:

- § "The 1987 Pima plan (CO SIP) projected attainment of the CO NAAQS in early 1990 and maintenance through 2000 relying solely on emission reductions from the FMVCF program without the loaded-mode component, existing traffic flow improvements, and road improvements. The Pima plan did not rely, for either attainment or maintenance, on the additional measures being proposed in the plan (e.g., the travel reduction program adopted by the State legislature (e.g., the loaded-mode I/M program and the oxygenated fuel program). Finally, new population and vehicle miles traveled (VMT) forecasts for the region recently been completed and are predicting substantially less growth in 1990 and 2000 than was assumed in the 1987 Pima plan. Combined, these three factors argue strongly that the Pima plan accurately predicted that attainment would occur in or before early 1990.
- § Therefore, EPA concludes today that sufficient emission reductions have already been achieved in Pima County to assure that current CO emission levels are below those needed to maintain the CO NAAQS, and that no additional Federal measures are needed to ensure attainment.
- § EPA performed hot-spot modeling using the approved hot-spot model, CAL3QHC, and found that sufficient measures were in place to ensure maintenance in Pima County for the period after plan promulgation, i.e., until early 2001. This hot-spot modeling shows that the existing control strategy that ambient CO concentrations for the next ten years would remain below the CO NAAQS even under 'worst-case' meteorological conditions.
- § Emission reductions from two control measures were explicitly included in the maintenance demonstration for Pima County. These control measures are the Arizona State implementation plan maintenance program with the loaded-mode component and the oxygenated fuel program (10 percent oxygen). Other measures in the SIP such as the travel reduction program

included in the maintenance demonstration; however, such measures will provide emission reductions for maintenance. EPA, therefore, finds that no additional controls are needed for maintenance in Pima County."

These EPA statements were based on a conservative use of the available data in most cases. The maintenance demonstration is based on only two major control measures (three if the FMVCP is counted). Modeling was done for two microscale sites using "worst case" meteorology. The results were as follows: the estimated maximum concentration in parts per million (ppm) CO for an 8-hour average was 6.4 for the 22nd St./Alvernia and 7.2 for the Broadway/Craycroft intersection in the year 2000. EPA commented in the Technical Support Document, "These concentrations are well below the federal ambient CO standard of 9 ppm per year. One thing to bear in mind is that all the modeling analyses were based on the worst case conditions. The 8-hour average concentrations at these hot spots could be much lower." It should also be noted that the attainment demonstration for Pima County is based on "existing traffic flow improvements and other measures." Emission "milestones" were not established for the Tucson Air Planning Area as part of the SIP. However, the annual emissions inventory for 1990 serves as a base-case because that is the year CO NAAQS attainment was projected and achieved. If future annual emissions inventories can be kept at that level, and hotspot problems avoided, maintenance of the CO NAAQS is assured.

The long range control strategy will be to continue programs to control mobile emissions and reduce VMT to offset continued regional population growth both through roadway and non-roadway emissions. A significant local strategy focused on direct VMT reduction (as compared to congestion management) is the continued implementation of the PAG RideShare Program and the PAG Travel Reduction Program.

THE ANALYSIS APPROACH

The understanding of, and the continued compliance with, the SIP in Pima County is essential to the health of the region's citizens. First, by reducing the amount of pollutants in the air, a significant contribution is made to the health of the region's citizens. Second, by conforming to an air quality plan that meets federal requirements, the Tucson urban area will continue to be eligible to receive available federal funding for essential transportation projects.

In order to assure compliance with clean air standards, an annual program of planning has been established in Pima County. As part of this process an air quality analysis of the Region was performed, as prescribed by Federal laws (Section 109(j) of 23 U.S.C. and Section 176 of the Clean Air Act). The purpose of this analysis is to demonstrate compliance with the State transportation conformity requirements (R18-2-1401 et seq.), to assure that all transportation control measure commitments are being met on schedule, and that the federal conformity requirements are met. With approval of the State, the requirement of meeting an emissions budget and demonstrating conformity through a monitoring demonstration is removed for the 10-year period of the LMP.

The principal measure of compliance is the CO monitoring program. This program is operated by the Pima County Department of Environmental Quality. In addition, PAG does an air quality evaluation for comparative purposes and calculates the year 2006 CO emissions from mobile sources on the transportation network as it will exist if all TIP projects are completed on schedule; and compares these to 1990 base year emissions. The comparison for this TIP shows a decrease of 122.2 tons per year to 2006. The 1990 base year CO emissions inventory from mobile sources is 444.8 tons per year. Calculations of VMT, speed and CO emissions include an addition to the network system of 100,000 VMT at 15 mph to account for local (non-network) travel.

A supplementary air quality evaluation, required under the LMP, is conducted on the most congested hotspot intersections using the EPA-approved CAL3QHC microscale model using current traffic conditions. The purpose of the microscale air quality analyses is to determine if any TIP projects are likely to affect or be affected by congested intersections. The analyses are performed annually and the intersections most likely to be the location for future CO NAAQS violations. The intersections that qualify are those with the highest average daily traffic (ADT) and the worst level of service (LOS) are as follows:

§	Speedway/Campbell	#1 highest ADT
§	Broadway/Kolb	#2 highest ADT
§	Tanque Verde/Grant-Kolb	#3 highest ADT
§	22 nd /Kino	#1 worst LOS
§	Golf Links/Kolb	#2 worst LOS
§	Speedway/Swan	#3 worst LOS

§ 22nd/Alvernon* #12 highest ADT, #8 worst LOS

* modeled for historical purposes

The most recent microscale analyses (using CAL3QHC) are presented below (worst at top) for the 8-hour average CO concentration in ppm (the 8-hour NAAQS is 9 ppm):

§	Speedway/Swan	7.76 ppm
§	Tanque Verde/Grant-Kolb	7.42 ppm
§	Golf Links/Kolb	6.95 ppm
§	Broadway/Kolb	6.82 ppm
§	22 nd /Alvernon	6.55 ppm
§	Speedway/Campbell	6.42 ppm
§	22 nd /Kino	6.35 ppm

Reductions in carbon monoxide emissions from the non-roadway elements such as carpools and transit were estimated for the Regional TIP using data compiled from PAG's Travel Reduction Programs, the City of Tucson's Department of Transportation and SunTran. Emission reductions were calculated using methods developed in the Pima County Air Quality Control District's (now Pima County) *Reasonable Further Progress Reports (1981-1985)* and PAG's report on the *System for Progress Toward Emission Reduction Goals (1983)*.

SUMMARY OF EMISSIONS REDUCTION MEASURES

PAG RIDESHARE PROGRAM

The RideShare Program was established in 1974 and is administered by PAG. It offers a matching service for people interested in carpooling to work or college. At the close of 2005, the carpool database contained 39,421 active registrants. Currently, requests for matching are processed each month. The carpool database changes daily with the receipt of new applications for matching.

rematching, change to the registrant—s information and deletions.

The RideShare Program also promotes the use of alternate modes of transportation, bicycling, telecommuting and transit use. Printed material and promotional assistance are available to employers wishing to promote alternate modes of transportation to their employees. To call RideShare at (520) 884-RIDE to obtain carpool matching or other alternate mode information. RideShare distributed 288,528 informational pieces including 5,945 bicycle maps, 16,548,190 bicycle posters, 6,703 walking posters and 14,187 walking guides.

RideShare coordinates the Parent Pool Program (PPP) which is a free, confidential service organizing carpools in order to share the responsibility of driving their children to and from school. Participating in the (PPP) can help parents save time and money, and improve traffic conditions at school. RideShare provides materials, personnel and handles the data entry matching parents interested in finding carpools to their children's school. Home address information is confidential and parents are referred only to other parents with children at the same school.

PAG TRAVEL REDUCTION PROGRAM (TRP)

Travel Reduction Ordinances (TROs) creating the Travel Reduction Program (TRP) are in the following jurisdictions: Pima County, the cities of Tucson and South Tucson, and the Towns of Marana, Sahuarita, and Valley. The TRP is implemented through PAG, working with major employers with 100 or more full-time equivalent employees at a single or contiguous site) to encourage employees to reduce the vehicle miles traveled in the home to commute trip through the use of alternate modes or adjusted work schedules such as compressed work weeks or telecommuting.

The TROs establish targets for increases in alternate mode usage and reductions in employee vehicle miles traveled for each year of participation in the program. During 2000, 248 employment sites participated in the TRP process and 50% successfully met their TRP goal. The number of participating employers continues to rise as a result of Tucson's economic growth and population increase and as TRP efforts expand. TRP staff contact employers on a regular basis to determine "full time equivalent" status for eligibility under the TRP. Employers that don't qualify (less than 100 FTE) are

RideShare Program database to receive alternate mode information.

Travel Reduction Program participants during the 2000 program year helped improve the program by saving:

- 107.2 million driving miles
- 5.4 million gallons of gas
- 52.6 million dollars
- 4.3 million pounds of pollution

The following tables show regional results comparing the base year (1989) result with the year of the program (2000). This provides a picture of the performance of the program over its history.

In addition to the data obtained through the TRP database, statistically valid surveys on travel behavior have been performed for Pima County by O'Neil & Associates from 1988 to 1992 and by O'Neil & Associates from 1993 to 2000. The mode splits from selected years of these surveys are as follows:

Table 1: Travel Reduction Program 1989 vs. 2000 Regional Results

	1989	2000	% Change
TRO Goals	Baseline		
AMU%	N/A	33	
VMT% change	N/A	37	
AMU results %	17.59	31.61	80%
VMT results	47.29	55.16	17%
Survey Response Rate %	68.48	84.18	23%
Number of Sites	148	248	68%

Number of Employees	77,230	110,316	43%
TRP	Travel Reduction Program		
TRO	Travel Reduction Ordinance		
AMU	Alternate Mode Usage in daily home-work commute (carpool, bus, bicycle, walk, vanpool or special programs)		
VMT	Regional average weekly one-way motor Vehicle Miles Traveled factored by mode readership		

Table 2: O-Neil & FMR* Telephone Surveys Showing Mode Split (%) for the Home-to-Work

	12/88	4/90	7/91	4/92	4/93	4/94	4/95	4/96	4/97	4/98
Drive Alone	71	70	69	62	67	63	68	69	75	70
Carpool	13	14	14	19	20	18	18	21	12	17
Bus	7	7	4	7	6	7	5	4	5	5
Bicycle	5	4	2	6	2	5	2	3	2	5
Walk	1	4	2	2	3	3	2	2	2	2
Vanpool	1	0	6	1	0	1	1	1	2	0
Motorcycle	2	0	1	2	1	1	1	1	1	0
Other	1	1	1	1	1	2	4	0	1	2

*FMR surveys (1993 - 1999) include the home-to-school commute as well as the home-to-work commute. 4/98 is the most frequent method of travel. Sample size for 2000 was 402.

CLEAN CITIES PROGRAM

Vehicle miles traveled in the region have increased from 12 million miles a day in 1990 to 20 million miles a day in 2000. As vehicle miles increase, air quality suffers since approximately 70% of air pollution is caused by motor vehicle use. The increasing miles being traveled gave birth to the Region Clean Cities Program.

The Tucson Region Clean Cities Program is a partnership of public and private agencies.

committed to improving air quality through the promotion of the use of alternative fuels and vehicles (AFVs). The National Clean Cities Program is administered by the U.S. Department of Energy, which formally established the Regional Program in the Tucson Area in August, 1999. The Program maintains a fuel-neutral position with respect to the promotion and use of specific fuels. Currently regional emphasis is on the use of liquefied petroleum gas (LPG), compressed natural gas (CNG), and electricity.

The known AFV inventory in the region in 1999 was 827 compared to the currently known inventory of 1,222 with a projection of 1540 by 2003. The projected figure is considered to be a very conservative estimate, because AFVs are gaining in acceptance and popularity as fleet managers and consumers become aware of the benefits of owning and using AFVs. In addition, State and Federal agencies are required by the Energy Policy Act of 1992 (EPACT 92) to begin procuring a certain percentage of annual vehicle buys for replacing their older vehicles.

An obstacle to the proliferation of AFVs is an inadequate support infrastructure. The electric infrastructure is not sufficient at this time with 11 electric recharging stations throughout the metropolitan area. The Interstate 19 Corridor is being expanded from Grande to facilitate travel between Tucson and Phoenix. Likewise, LPG (Propane) refueling stations are available throughout the region. By 2003, it is projected that the number of electric recharge stations and LPG will continue to be readily available. The significant infrastructure drawback is the lack of CNG refueling stations that are accessible to the public. Although the region has 9 CNG stations, only 3 of them are available to the general public. With the assistance of financial grants provided by the Arizona Energy Office, efforts are underway to form private-public partnerships that would establish 3 publicly accessible CNG refueling stations in the region by 2003.

The Tucson Region Clean Cities Program Steering Committee meets bi-monthly to network and share information and work on the goals and objectives of the Clean Cities Plan that was adopted in 1999. The Clean Cities Program is currently staffed on a 3/4 time basis with 1/4 time as a consultant. The program provides support to the Steering Committee, coordinating and participating at community events to promote AFVs and acting as a clearing house for the fledgling Clean Cities Program to address issues related to alternative fuels.

VOLUNTARY VEHICLE REPAIR AND RETROFIT PROGRAM

The purpose of Pima County Department of Environmental Quality—s Voluntary Vehicle Repair and Retrofit (VVR&R) Program is to reduce vehicle-related emissions by providing a financial incentive for older, high emitting vehicles to repair the vehicles to pass the state emissions test. The program was established through state legislation in 1998 and the Program began repairing vehicles in 1999. On average, emissions are reduced by 80 percent per vehicle. To date, over 60,000 vehicles have been repaired with a corresponding reduction of over 200 tons of emissions per year.

To qualify for the VVR&R Program, legislatively-set criteria must be met including the following: the vehicle must fail the state emissions test; the vehicle must be twelve years of age or older; the vehicle must have been registered in the state of Arizona during the last 12 months without a break in registration of more than 60 days; the vehicle must be titled in Arizona; the vehicle owner must pay the first \$500 of the cost of the repairs; the vehicle must be operational and in good mechanical condition. If the vehicle meets the criteria and is entered into the Program, Pima County Environmental Quality will pay up to an additional \$500 for emissions-related repairs, or up to an additional \$650 for emissions-related repairs and parts installation. Funding for the VVR&R Program is provided through a grant from the Arizona Department of Environmental Quality.

VOLUNTARY NO-DRIVE DAY (CLEAN AIR) PROGRAM

The Pima County Department of Environmental Quality—s Voluntary No-Drive Day (Clean Air) is a state-mandated program that began in 1988 to address carbon monoxide violations in Pima County. The goals of the national award-winning program are to increase awareness of air quality issues and encourage actions to reduce air pollution. The Clean Air Program uses several methods to achieve its goals:

Community Outreach › Speakers Bureau, Ozone Advisories, Smoking Vehicle Hotline, Public Information Website (www.deq.co.pima.az.us), Outreaches at Community Events and Major Employers, and Media Relations;

School and Youth Programs › Classroom Presentations, Teacher Trainings, Development of Air Quality Curricula, Distribution of Air Quality Curricula, Annual Art and Poetry Contest, Kids for Clean Air (members); and

Annual Public Events - Sponsorship or Co-Sponsorship of events such as Walk Our Day, Car Care Clinic, Clean Air Challenge, Bike Fest, and Earth Day.

During the year 2000, over 7,600 individuals attended Clean Air Program presentations, participated in community events, 150 educators received air quality curricula or training, 260,000 educational brochures or items were distributed to the public.

SUNTRAN

Overview:

Sun Tran provides fixed route transit service within the City of Tucson, with limited service in the City of South Tucson, and the Town of Oro Valley. Currently, 46% of Sun Tran's fleet is powered by compressed natural gas (CNG). Sun Tran operates 44 dedicated CNG buses and 47 dedicated CNG vans. New buses, scheduled to arrive in late 2001, bring the fleet to 69% CNG.

To accommodate its growing CNG fleet, Sun Tran and the City of Tucson opened a CNG fueling station in October, 1995. The new facility is the largest CNG vehicle fueling site in Arizona. Sun Tran's CNG fueling system accommodates 100 buses.

The environmental benefits of using CNG are significant. One of the safest alternate fuels, CNG emits significantly fewer particulates than traditional diesel-fueled vehicles.

Sun Tran also serves 21 free Park and Ride lots. To support multi-modal transportation, Sun Tran has installed racks that allow passengers to bike and ride.

The total ridership for FY 99-00 was 15,334,428 passenger trips on the standard routes. The average trip length was 4.3 miles. Strong transit campaigns and the impact of the PAG Travel Reduction promotion of Sun Tran have all helped to minimize the reduction in ridership in the Tucson area.

Optimizing the Funding Challenge:

Presented with the challenge of offsetting a \$2.25 million shortfall in operating funds for FY 2001, Sun Tran implemented a fare increase coupled with the elimination of the youth fare. By the end of the first half of the fiscal year with nearly \$1,000,000 in additional revenue. Services were cut to accompany the fare increase to meet the shortfall. Selected routes were streamlined and routes not meeting productivity standards were eliminated. Special event shuttles were supported through fares or sponsorships.

Sun Tran worked cohesively with riders, schools, businesses, and non-profit organizations to minimize the impact of these changes on the community. Fine examples of cooperation included a work-sharing arrangement with TUSD and other school districts to qualify low-income students for reduced fares, an agreement with Raytheon Systems to provide operating funding to preserve an eastside route serving the Aero Park area.

Sun Tran system statistics (Attachment A) reflect a pattern of stable ridership against a backdrop of increases to operating hours and miles, and steadily increasing operating costs. This pattern has been in place for a number of years, consistent with very minor changes in the service route structure. An increase in ridership cannot be achieved without a viable option to improve system productivity. There has been little or no increase in the service level.

In response to these circumstances, Mayor and Council directed staff to review the need for public transit route and schedule adjustments. Department of Transportation staff and Sun Tran, along with a consultant, Transportation Management and Design, Inc., to conduct a complete audit of the existing public transit system as part of a restructuring process that yielded specific recommendations for changes to the public transit system. This study was completed in March 1999.

To provide appropriate direction for this project, a series of guiding principles were developed. These principles were intended to guide the analysis of the existing system and form the basis for the recommended changes that could be implemented.

- § Easier to Understand Customer Based System
- § Increase Mobility and Public Transportation Options
- § Strengthen Base Service
- § Cost Constraint

Advancing Technology:

The year 2000 was marked with technological advances at Sun Tran, which touched virtually every aspect of the organization. The technological advance that was the most readily apparent to the public was the addition of Passenger Electronic Revenue Collectors (or PERC) to Sun Tran's fare boxes. Customers applauded this advance, which allowed Sun Tran to convert from paper to all magnetic pass transfers. PERC simplified the pass assortment, allowed the creation of more convenient passes, and generated a 4.3% increase in revenue, and enhanced ridership-tracking capabilities to aid in future planning.

One of the giant steps forward in optimizing Sun Tran's systems last year included the implementation of the Trapeze integrative software programs. These program modules are streamlining operations throughout the organization, bringing greater accountability and planning resources, and allowing for information sharing between departments. Additionally, the Parts Department completed its renovation project this year, significantly improving Sun Tran's parts inventory control.

Keeping Community Ties:

Sun Tran is inextricably interwoven into the Tucson community. Long-standing partnerships with local businesses, social service organizations, schools, churches and other governmental bodies have helped us thrive and grow in 2000. Sun Tran's employer-subsidized bus pass program called Ge

experienced a 20% increase last year, boasting the addition of the State of Arizona and to the program. Now, every governmental employer in Tucson is offering reduced cost bus employee benefit.

Sun Tran currently operates 170 wheelchair accessible buses, which is 86% of its fleet. 100% of Sun Tran's buses are wheelchair accessible. Sun Tran will be 100% accessible by late 2001.

Sun Tran's long-term relationship with its passengers with disabilities has also developed with the continuing help of Transit Solutions, a three-part program consisting of community outreach, Boarding School, and joint consumer/operator sensitivity training. Bringing together bus operators and consumers to "walk a mile in each other's shoes"™ appears to be unique in the nation. As part of this program, Sun Tran provided 116 passengers using mobility devices with "Secure Loops"™, which attach to the device, and which make boarding and riding buses a safer, smoother and faster experience.

In March of 2000, Sun Tran and its partners celebrated 25 years of service to Tucson with an evening event called *Sunsets 25!* The event was co-hosted with the DOT, the Fourth Avenue Merchants Association, Old Pueblo Trolley, Tucson Arts District, and many other partners. The event took place from the Ronstadt Transit Center to Fourth Avenue.

TUCSON AREA INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (or ITS) use real-time, travel related information to integrate the various components of a traditional transportation system (roads, transit, traffic control devices, and drivers) into an interconnected network. Intelligent Transportation Systems utilize advanced electronics, information processing, and communications to gather, process, and distribute the information necessary for maintaining and increasing the efficiency and safety of the functioning system.

PAG, in coordination with the multi-jurisdictional Tucson Area ITS Working Group, is developing a new strategic plan for the greater Tucson metropolitan area. The new Tucson Area ITS Strategic Plan - 21st Century will replace the original ITS Plan completed in June 1996.

The new Plan will identify local ITS transportation options with the assistance of an ITS Committee as well as a variety of ITS technical resource contribution. The new Plan will details associated with ITS issues such as necessary communications infrastructure, traveler information, costs and fiscal considerations, intermodal applications, freeway management providing an expansion upon four basic ITS components identified in the original ITS strategy.

The study will result in a "roadmap" for implementation of ITS projects and programs in the next 10-15 years. The new Plan will propose a five-year capital ITS program along with an intermediate plan to be defined in more detail on an annual basis. This approach aims to integrate ITS projects into traditional transportation planning and programming processes as well as cost efficient programming and operation of ITS related projects. Additional ITS program research studies will evolve from the new ITS Plan. The ITS Plan relies heavily on the existing Regional ITS System Architecture which identifies in-place, programmed and planned ITS programs along with their integration and operation. This system architecture will provide a record of the region's ITS program while allowing for expansion and maintaining consistency with the National ITS Program.

ITS TRAFFIC SIGNAL SYSTEMS

On behalf of the region, the City of Tucson currently monitors and controls over 3000 signals from the City of Tucson Transportation Control Center. The City of Tucson, Arizona, in partnership with Pima County, Marana, Oro Valley, Sahuarita and the City of South Tucson, has entered into a partnership to provide a "seamless" traffic signal operation across jurisdictional boundaries. This partnership resulted in the interconnection of traffic signals, in and adjacent to the City of Tucson, for coordinated operation. This system has been expanded to encompass all the traffic signals in the Greater Tucson Metropolitan Area. This will make Tucson one of the few, if not the only, areas of its size with 100% of its signals controlled from a single center. Installation of Real-time traffic monitoring of traffic as well as emergency response is being enhanced. The introduction of video detection cameras at pre-determined intersections on major corridors. In a jurisdictional coordinated effort, the region's signals utilize multiple signal timing plans.

maximize the efficiency of the network as a whole. This type of signal coordination being implemented in the Tucson area is providing for improved traffic flow. Such tend to be most effective in locally congested areas, where progressive flows can signal delay. The increase in flow rate and decrease in stops and idle time can lead to a reduction in CO. Los Angeles has experienced a 41% decrease in vehicle stops at signals that are coordinated to adjust to current traffic conditions¹. In addition, the City of Tucson is working cooperatively with the University of Arizona ATLAS Research Center to develop real-time traffic adaptive signal algorithms. The algorithms respond to current traffic patterns by constantly readjusting signal timings according to traffic volumes, speed, and using detection equipment already installed by the City of Tucson, allowing for increased flow and fewer stops.

Table 3 › Summary of Traffic Signal System Benefits

Travel time	Decrease 8% - 15%
Travel speed	Increase 14% - 22%
Vehicle stops	Increase 0% - 35%
Delay	Decrease 17% - 37%
Fuel consumption	Decrease 6% - 12%
Emissions	Decrease CO emissions 5% - 13% Decrease HC emissions 4% - 10%

¹ Apogee/Hagler Bailly, "Intelligent Transportation Systems › Real World Benefits," FHWA-JPO-98-001, Federal Highway Administration, January 1998 [Table 1] Proper, Cheslow, "ITS Benefits: Continuing Successes and Test Results," FHWA-JPO-98-002, Federal Highway Administration, October 1997

ITS FREEWAY MANAGEMENT SYSTEMS

ITS Freeway Management System Deployment of Phase I and Phase IIA of the Tucson Freeway Management System (FMS) is nearing completion. The initial phase of Phase I includes 13 CCTV cameras with the ability to tilt, zoom and pan 359, for use in monitoring and detecting incidents. The cameras will be strategically placed along the mainline at one-mile spacing so that they can be used to observe traffic on the approaching and departing Interstates 10 and 19. Eight Variable Message Signs (VMS) will also be used to provide information for drivers. FMS equipment will be located along the Interstate system and will remain functional during and after planned future capacity expansions. The Central Transportation Control Center (TCC) will serve as the operations headquarters for the system during normal business hours. All maintenance and detection information of the FMS will be linked to the Traffic Operations Center (TOC) in Phoenix so that coverage can be provided during non-business hours. Links to the City of Tucson 911 Center, the State Department of Transportation and ADOT Maintenance are also being established during Phase I of the project in order to improve response and clearance times of incidents along the mainline. San Antonio predicted a reduction of 700 vehicle hours of delay and a resulting fuel consumption reduction of 9,880 liters per incident². Improved response time for one major incident².

Table 4 › Summary of Freeway Management System Benefits

Travel time	Decrease 20% - 48%
Travel speed	Increase 16% - 62%
Freeway Capacity	Increase 17% - 25%
Accident rate	Decrease 15% - 50%

² Henk, R.H. et al, "Before-and After Analysis of the San Antonio Transguide System Phase 1, Traffic Research Board, Washington, DC, Paper No. 971027, January 1997 [Table 2] Proper, Cheslow, "ITS: Continuing Successes and Operational Test Results," FHWA-JPO-98-002, Federal Highway Administration

Fuel consumption	Decrease fuel used in congestion 41%
Emissions (Detroit study)	Decrease CO emissions 122,000 tons annually Decrease HC emissions 1400 tons annually Decrease NOx emissions 1200 tons annually

Similar positive effects on various metropolitan area's transportation networks—eff have been experienced in the areas of ITS-related transit improvements and travel which are both being instrumented in the Tucson region. It is expected that the IT to these two topics will result in benefits to the efficiency and operation of the tran by offering alternative travel routes and mode options more conveniently to the tra

CONFORMITY OF THE TIP

In order for PAG and the U.S. Department of Transportation (US DOT) to determine that this T with the applicable air quality implementation plan (the SIP), the TIP must meet the conformity findings in Arizona Administrative Code R18-2-1401 et seq.

This TIP is derived from, and consistent with, the 2001 through 2025 PAG Regional Transporta described in previous TIPs, the following three conformity findings are required:

PAG finds by adoption of this TIP that the TIP provides for, or does not impede, the implementation of all Transportation Control Measures (TCMs) in the applicable a implementation plan (SIP) on the schedule set forth in the SIP.

PAG also finds by adoption of this TIP that CO emission levels, microscale and re resulting from implementation of the TIP will not interfere with maintenance of the throughout the maintenance area during the period covered by the program.

In addition, PAG finds, by adopting this TIP that implementation of the program w cause or contribute to a violation of the CO NAAQS anywhere within the mainten

during the period covered by the program.

The Clean Air Act, as amended in 1990, requires that the TIP conform to the "applicable air quality implementation plan's" (SIP's) purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards; and that TIP activities will not cause or contribute to any violation of any standard in any area, increase the frequency or severity of any existing violation of any standard in any area, or delay timely attainment of any standard or any required interim emission reductions and milestones in any area.

PAG finds by adopting this TIP that the TIP is in conformity with the applicable air quality implementation plan's (SIP's) purpose of attaining (maintaining) compliance with the CO NAAQS. PAG also finds by adopting this TIP that the CO NAAQS was attained in 1990 and that TIP projects will not contribute to any new violation of the CO NAAQS or delay any required emission reductions or other milestones in any area.

EPA promulgated a final rule on April 24, 2000 to redesignate the Tucson Air Planning Area (TAPA) for the carbon monoxide (CO) National Ambient Air Quality Standard (NAAQS) and to approve the LMP that will insure that the area remains in attainment. EPA confirmed in the rule that no emissions reductions are needed to demonstrate conformity as long as the maintenance plan is followed and no violation of the CO NAAQS occur. Compliance under the LMP is determined by continued monitoring of the existing monitoring stations and additional monitoring requirements.

In Pima County, CO mobile source emissions estimates are calculated by PDEQ and/or PAG using the most recent emission factors. The MOBILE5a emission factors are developed from local data, to the extent available, and state I/M program, oxyfuels program, and local (County) vehicle registration distribution. PAG's Transportation Planning Division (PAGTPD) uses the most recent population data (from the PAG Population Handbook published in July, 1999, in combination with State and local transportation and traffic data to generate vehicle miles traveled (VMT), vehicle hours traveled (VHT) and congestion levels. All these updated data sources are used in the air quality evaluation of this TIP. PDEQ is the designated air quality control agency for Pima County, AZ, the designated regional air quality planning agency and the MPO.

Table 5 - Summary of Carbon Monoxide Emissions Modeling Results for the 2002-2006

Year	Total Vehicle Miles Traveled	Regional Carbon Monoxide Emissions (tons)	Comments
1990	14,982,125	444.8	Base Year
2002	20,236,760	300.0	TIP Start Year
2006	23,072,527	322.6	TIP End Year
2006 (No Build)	23,087,841	328.0	TIP End Year build

PAG finds, by adopting this TIP, that the Regional Transportation Improvement Program for FY 2002 through 2006 is in conformity with the SIP. PAG also affirms by adopting this TIP that it is consistent with the 2001 Regional Transportation Plan.

CONFORMITY OF THE PLAN

The PAG Regional Council and the U.S. Department of Transportation made a conformity determination for the 2001 through 2025 PAG Regional Transportation Plan (RTP) in 2001. It was found to be in conformity with the SIP following procedures outlined in the federal transportation conformity rule (40 CFR Part 93.153) and the Arizona conformity rule (R18-2-1401 et seq.). Air quality analyses have been performed on the average winter day CO emissions levels for 2025 estimated to be 506.6 tons per day, for a total of 185,323 miles (including 15% of the vehicle miles on local streets and collectors at a speed of 25 mph). Under the CO LMP, these modeled results serve as a guide to the region for future air quality planning. Compliance with the LMP is determined by continued monitoring of the existing system with the additional requirements.

PAG finds by adopting this TIP that the RTP continues to be in conformity with the SIP.

REGIONAL AIR QUALITY CONFORMITY ASSESSMENT

PAG is the designated air quality planning agency for the region and, as such, maintains close relationships with the U.S. Environmental Protection Agency (EPA), Arizona Department of Environment (ADEQ), Arizona Department of Transportation (ADOT), and Pima County Department of Environment (PDEQ). Coordination of regional transportation planning with air quality planning has been many years. In April 1993, the procedures, methods and responsibilities for air quality planning were established in a Memorandum of Agreement (MOA) between PAG, ADEQ, ADOT and PDEQ. That MOA was updated in 2000.

In summary, the Regional Council of the Pima Association of Governments finds, by adopting this TIP, that all projects contained in this TIP are in conformity with the applicable implementation plan,

APPENDIX 1 - PAG'S FY 2002 - 2006 TIP TABLES

The tables on the following pages present PAG's Regional TIP for the five-year period beginning in FY 2002 and ending with FY 2006. Project priorities are indicated by the year during which the project is programmed to use federal and state funds. For federally funded projects, the year programmed refers to the federal fiscal year ending September 30th. For state and locally funded projects from sources other than federal, the year programmed refers to the fiscal year ending June 30th.

The TIP includes federally funded transportation system improvements (highways, transit, airports, etc.) and, for informational purposes, non-federally funded transportation system improvements of regional significance. The project sponsor is the agency responsible for implementation and is identified with each project. The tables present project information in columns that cover the following:

1. TIP ID: Each project has a project ID number that is used to identify the projects in the tables and on the reference maps.
2. Project Name: Each project is identified by its location and beginning and ending points, where applicable.
3. Project Description: The general scope of each project is described.
4. Length: The length of the project in miles, where applicable.
5. Total Cost: The total cost of the project including studies, design and construction in thousands of dollars.
6. Yearly Costs: Costs associated with the project in the years one to five as applicable in thousands of dollars.
7. Phase: Phase indicates whether the funds are programmed for Study, (D) Design, (R) Rehabilitation, or (C) Construction.
8. Funding Source: The funding source or sources. Funding source acronyms are listed in the tables.

* Unless otherwise designated, the funding ratio for STP projects is assumed to be 94.3% federal and 5.7% local match. Transit projects are 80% federal and 20% local match unless otherwise shown. These ratios conform to the federal funding formula.

APPENDIX 2 - FUNDING SUMMARY BY JURISDICTION AND TOTAL PROGRAM

Fiscal Constraint Analysis (000's)													
Anticipated Revenues								Programmed Expenses					
		Fiscal Year							Fiscal Year				
	Carry over	2002	2003	2004	2005	2006	Total	2002	2003	2004	2005	2006	
2.6%	24648	4867	4683	4597	4693	4808	48296	11138	3300	10200	6700	19700	
12.6%*	25916	16170	17423	17001	17677	18843	113030	42829	17341	18833	17400	18400	
STP*	6701	17047	17047	17047	18752	18752	95346	17684	23535	25760	11239	19000	
LTAf II	0	2665					2665	2665					
5307	0	9721	9721	9721	9721	9721	48605	16462	12267	6509	5819		
5309	0	3961					3961						
5310	0	200	200	200	200	200	1000	94	96				
5311	0	187	187	187	187	187	935						

* Includes PDAF

** Obligation Authority including STPX and TENH

Funds Programmed by Jurisdiction

ADOT

	2002	2003	2004	2005	2006	T
2.60%	10088	3300	10200	6700	5700	3
ASTP	10336	6932	11700	6000		3
ATEA	88	211				
BR						
ER		1320				
HELP	1150	8650	9000			1
IM	3822	24276	40000		12000	8
Local	17			1000		
NH	13030		15500	44213	45940	11
RABA	6510	2740	3000	3000		1
State	7386	1400	2180			1
TEA	1610	380	59			
Totals	54037	49209	91639	60913	63640	31

Marana

	2002	2003	2004	2005	2006	T
12.60%	8537	3500	550		2100	1
2.6%	850				14000	1
DIFO					14000	1
HELP		5000		8000	8000	2
Local	757	693	700	900	14400	1
LTAf	39					
PDAF	250					
STPX	1401			1000	2000	
TEA	169	334				
Totals	12003	9527	1250	9900	54500	8

Oro Valley

	2002	2003	2004	2005	2006	T
12.60%	3536	3410	4300	4590		1
HELP			6300	2000		
HES	60	515				
Local	4869	1236	770	806	6	
LTAf	87					
STP	1459	1410	2210	60	60	
STPX	776	3235	3000			
Totals	10787	9806	16580	7456	66	4

PAG

	2002	2003	2004	2005	2006	T
12.60%	150	150	150	150	150	
2.6%	200					
5310	94	96				
ADEQ	373	373	373	373	373	
ITS	20					
Local	92	88	67	62	6	
STP	3600	3489	3508	3437	3483	1
TENH	200		200		200	
Totals	4729	4196	4298	4022	4212	2

PDEQ

	2002	2003	2004	2005	2006	T
Local	3	3	3	3	3	
STP	40	40	40	40	40	
ADEQ	270	270	270	270	270	
Totals	313	313	313	313	313	

Pascua Yaqui

	2002	2003	2004	2005	2006	T
HELP	125	515	1560	5500	350	
Local	18					
STP	650					
Totals	793	515	1560	5500	350	

Pima County

	2002	2003	2004	2005	2006	T
12.60%	14907	2681	3283	4360	3522	2
ACSTP		11610				1
Bonds	41240	58844	83759	37830	19898	24
BR	600	1800	600			
DEMO	1942	5300	7928	120		1
DIFO	1620	2664	4805	3546	3819	1
FAA	68		12			
HELP	6793	790	2775	6197	10725	2
IM				1800		
Local	4001	9280	19228	69544	29700	13
LTAf	1010					
MAR		500	28			
OV				468		
PVT	2500	3000		289		
State	3	439	201		1000	
STP	2200	4100	11710	100	100	1
TEA	1413					
TUC	487	2310	28	3500	3500	
Totals	78784	103318	134357	127754	72264	51

Sahuarita

	2002	2003	2004	2005	2006	T
12.60%	306				844	
HELP		7326				
Local						
LTAF	11					
PC	500		750			
STP	38					
STPX				3484		
Totals	855	7326	750	3484	844	1

South Tucson

	2002	2003	2004	2005	2006	T
12.6%	4220	4050	1000	1750	1000	1
LTAF	18					
Local	30					
TEA	449					
Totals	4717	4050	1000	1750	1000	1

TAA

	2002	2003	2004	2005	2006	T
FAA	14542	16732	4186	5984	3182	4
PDAF	300					
State	2270	2653	2573	1810	156	
TAA	4432	6470	2241	462	156	1
Totals	21544	25855	9000	8256	3494	6

Tucson

	2002	2003	2004	2005	2006	T
12.60%	11173	3550	9550	6550	10875	4
DEMO	994					
HELP	22000	11500		21000		5
Local	21661	6300	14173	3794	1163	4
PDAF	65					
STP	7320	11301	5132	3158	13228	4
TEA	1207	471				
Totals	64420	33122	28855	34502	25266	18

Tucson Transit

	2002	2003	2004	2005	2006	T
5307	16462	12267	6509	5819		4
ASTP	943					
DEMO	2971					
FTA						
Local	2031	5878	4433	1917		1
LTAf	1500					
Totals	23907	18145	10942	7736	0	6

All Sponsors

	2002	2003	2004	2005	2006	
12.60%	42829	17341	18833	17400	18491	11
2.60%	11138	3300	10200	6700	19700	5
5307	16462	12267	6509	5819		4
5310	94	96				
ACSTP		11610				1
ADEQ	643	643	643	643	643	
ASTP	11279	6932	11700	6000		3
ATEA	88	211				
Bonds	41240	58844	83759	37830	19898	24
BR	600	1800	600			
DEMO	5907	5300	7928	120		1
DIFO	1620	2664	4805	3546	17819	3
ER		1320				
FAA	14610	16732	4198	5984	3182	4
HELP	30068	33781	19635	42697	19075	14
HES	60	515				
IM	3822	24276	40000	1800	12000	8
ITS	20					
Local	33479	23475	39371	78023	45275	21
LTAf	2665					
MAR		500	28			
NH	13030		15500	44213	45940	11
OV				468		
PC	500		750			
PDAF	615					
PVT	2500	3000		289		
RABA	6510	2740	3000	3000		1
State	9659	4492	4954	1810	1156	2
STP	15307	20300	22560	6755	16871	8
STPX	2177	3235	3000	4484	2000	1
TAA	4432	6470	2241	462	156	1
TEA	4848	1185	59			
TENH	200		200		200	

TUC	487	2310	28	3500	3500	
Totals	276889	265339	300501	271543	225906	134

APPENDIX 3 - FUNDING SOURCES

<u>Fund Name</u>	<u>Description</u>
2.6%	Highway User Revenue Funds reserved for State Highways
12.6%	Highway User Revenue Funds (HURF)
5307	Federal FTA formula funds (Urbanized Area Transit)
5309	Federal FTA Capital Investment Grants & Loans (Newstart)
5310	Federal FTA funds (Elderly & Disabled Transit)
5311	Federal FTA Rural Transit
ACSTP	Advance Construction STP Funds Programmed by PAG
ADEQ	Arizona Dept. of Environmental Quality
ASTP	Federal STP Funds Programmed by ADOT
ATEA	Federal Transportation Enhancement funds programmed for ADOT projects
BOND	Local Jurisdiction Bond Funds
BR	ADOT Federal Bridge Funds
DEMO	Federal High Priority Project Funds
DIFO	Local Funds Generated by Development Impact Fee Ordinances
ER	Federal Emergency Repair Funds
FAA	Federal Aviation Administration
HELP	Highway Expansion Loan Program (state infrastructure bank)
HES	Federal Safety Program Funds Programmed by ADOT
IM	Federal Interstate Maintenance Program
ITS	Special appropriations in TEA-21 for Intelligent Transportation Projects
LTAf	Local Transportation Assistance Fund (state lottery funds)
LOCAL	Local Jurisdiction Sources
MAR	Marana funds provided for projects sponsored by other agencies
NH	Federal National Highway System
OV	Oro Valley funds provided for projects sponsored by other agencies
PDAF	Project Development Activity Funds (subcategory of 12.6%)

PVT	Private Contributions
RABA	Revenue Aligned Budget Authority - A federal fund category similar to AST
STATE	Non Federal State Funds
STP	Federal Surface Transportation Program Funds Programmed by PAG
STPX	Federal Surface Transportation Program Funds Programmed by PAG which participate the the State-s-HURF Exchange Program
TAA	Tucson Airport Authority Funds
TEA	Transportation Enhancement Funds Programmed by ADOT
TENH	STP Funds Programmed by PAG for Transit Enhancement Purposes
TUC	City of Tucson funds provided for projects sponsored by other agencies

The local share for roadway and transit improvements refers to funds contributed by local governments include any federal or state funds. The local share for Airport improvements sponsored by TAA does not include contributions by local governments but represents revenue derived from the operation of the airport. Airport improvements sponsored by Pima County include revenue from the operation of County owned airports and General Funds.

APPENDIX 4 - GLOSSARY OF TERMS AND ACRONYMS

ADA	American with Disabilities Act
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
ADT	Average Daily Traffic
AFV	Alternate Fuel Vehicle
AMU	Alternate Mode Usage
ASTM	American Society for Testing Materials
CAAA	Clean Air Act Amendments of 1990
CIP	Capital Improvement Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CNG	Compressed Natural Gas
CO SIP	Carbon Monoxide State Implementation Plan
CO	Carbon Monoxide
CTAC	Citizens Transportation Advisory Committee
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FIP	Federal Implementation Plan
FMS	Freeway Management System
FMVCP	Federal Motor Vehicle Control Program
FTA	Federal Transit Administration
FTE	Full time employee
FY	Fiscal Year
HC	Hydrocarbons
HURF	Highway User Revenue Funds
I/M	Inspection and Maintenance Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems

IVHS	Intelligent Vehicle Highway Systems
OWP	PAG's Overall Work Program
MMP	Mobility Management Plan
MOA	Memorandum of Agreement
MPO	Planning Organization
MTP	Metropolitan Transportation Plan
MTPD	Metric Tons Per Day
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System
NOX	Oxides of Nitrogen
PAG	Pima Association of Governments
PAGTPD	PAG's Transportation Planning Division
PCDOT	Pima County Department of Transportation
PDEQ	Pima County Department of Environmental Quality
PPC	Priority Planning Committee
ppm	parts per million
RAQCA	Regional Air Quality Conformance Assessment
RS	Regional Significance
RTA	Regional Transportation Authority
RTP	Regional Transportation Plan
SDP	Strategic Deployment Plan
SIP	State Implementation Plan
SRTP	Short Range Transit Plan
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAA	Tucson Airport Authority
TAP	Transportation Action Program
TAPA	Tucson Air Planning Area
TCM	Transportation Control Measures
TE	Transportation Enhancements
TEA-21	Transportation Equity Act for the 21st Century of 1998

TIP	Transportation Improvement Program
TPC	Transportation Planning Committee
TPY	Tons Per Year
TRO	Travel Reduction Ordinance
TRP	Travel Reduction Program
US DOT	U.S. Department of Transportation
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled

APPENDIX 5 - PREVIOUS TIP PROJECTS

The following table provides obligation and expenditure data regarding projects that were listed in prio

APPENDIX 6 - FEDERAL CERTIFICATIONS

In the Tucson Arizona urbanized Area, the City of Tucson plans and operates the local transit system. This function has been delegated to the City of Tucson by the PAG Regional Council.

PRIVATE SECTOR PARTICIPATION AND FINANCIAL CAPABILITY

The City is the FTA grantee and has adopted procedures and policies that meet FTA requirements. The City has effectively used PAG's processes, as the Metropolitan Planning Organization (MPO), for inclusion of private sector participation in transit planning, programming and operations. In fact, PAG helped formulate the private sector participation procedures.

PAG certifies, through adoption of this TIP, that the required local process for private sector participation and transit operator's financial capability has been followed as part of the TIP/AE documentation/supplement. PAG staff has monitored and reviewed them each year in conjunction with the development of the Tucson Range Transit Plan (SRTP) and the transit portion of the TIP.

APPENDIX 7 - PUBLIC NOTICES

The following notices were published in local media during the TIP development process.

Sunday, March 11, 2001

TUCSON CITY PAGE

CITY OF TUCSON, ARIZONA - MARCH 11 - 18, 2001



Future
Living On Strategy for a Livable Community

Comments and suggestions on plans for the General Plan, a policy guide for the community, are invited by Mayor and City Council members of Tucson.

Learn more about the General Plan and answers to some questions:

Included in the General Plan:

- the relationships between transportation and land use
- general plans to their voters for ratification elections.

Q: I don't recall ever voting on a general plan before. Is that something new?

A: Yes. This may be the first time in the United States that the people vote on their city's general plan. The vote on the Tucson *General Plan* is projected for November 6, 2001. Per State law, the smaller cities and towns in the region have until the end of 2002 to hold their elections. All counties are exempt from the election requirement. County plans are adopted by the respective county boards of supervisors.

Q: What happens if the voters reject the General Plan? Are we without any plan?

A: Citizen participation in the planning process is crucial for the long-term success of the plans. Area or neighborhood plans are created by a steering committee of citizens from the area working with appropriate City staff.

The *General Plan* update process includes many opportunities for citizen input, including:

- six public open houses (see below)
- two public hearings before the Planning Commission in late May and early June
- one public hearing before the Mayor and Council in early July
- a general election projected for November 6, 2001

REGIONAL TRANSPORTATION OPEN HOUSE

Give us your ideas on the proposed five-year, \$800 million Transportation Improvement Program at the annual Regional Transportation Open House.

Date: Wed., Mar. 14
Time: 4 p.m. - 7 p.m.
Place: Randolph Golf Course Club House
600 S. Alvernon

There will also be displays and maps on bicycle and pedestrian plans, regional transit systems, reducing traffic congestion, Ride Share & Travel Reduction, and more.

The club house is wheelchair accessible. Spanish-speaking staff will be present. Free Sun Tran passes and free Van Tran service are available. For more information, call Melaney Seacat, Pima Association of Governments (PAG), at 792-1093 or visit the web page at www.pagnet.org

Arizona Daily Star Sunday,

March 7, 2001

Regional Transportation

Open House

March 14, 2001
Randolph Golf Course Club House
600 South Alvernon, Tucson, Arizona
Between 4 and 7 p.m.
Refreshments provided.
Bus Route 11

Decision-makers want your comments on the proposed five-year Transportation Improvement Program that guides how we invest in our regional transportation system.

Other regional transportation activities also will be featured.

For more information or to obtain a free bus pass for the event call 792-1093.

Van Tran patrons can also ride for free by calling 798-1000 ext. 311.

The clubhouse is wheelchair accessible.



The Desert Leaf

March 1, 2001

Regional Transportation

Open House

March 14, 2001
Randolph Golf Course Club
600 South Alvernon, Tucson
Between 4 and 7 p.m.
Refreshments provided
Bus Route 11

Decision-makers want your comments on the proposed five-year Transportation Improvement Program that guides how we invest in our regional transportation system.

Other regional transportation activities also

For more information or to obtain a free bus pass for the event call 792-1093.

Van Tran patrons can also ride for free by calling 798-1000 ext. 311.

The clubhouse is wheelchair accessible.

The Northwest Explorer