

MAG AIR QUALITY PLAN 1990/91

ANNUAL PROGRESS REPORT



**ENVIRONMENTAL MANAGEMENT
AND TRANSPORTATION AGENCY**
DIVISION OF AIR POLLUTION CONTROL
2406 South 24th Street, Suite E-214
Phoenix, Arizona 85034

(602) 506-6700
(602) 506-6862 (FAX)

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Phoenix, AZ 85009

MEMO TO: Neil Erwin, Maricopa County Flood Control District

FROM: Jo Crumbaker, Planning & Analysis Section, Air Pollution Control

Jo Crumbaker
ep

DATE: October 12, 1993

SUBJECT: 1992/93 ANNUAL PROGRESS REPORT

For your information the attached project from Division of Air Pollution Control has been sent to all cities and jurisdictions in Maricopa County.

cp

FLOOD CONTROL DISTRICT RECEIVED	
OCT 14 1993	
CHENG	P & PM
DEP	HYDRO
ADMIN	WASTWTR
FINANCE	FILE
C&O	
ENGR	
REMARKS	

NS



ENVIRONMENTAL MANAGEMENT AND TRANSPORTATION AGENCY

DIVISION OF AIR POLLUTION CONTROL

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Phoenix, Arizona 85034

(602) 506-6700

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October 7, 1993

Mr. Carlos Palma, City Manager
City of Avondale
425 N. Central
Avondale AZ 85323

SAMPLE LETTER

SUBJECT: 1992/1993 ANNUAL PROGRESS REPORT

Dear Mr. Palma:

In accordance with Chapter 7 of the MAG Carbon Monoxide, Ozone and Particulate Plan for Maricopa County, the Division of Air Pollution Control has agreed to track and summarize the implementation status of the various control measures contained in these plans each year.

The Division is compiling information for calendar years 1992 and 1993. You are requested to provide: a) information on each of the control strategies your agency or jurisdiction committed to or has been designated to implement and; b) additional air quality measures your agency or jurisdiction initiated during 1992 and 1993.

We have included three attachments:

- 1) Progress Report for 1990 and 1991 completed for your information.
- 2) Instructions and report forms with dBase disk for 1992.
- 3) Instructions and report forms for 1993.

Please return the completed forms or disk by January 14, 1994 to:

Maricopa County Division of Air Pollution Control
Planning Section
2406 S. 25th Street, Suite E-214
Phoenix, Arizona 85034

If you or your staff have questions on the attachments or other related issues, do not hesitate to call me at 506-6705.

Sincerely,

Jo Crumbaker, Manager
Planning and Analysis Section
Division of Air Pollution Control

Attachments

**MAG AIR QUALITY PLAN
1990/1991 ANNUAL PROGRESS REPORT**

June 1993

Prepared by

**Maricopa County
Environmental Quality and Community Services Agency
Division of Air Pollution Control**

GROWTH FACTORS

YEAR	MARICOPA COUNTY POPULATION	PASSENGER CAR REGISTRATION	VEHICLE MILES TRAVELED (in million miles/day)
1979	1,456,800	722,573	22
1980	1,509,262	752,800	23
1981	1,560,400	778,204	26
1982	1,594,800	806,546	29
1983	1,659,100	846,995	32
1984	1,731,140	891,126	35
1985	1,837,956	944,268	38
1986	1,911,612	967,244	41
1987	1,990,840	994,187	42
1988	2,035,500	1,011,215	44
1989	2,116,452	1,021,233	44.9
1990	2,130,400	1,039,105	49.0
1991	2,233,700	1,100,441	50.8

AMBIENT DATA SUMMARY

The ultimate measures of the effectiveness of the SIPs and the implementation of measures contained in the SIPs are the measured ambient concentrations. Figures 1 through 4 on the following pages summarize ambient air quality data through 1992.

SUMMARY OF ANNUAL PROGRESS REPORTS

The annual progress reports for 1990-91 on the implementation of the various measures contained in the MAG carbon monoxide and ozone plans are summarized in two ways. The first report which follows is an area-wide summary of the progress reports for each measure. The second report provides a brief summary of the individual city/agency reports on each measure.

**MAG AIR QUALITY PLAN
1990/1991 ANNUAL PROGRESS REPORT**

INTRODUCTION

The Federal Clean Air Act requires that States formulate plans to attain the National Ambient Air Quality Standards (NAAQS). The plans are called State Implementation Plans (SIP). The Maricopa Association of Governments adopted a new carbon monoxide plan and a new ozone plan in July, 1987, and a new particulate plan in May, 1988. Implementation of these plans relies on actions by the MAG cities and towns, local agencies, Maricopa County and the State.

Highlights in 1990 include operational changes and improvements in the Vehicle Inspection and Maintenance Program due to the issuance of a new contract to perform the mandatory emission tests. The remaining major employers were phased in to the mandatory travel reduction program. The Clean Air Campaign developed an effective new message: "Lose a Pound a Week, Every 25 Miles Adds a Pound of Pollution." Further increases in public transit ridership again exceeded forecasts.

Highlights in 1991 include commencement January 1, 1991, of Gordon-Darby operated Vehicle Inspection and Maintenance Program which included a computerized testing program. The oxygen content of fuels increased from 2.3% to 2.7% oxygen by weight beginning October 1, 1991, in response to control measures contained in the Federal Implementation Program (FIP). The volatility of fuels sold in the winter was limited to no more than 10 RVP as required by the FIP. The public transit ridership had only a very modest increase in ridership though special routes and local services continued to do well.

GROWTH FACTORS

Implementation and the effectiveness of air quality measures contained in the plans depend on growth in the Maricopa County area. The following table tracks growth indicators.

6. Expanded Ridesharing Program	<table border="0"> <tr> <td></td> <td style="text-align: center;"><u>Prior</u></td> <td style="text-align: center;"><u>1990/91</u></td> </tr> <tr> <td>No. of applicants (at year end)</td> <td style="text-align: center;">5,810*</td> <td style="text-align: center;">9,231</td> </tr> <tr> <td>No. of rideshare match requests</td> <td style="text-align: center;">7,849</td> <td style="text-align: center;">7,771</td> </tr> </table> <p style="text-align: center;">*Purged 12,465 applicants from database</p>		<u>Prior</u>	<u>1990/91</u>	No. of applicants (at year end)	5,810*	9,231	No. of rideshare match requests	7,849	7,771
	<u>Prior</u>	<u>1990/91</u>								
No. of applicants (at year end)	5,810*	9,231								
No. of rideshare match requests	7,849	7,771								
7. Model Trip Reduction	<p>Prior: The 1988 legislation included a mandatory trip reduction program which affects employers with one hundred or more employees at a single work site. The trip reduction goal is to reduce single occupancy vehicle trips to the work place by five percent in the first year and another five percent in the second year. By 1989 approximately 326,000 surveys have been distributed to 358 sites and nine plans have been reviewed and approved. There were also 2,683 employee contacts for tech assistance and plan implementation. There were 64 training sessions held for training coordinator. Received \$948,576 from ADEQ for the Travel Reduction Program and the Clean Air Campaign for 91-92. Approximately 500 employers with 800 worksites participated in the program. As of December 1991, there were 398 employment and student sites in the second of the program and 61% were achieving their five percent goal. Overall, all sites reduced 501 trips by 5.69%.</p>									
8. Voluntary No-Drive Days	<p>The results from traffic counts conducted for the campaign indicate a reduction of 2.88% in peak period traffic. The average weekday bus ridership increased by 13.3%. The Employee Challenge was expanded from one week to four months long. The numbers of employers participating increased by 87% from 70 employers to 133 employers. Overall bus ridership increased by 10.2% from the previous year and 1,691 tons of pollution was saved during the Campaign.</p>									
9. Public Awareness Program	<p>Generated \$750,000 worth of donated public service announcements. Arranged for daily information and reminders in area newspaper.</p>									
10. Park & Ride Lots	<table border="0"> <tr> <td></td> <td style="text-align: center;"><u>Prior</u></td> <td style="text-align: center;"><u>1990/91</u></td> </tr> <tr> <td>No. of Lot</td> <td style="text-align: center;">62</td> <td style="text-align: center;">63</td> </tr> </table>		<u>Prior</u>	<u>1990/91</u>	No. of Lot	62	63			
	<u>Prior</u>	<u>1990/91</u>								
No. of Lot	62	63								
11. Financial Incentives-Bus Fares	<p>18 employees out of 200 offer options, affects 36,143 employees; 5 governments subsidized 50% of the cost of a monthly pass.</p>									
12. Preferential Parking for Carpools	<p>In 1990 there was 80% commitment out of the 393 TRP plans submitted. In 1991 it was a 75% commitment.</p>									

1990/91 PROGRESS REPORT AREAWIDE SUMMARY

CONTROL MEASURE

PROGRESS ACHIEVED

1. Statewide I/M Program	The 1987 and 1988 legislation did not expand the geographic coverage of the vehicle I/M program but did include several improvements to the program.			
2. Countywide I/M Program	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990/91</u>
	Vehicles initially passing statewide	1,535,957	1,421,359	1,672,128
	Vehicles retested statewide	258,778	203,803	229,653
	% Reduction in CO from AZ I/M Program	27.3%	36.1%	49.1%
	% Reduction HC from AZ I/M Program	13.3%	18.5%	23.2%
				17.8%*
				* New Model
3. Short-Range Transit	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990/91</u>
	Boardings (fixed route)	19,624,744	22,988,717	27,082,073
	Vehicle miles (fixed route)	11,304,638	11,877,447	13,681,301
	No. of buses (Jan. AM peak)	259	264	260
4. Long-Range Transit	<p>1987 - Prepared Draft Transit Plan. 1988 - Presented plan elements to the public in over 400 meetings. 1989 - Voters rejected the Valtrans Plan. RPTA initiated a new regional planning process with 16 communities conducting grass roots planning efforts.</p> <p>1990-91 - Progress was made through the development of a new regional transit plan which will contribute to overall travel reduction in the County and as resultant reduction in population. RPTA will go to the voters for approval of the MAG Regional Council and RPTA Board of Directors.</p>			
5. Exclusive Bus Lanes	<p>Prior: 2.2 miles (See also #14)</p> <p>1990-91 - 2.2 miles in downtown Phoenix. ADOT has completed 28 HOV lanes in Phoenix Metro and additional 22 miles HOV lanes along Maricopa & East Papago Freeway under construction to be completed in 1994.</p>			

1991/92 Program Report

<p>22. One-Way Streets</p>	<p><u>Prior</u> 19 miles Completed cross over project</p>	<p><u>1990/91</u> 27 miles maintained. Studies conducted show limited options for expansion.</p>
<p>23. Truck Restrictions</p>	<p><u>Prior</u> Some restrictions in 4 ordinances</p>	<p><u>1990/91</u> There are 6 ordinances with restrictions</p>
<p>24. Intersection Improvements</p>	<p><u>Prior</u> 110 intersections</p>	<p><u>1990/91</u> 192 intersections</p>
<p>25. Restrict On-Street Parking</p>	<p><u>Prior</u> Removed 50 spaces and on-street parking from portions of 3 roads.</p>	<p><u>1990/91</u> Removed approximately 100 spaces and on-street parking from portions of 3 roads.</p>
<p>26. Bus Pullouts in Curbs</p>	<p><u>Prior</u> 13 pullouts</p>	<p><u>1990/91</u> 10 pullouts 72 shelters 10 benches</p>
<p>27. Increased Bike Use</p>	<p>Held rallies, published brochures and maps of bike routes, made safety presentations.</p>	
<p>28. Bike Travel & Support Facility</p>	<p><u>Prior</u> Added 131.6 miles of bike paths</p>	<p><u>1990/91</u> Added 94.7 miles of bike paths.</p>

1991/92 Program Report

<p>13. Mandatory Parking Charges</p>	<p>Of the first year TRP plans submitted to the County, approximately 10 have committed to have mandatory charges for parking</p>	
<p>14. HOV Lanes on Freeway</p>	<p><u>Prior</u> 34 miles open 18 miles not open</p>	<p><u>1990/91</u> 38 miles (open) 22 miles (not open)</p>
<p>15. NOV Lanes on Arterials</p>	<p>Prior: 2.2 miles (bus only)</p>	
<p>16. NOV Ramps Bypass Metering</p>	<p><u>1987</u> 1 ramp metering bypass lane</p>	<p><u>1990/91</u> 2 ramps plus a new park & ride lot completed</p>
<p>17. Mitigate Freeway Construction</p>	<p>Continued ongoing public information activities mentioned in previous years.</p>	
<p>18. & Freeway Surveillance, 19. Ramp Metering & Signage</p>	<p><u>Prior</u> Initiated functional design for 100 miles planned core system</p>	<p><u>1990/91</u> Installation of yield equipment and coordination of ramp meters is proceeding along the 22-mile fast phase of the project in the I-10 and I-17 corridors. Construction and installation of equipment in the central control complex is also underway.</p>
<p>20. Traffic Signal Coordination</p>	<p><u>1989</u> Synchronized 207 Additional central computer system</p>	<p><u>1990/91</u> Synchronized 410 additional intersections.</p>
	<p><u>Prior</u> 15 1/2 miles</p>	<p><u>1990/91</u> 3 1/2 miles</p>

1991/92 Program Report

<p>34. Control Devices for Public Diesels</p>	<p>Study and test of some new products. 2 governments received 5 new buses equipped with electronically controlled engines and transmissions.</p>
<p>35. Alternative Work Hours</p>	<p>Of the first year (120) TRP plans submitted to the county approxiamtely 40% have includes some form of alternative work hours, flextime or non-peak commute time. Approximatley 60% of employees are on a work schedule other than 8am to 5pm workday.</p>
<p>36. Alternative Work Week</p>	<p>Of the first year TRP (120) plans submitted to the county, approximately 26 lanes included alternative work wee, such as 9/80's, 4/10's, or 3/12's. 6,858 out of 24,238 government employees (28%) have alternative work weeks.</p>
<p>37. Telecommuting</p>	<p>Have utilized computers terminals and increased use of office facsimile machines, est. saved 6,700 trips.</p>
<p>38. Teleconferencing</p>	<p>10 governments reported computer capabilities, teleconferencing abilities, and access to public information channel for televisions; est. saves 3500 trips.</p>
<p>39. Review AQ Impacts- New Development</p>	<p>10 jurisdictions have policies and/or review requirements; performed 976 reviews.</p>
<p>40. High Density near Transit</p>	<p>9 jurisdictions have included or are including this concept in General or Area Plans.</p>
<p>41. Discourage Idling</p>	<p>8 governments have public awareness programs and 1 government began a policy to disallow drive-up/through traffic.</p>

1991/92 Program Report

<p>29. Pedestrian Travel</p>	<p>14 governments encouraged pedestrian travel through articles, newsletters, planning principles and sidewalk streetscape projects.</p>		
<p>30. Pedestrian & Bike Overpass</p>	<table border="0"> <tr> <td style="text-align: center;"> <p>Prior Added 4 overpasses & 1 underpass</p> </td> <td style="text-align: center;"> <p><u>1990/91</u> Added 2 overpasses and 1 underpass</p> </td> </tr> </table>	<p>Prior Added 4 overpasses & 1 underpass</p>	<p><u>1990/91</u> Added 2 overpasses and 1 underpass</p>
<p>Prior Added 4 overpasses & 1 underpass</p>	<p><u>1990/91</u> Added 2 overpasses and 1 underpass</p>		
<p>31. Alternative Fuels - Statewide</p>	<p>The 1988 Legislation mandated an oxygenated fuels program. Fuels will contain a range of 2.3 to 3.7% oxygen by weight. Spent \$508,585 on public awareness for the program in 1989. The modeled reduction in CO emissions for 89-90 amounts to 2.04 grams per mile or 15.9%. The program has no effect on hydrocarbon emissions. ADEQ - 247,600 was budget for oxygenated fuel program and 223,597 was spent.</p>		
<p>32. Alternative Fuels for Fleets</p>	<p>5 pilot projects initiated: 2 projects using compressed natural gas (CNG) and propane and 2 other projects used ethanol and 1 plan to use an electric G-Van, . 2 governments have converted 127 vehicles to CNG, and 7 governments used oxygenated fuels in their fleets.</p>		
<p>33. Alternative Fuels for Buses</p>	<p>10 buses and Dial-A-Ride vehicles used CNG. 2 buses which use methanol were purchased. 1 electric bus is on order.</p>		

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1991/92 Program Report

42. Auto-Free Zones	This concept for downtowns was included in draft general plans or revisions in 10 jurisdictions.
43. Enforcement of Traffic Regulations	Issued traffic and parking citations; 455 smoking vehicle citations; 79 air pollution regulations citations; 3 Air Pollution Control Hearing Board case.
44. Expanded Monitoring Network	Four special study sites were operated. Ozone particulate and wind speed and direction were monitored at Estrella Park, Falcon Field, Black Canyon and Lake Pleasant. 1 new SLAMS network site became operational in 1988. 1 new NAMS site for PM ¹⁰ was added in 1989.
45. CO - Winter Daylight Savings	Study completed.
45. O ₃ - Stage II Vapor Recovery	All fueling stations were converted to State II Vapor recovery prior to 1991.
46. O ₃ - Industrial Source Controls	Adopted 1 new rule and added or revised emission standards in 7 other rules. These rules are established to reduce emissions by 2000 tons per year by 1991.

4. The new law increases to two hundred dollars the cost of repairs which may be required for a vehicles manufactured in model years 1975 through 1979 to be Inspection Maintenance Program. The previous waiver limit for these vehicles was one hundred dollars.

The 1988 legislation strengthened the Vehicle Inspection Maintenance Program by requiring a loaded mode test for all 1981 and newer model year vehicles. Fleet vehicles that are 1981 and newer will be required to take a two-speed idle test in place of the loaded mode test. The loaded mode test will begin in January 1989.

DEQ Number of vehicles tested Statewide in Arizona's I/M Program:

	<u>Initial Tests</u>	<u>Retests</u>
1986	1,261,393	257,561
1987	1,535,957	258,778
1988	1,421,359	203,803
1989	1,672,128	229,653

Percent emission reduction from Arizona's I/M Program:

	<u>CO</u>	<u>HC</u>
1986	22.4%	9.7%
1987	27.3%	13.3%
1988	36.1%	18.5%
1989	40.1%	23.2%

MAG Provided testimony and urged the Arizona Legislature and ADEQ to expand the Vehicle I/M program to include program application on a Statewide basis.

Goodyear 1990-91 -- The City has 58 vehicles emission test in the past 2 years.

Peoria 1990-91 -- Each year every City of Peoria vehicle is tuned up prior to Emission Resting. This insures a (0) zero failure rate of 30% reduction in CO and HC emissions. There are 180 sedans & light trucks and 57 heavy trucks.

Scottsdale 1990-91 -- See #1.

Tempe 1990-91 -- The City tested all licensed vehicles, those that failed were repaired to meet the requirements. The City attempts to maintain its vehicles with emissions sufficiently below the emissions standards.

#3 Short-Range Transit Improvements

City/Agency

Progress Achieved

Avondale 1987 -- Participated in westside RPTA committee.

1988 -- Applied and received a \$69,500 grant from ADEQ to extend transit services to the residents of Avondale. Service initiated January 1989.

1990-91 -- Was successful in obtaining a grant from ADEQ to deliver thru 1996 from 1989.

1990 CITY/AGENCY PROGRESS REPORTS

#1 Vehicle Inspection Maintenance Program - 1989 Legislation Statewide

<u>City/Agency</u>	<u>Progress Achieved</u>
Goodyear	1990-91 -- The City had 58 vehicles emission tested in the past two years.
Peoria	1990-91 -- General Maintenance Fund-Replacement Parks estimate \$8,000. Each year every City of Peoria vehicle is tuned up prior to Emission Testing. This insures a (0) zero failure rate, 30% reduction in CO & HC emissions. There are 237 road vehicles, this is an increase of 43 vehicles from 193 vehicles in 1990.
Scottsdale	1990-91 -- Scottsdale 's 1992 Legislative Programs adopted in October 1991 supported regulations consistent with the Carbon Monoxide Ozone and Particulate Plans adopted by MAG.
Tempe	1990 -- The City actively supported the Maricopa Association of Governments in its efforts to urge the Arizona State Legislature to amend the vehicle inspection maintenance program to apply on a statewide basis.

#2 Vehicle Inspection Maintenance Program - 1989 Legislation Countywide

<u>City/Agency</u>	<u>Progress Achieved</u>
Arizona State Legislation	<p>The 1987 legislation did not expand the geographic coverage of the vehicle I/M Program, but it did include several improvements to the program.</p> <ol style="list-style-type: none">1. The new law applies inspection and maintenance requirements to "those vehicles registered outside of a nonattainment area but used to commute to the driver's principal place of employment located within a nonattainment area".2. The new law applies inspection and maintenance requirements to the vehicles of students attending State universities and State-supported community colleges within nonattainment areas, even if these vehicles are not registered in Maricopa or Pima County.3. The new law establishes a system whereby an air quality compliance sticker or comparable device will be used to identify vehicles which have complied with the requirements of the State Vehicle Inspection Maintenance Program. Vehicles which have been exempted from the program will also receive a sticker. Beginning in 1989, by which time each vehicle in compliance will have such a sticker, any vehicle without a sticker will be prohibited from parking on State campuses or in lots reserved from employees of the State or local governments. The Arizona Department of Administration is given the authority to institute further nonattainment area parking prohibitions affecting vehicles not in compliance.

1988 -- Budgeted \$1,390,450. Annual ridership: 178,803 Dial-a-Ride, 139,526 Mesa Sunrunner. Miles of service: 252,000 miles Mesa Sunrunner.

1989 -- Budgeted \$602,926. Mesa Sunrunner annual ridership: 196,792; miles of service: 268,000. Added a seasonal route to Mesa Sunrunner in October of 1989.

1990-91 -- In the past two years the City has assumed the responsibility for continued funding of a new route and make it a permanent addition to the Mesa Sunrunner system. In 1991 the Sunrunners ran over 350,000 miles and provided over 305,000 passenger trips. That is an addition of 48,000 and 5,000 respectively. The funding source is City Transit Program and State of Arizona Local Transportation Assistance Fund.

Peoria

1988 -- Approved implementation of a city transit program to include fixed route and Dial-a-Ride service to compliment existing fixed routes. Program started January 9, 1989.

1990-91 -- The Dial-A-Ride has averaged 113 passengers per day with 3 buses and have traveled 206,190 miles from 7-01-90 to 5-31-91.

Phoenix

	<u>1987</u>	<u>1988</u>	<u>1989</u>
# of boarding	19,040,000	22,779,000	26,101,600
% inc. prior yr.	11.5%	19.6%	14.6%
# of buses	346	341	358
Vehicle miles	10,840,500	11,757,000	12,573,200
Vehicle hours	776,100	883,500	896,500

1987 -- Operating Budget - \$35,000,000. Service Improvements - \$556,000. Service improvements: evening bus service, expanded Dial-A-Ride in Deer Valley, various other route improvements.

1988 -- Operating Budget - \$40.6 million. Service improvements: South Phoenix restructuring, new ASU turnaround, new Roeser Road service, Route 106 extended to the Mayo Clinic, implemented Tempe/Scottsdale Dial-A-Ride, all 7th Street trips extended to Union Hills Drive and added wheelchair accessibility to Routes 2 and 7.

1989 -- Operating Budget - \$41.4 million. Submitted a \$36.6 million 5-year capitol improvement program.

	<u>1990</u>	<u>1991</u>
1990-91 --		
Number of Boarding	29,060,350	30,411,981
Number of Buses	374	373
Vehicle Miles	11,714,740	13,224,959
Vehicle Hours	859,600	986,392

Scottsdale

1987 -- Spent \$638,620 - Scottsdale Connection - Annual ridership: 59,359; miles of service: 143,525.

1988 -- Spent \$616,626 - Scottsdale Connection - Annual ridership: 70,191; miles of service: 254,447. A new regional route (Shea/106) was extended.

1989 -- Budgeted \$853,089. Scottsdale Connection - Annual ridership: 84,180; miles of service: 138,326. Began to plan and develop a City Transit Plan.

Chandler

1987 -- Spent \$3,300 to finance extension of express routes and regional bus service. Added two new express routes and one new local route.

1988 -- Spent \$12,398 to expand regional bus service. Route 4 was extended to approximately 8 miles. Ridership increases varied from 166% to 1,581% on the Chandler routes.

1989 -- Provided \$16,051 to expand regional bus service. Ridership increases varied from 47% to 326% on the Chandler routes.

1990-91 -- Funding LTAF \$236,500 to expand and improving bus services. Bus ridership increased by 4% on route #4 (Chandler to State Capital) and on express bus #523 & 530 by 16% in December 1991. These routes had the highest ridership in Phoenix. Paving unpaved roads 5 miles of unpaved road. This project is ongoing. Budgeted \$190,000 for this project.

Gilbert

1988 -- Worked with RPTA on the Mass Transit Plan and with ADOT on a potential corridor for the Southeast freeway loop. Worked on general plan amendments to officially adopt the Southeast Freeway Corridor and the Higley Superstreet Corridor.

1989 -- Worked on a study with City of Mesa regarding the extension of Mesa Bus Lines into Gilbert.

1990-91 -- The Town is jointly working on a study with Mesa to extend Mesa bus lines into Gilbert. The Town has spent \$5,000 for participation in Red Cross Van Sharing program.

Glendale

1987 -- Spent \$1,278,718 Dial-a-Ride annual ridership: 138,000; miles of service approximately 358,000.

1988 -- Spent \$295,166 on fixed route service and \$979,782 on Dial-a-Ride service. Annual ridership: 138,219 Dial-a-Ride; miles of service: 357,963 Dial-a-Ride; Operating fleet: increased from 10 to 12 buses.

1989 -- Spent \$1,337,480 -- Dial-a-Ride annual ridership: 137,401; miles of service: 333,974. Route 59 was extended one mile. IGA with RPTA for expansion of Dial-a-Ride operation. Constructed 4 passenger shelters and added 18 benches to various bus stops.

1990-91 -- Provided 11 bus Dial-A-Ride service. New Fixed-route 12/90 - 6/92. DAR ridership was 139,702 with 329,790 miles of service 1989/91. Fixed routes ridership was 1,472,686 with 399,700 miles. Total 26 shelters constructed from 1989-91.

Goodyear

Adopted West Valley Transit Study and Community Service Plan for Goodyear. Worked with RPTA on community transit discussions.

1990-91 -- The City prepared and adopted the Community Transit Service Plan at a cost of \$6,000 from General Fund at public meetings, surveys, preparation and writing the study for the past two years (1990-91).

Mesa

1987 -- Spent \$1,230,000 -- Annual ridership: Sunrunner 48,487, Dial-a-Ride 148,618; miles of service: 168,946 (fixed route).

Planning Team to bring local community based plans into a regional plan.

1991 -- Participated on the Regional Transit Planning Team to explore other funding options for the Regional plan when a referendum on increasing the sale tax was pursued.

RPTA

See City of Phoenix.

1989 -- Also funded \$995,510 for Valley Coach and \$368,000 for Tempe-Scottsdale Dial-A-Ride.

	<u>Valley Coach</u>	<u>Dial-A-Ride</u>
# of Boarding	618,815	36,084
# of Vehicles	10	10
# of Vehicle Miles	614,175	246,244
Reserve Hours	32,926	18,023

1990-91 -- Valley Coach (Routes 4 and 72) 1990 & 1991:

	<u>1990</u>	<u>1991</u>
# of Boarding	777,752	835,941
# of vehicles	10	10
Vehicle Miles	622,485	639,254
Revenue Hours	33,543	34,191

Tempe/Scottsdale Dial-A-Ride 1990-91

# of Boarding	50,645	63,243
# of vehicles	13	13
Vehicles Miles	297,008	304,222
Revenue Hours	21,929	22,425

#4 Long-Range Transit Improvements

City Agency

Progress Achieved

Avondale

1987 -- Participated in westside RPTA committee.

1988 -- Working with RPTA to establish an agreement that would provide transit opportunities for-Avondale on a long-term basis.

1990-91 -- \$2 million through Maricopa County 1/2 cent sales tax. City Council approved Local Transit Plan 1991.

Carefree

1989 -- 3/4 mile bicycle paths constructed (both ways) as part of road-widening project.

Chandler

1988 -- Participated in the development of long-range transit plans prepared by RPTA. Made information on ValTrans Plan available to the general public through counter displays and city mailings.

1990-91 -- Plan to add 39 additional services days and hours to the bus/route service within Chandler. Propose 1/2 cent sales tax requiring voter approval. Estimated cost \$5,000. Curb construction for 2 year period, 43 miles.

Glendale 1988 -- Glendale submitted an application for a Federal Alternative Fuel Grant to enhance the CNG project to include a CNG fueling station for up to ten (10) buses. City commitment 25% matching funds.

1989 -- Awarded matching funds from DEQ for Federal Alternate Fuel Grant.

1990-91 -- City expanded its CNG fueling capacity utilizing Federal and State funds to add a second CNG compressor and install 10 slow fill locations at the operation center. Fixed Route (90-91 - 399,700 (89-90 - 395,287)

Goodyear Adoption of West Valley Transit Study and the Community Transit Service Plan for Goodyear. Working with RPTA on Community Transit Plan.

1990-91 -- Same as #3.

Mesa 1987 -- Completed short range transportation improvement plan as required by UMTA.

1988 -- Prepared and updated the 5-year Transportation Improvement Plan as required by UTMA.

1989 -- Completed Transit Improvement Program.

Phoenix 1987 -- Public Transit Department working with RPTA on draft plan.

1988 -- Long Range Transit Plan was developed by RPTA. Plan elements were presented to the public in over 400 meetings.

1989 -- Urban Village Planning Committees continue work on new long-range transit planning.

1990-91 -- Plan/Elements of Plan Miles - New Plan adopted January 1991 is subject to voter approval of sales tax increase. Public hearings in progress. Plan would double annual service miles. A 10-mile modern rail trolley service is one of the recommended long range transit improvements.

Scottsdale 1988 -- Development of Section 13 continued. Standard transit shelter conceptual design was approved and additional funds for construction authorized. Completed the multi-modal transportation center study and accepted a grant for phase two of this project. Participated in RPTA's planning process for various aspects of the system plan.

1989 -- Appointed a 14-member Transit Plan Citizens Committee in October 1989 to develop a comprehensive transit plan.

1990-91 -- In July 1990, A Long Range Transit Plan was adopted by the City Council. It serves as a blue print for staff recommending and evaluating transit improvements. The plan was submitted and approved by the 114 members of the regional Citizen's Advisory Committee. This plan will serve as a blueprint for Valley transit planning in the event of a successful sales tax referendum.

Gilbert

1989 -- Information on ridesharing distributed to employees during Clean Air Campaign. Spent \$200 for employee survey mailings and paycheck staffers.

1990-91 -- Employee survey mailings and paycheck staffers at a cost of \$1,000, 1989, 1990, 1991.

Glendale

1988 -- Glendale City Council adopted an Employee Rideshare Program September 1988. Spent \$5,000 and committed \$6,000 to construct parking shades. Provides employees up to a 50% subsidy on bus passes, preferential parking, bicycles to riders and other incentives to participate.

1989 -- Establishing a budget of \$15,000 for the Employee Rideshare Program; administered Travel Reduction Program survey to all its employees; submitted a plan to Maricopa County in April 1990.

1990-91 -- The City continued to implement the TRP program. The program had mixed results. The single occupancy vehicle (SOV) percentage for the operations center and City Hall declined by 4.32 & 2.3 percent. The SOV increased by 4.63 for the off site facilities. This program includes preferential parking, free use of bicycles, bus subsidies and quarterly drawing of prizes.

Goodyear

1987 -- All citizens contacted through City newsletter.

1988 -- Spent \$2,000 on materials and manpower. All citizens contacted through the City newsletter.

1989 -- \$3,000 appropriated for printing and publication. Citizens contacted through the City newsletter and apprised of the need to participate in ridesharing.

1990-91 -- All citizens were contacted through the City Report Survey and approved of carpooling, park & ride lots, and other programs to assist in continuing progress for "Clean Air". General Funds of \$8,200.

Mesa

1987 -- Surveyed employees and encouraged them to complete rideshare applications.

1988 -- Distributed rideshare applications and information to all employees.

1990-91 -- The City of Mesa was involved in the Regional Public Transportation Authority (RPTA) Clean Air Campaign. As part of its involvement, the City of Mesa distributed rideshare applications and information to its employees. The City of Mesa conducted its employee surveys as part of the County's Travel Reduction Program.

Peoria

1988 -- Sent out information and developed a survey for all 315 employees to promote ridesharing.

1990-91 -- The City of Peoria established a TRP Committee in Nov. 1990. Since that time the Committee has a Travel Reduction Coordinator. The Committee meets monthly. The City participates in annual clean air challenge from November through February each year. The City sponsors an annual transportation fair in March each. The city is planning a park and ride day for city employees in July. Information is sent to employees through a monthly newsletter, memos, paychecks and TRP bulletin boards.

#5 Exclusive Bus Lanes on Arterials and Freeways as Appropriate

<u>City/Agency</u>	<u>Progress Achieved</u>
Glendale	1990-91 -- Traffic Volumes were projected using the land use pattern specific in the General Plan.
Mesa	On-going discussions held with ADOT
Phoenix	1987 -- Approximately 2.2 miles of bus only lanes already exist on one-way pair of Central and 1st Avenues in Downtown Phoenix. 1988 -- Approximately two miles of bus only lanes remain on the one-way pair of Central and 1st Avenues in Downtown Phoenix. 1990-91 -- Approximately two miles of "bus only" lanes remain on the one-way pair of Central & 1st Avenue downtown.
Scottsdale	1988 -- Hired a transportation engineering firm and established a full-time advisory board to look into the benefits of implementing this concept. 1989 -- Continued to ask ADOT to investigate and plan for exclusive bus lanes on the Outer Loop - endorsed a wider street right-of-way. 1990-91 -- The City continues to support and encourage and plan exclusive bus lanes on the outer-loop as it runs adjacent to or through Scottsdale. The Scottsdale Planning Commission, Transportation Commission and City Council have endorsed wider arterial street right-of-way width which may accommodate exclusive bus lanes in the future.
Tempe	1990-91 -- No bus lanes dedicated this year. The City's local transit plan recommended priority treatment for buses on City streets and on freeways.
RPTA	Fourteen lane miles have been completed on freeways but are not opened yet (see #14).

#6 Expanded MAG Regional Ridesharing Program

<u>City/Agency</u>	<u>Progress Achieved</u>
Avondale	1987 -- Information distributed through city newsletter which reached 3,000 citizens and 100 city employees. 1988 -- Spent \$3,600 on printing and \$2,800 on manpower. Distributed approximately six (6) issues of City Newsletter with related air quality messages to 3,000 residents and 100 employees. Made bus route books available.
Chandler	1987 -- Information distributed to 572 city employees which resulted in 24 rideshare applicants. 1988 -- Approximately 353 rideshare applications were filed and 203 were matched with other applicants. Distributed a rideshare transportation survey to all City employees.

Tempe

1987 -- Sent letters from the Mayor to major Tempe employers encouraging ridesharing. Surveyed City employees.

1988 -- All City employees (1,200) were asked to complete a ridesharing application for ridesharing matching. Letters were sent to other local employers.

1989 -- \$1,600 budgeted for Clean Air Challenge Week; City employees completed rideshare applications; extended Don't Drive One in Five Campaign beyond Challenge Week.

1990-91 -- City employees at 7 worksites were asked to complete the County Travel Reduction program survey. An incentive program for carpoolers and other alternate mode users was included in the City's travel reduction plan based on the survey results. An in-house rideshare challenge was held during the four-month clean air campaign and weekly memos went out to the staff over electronic mail to encourage them to rideshare or to use other alternative modes. During 1991, the City also instituted a \$40,000 project with assistance from ADEQ's Air Quality Fund for a MAPINFO database and transportation planning program using travel reduction survey data for all Tempe employees. This program also will include in-house rideshare matching capability for City employees.

Maricopa
County

1987 -- All 10,000 employees surveyed and rideshare applications distributed. Every 3 months mailed out an updated carpool/vanpool list to approximately 1,200 employees.

1988 -- Distributed rideshare applications to all 10,000 employees. Conducted meetings to promote vanpooling, a commuter transportation presentation, and set up a transit center display. Began providing rideshare information to new hires. Spent \$115,000. Has 378 carpools with parking permits and 780 carpoolers.

1989 -- The Board of Supervisors approved the County's internal Travel Reduction Plan in December, 1989. The plan included extensive marketing of rideshare matching to employees. The number of carpools remained stable at 1988 levels.

1990-91 -- Have 500 carpools with parking permits and 1000 carpoolers.

Arizona State

1987 -- Spent \$72,333. Has 371 carpools with parking permits and 790 carpoolers.

1988 -- Spent \$115,000. Has 378 carpools with parking permits and 780 carpoolers.

1989 -- Spent \$115,000. Has 407 carpools with parking permits and 912 carpoolers.

1990-91 -- In 1990 spent \$147,176. Have 534 carpools with parking permits, a 31% increase from previous year, 1,120 carpoolers. In 1991 spent \$149,375. Have 742 carpools with parking permits, 1,421 carpoolers. This is an increase of 40% over previous year. There are 352 reserved rideshare parking spaces.

RPTA

1987 -- Spent \$505,000 -- 9,324 applicants; 10 van pools created; contacted over 100 employers; quarterly newsletter to 1,000 organizations; four videos produced.

Phoenix

1988 -- Awarded a \$50,000 grant by the State. Established a City Rideshare Program in June 1988. Had 162 applicants. 11,000 employees contacted in various outreach efforts.

1989 -- Conducted citywide rideshare promotions during special events; held a transportation fair and participated in the Clean Air Campaign. Conducted a commuter survey of 11,000 employees.

1990-91 -- During 1990-91 a nine element Travel Reduction Plan was approved by City Council & Maricopa County Travel Reduction Task Force and implemented:

- 429 new employee orientation to Rideshare.
- 20 free bus tickets given.
- Alternative work hours - a memo of endorsement was drafted.
- 10,000 employees received information on Rideshare benefits.
- Telecommunication Pilot Program established.
- 20 new carpools formed.
- Guaranteed Emergency Ride Program established in July 1990. 539 employees signed up and 81 use their vouchers in the past two years.
- Downtown Transit Shuttle - the DASH began operation 11/13/90 in December, ridership averaged 1962 passengers per day with more than 625 of them using the shuttle between 11:30 am & 1:30 pm.
- Early Morning Transit Trips - The water NOTES and the Info Newsletter printed articles informing the and city employees of the added morning service. These were promoted among employees in the effected areas and new bus books were distributed.

Scottsdale

1987 -- Surveyed all 1,100 employees (47% completed survey - 15% completed rideshare applications). Encouraged Scottsdale employers to promote ridesharing.

1988 -- 26.5% of all City employees used alternative methods of commuting during Challenge Week, an 11.5% increase over last year. Worked with Chamber of Commerce to encourage Scottsdale firms to promote rideshare programs and implement the TMA project.

1989 -- During the Clean Air Challenge Week, 35.3% of all City employees used alternate methods of commuting. Worked with Scottsdale Chamber of Commerce to promote ridesharing. Planned to install an off-site computer terminal to do ridesharing matches.

1990-91 -- During the Clean Air Challenge, 37.96% of all City employees used alternative methods of commuting. The City placed second in competition with other major employers of similar size. Internally, Scottsdale's Water Resources Department had an outstanding 80.24% participation and a 40.24% increase in participation from the previous years. Also early in 1990 an off-site computer terminal was located in Scottsdale from the RPTA to do ridesharing matches for Scottsdale employees. Scottsdale employees now have daily access to the RPTA rideshare data base. In 1991 the City put together an employees travel reduction task force to assist developing various programs. One was a survey to preference riding with other city employees in addition to the RPTA program.

1990-91 -- The City of Mesa developed and received approval for a travel reduction program from Maricopa County. The City implemented the strategies outlined in the travel reduction plan in 1990. Result of the City's first year program indicated that 4 of the 5 employment centers achieved a 5% reduction in vehicle miles traveled.

Peoria

1988 -- Conducted a survey of City employees.

1990-91 -- The City established a TRP Committee in November 1991. Newsletters are distributed to city employees regarding TRP programs and a Transportation Fair was held in March 1992. The City rewards employees for participation in the Clean Air Challenge. Additional information is also sent through newsletters, paychecks, and memos to inform employees of carpool information.

Phoenix

1988 -- Approved as component of Public Transit 1988-89 Operating Budget.

1989 -- Conducted a Travel Reduction Program survey among all City employees. In December the City Council approved the Travel Reduction Program Plans.

1990-91 -- Participation by City employees was 30.4% in 1990. The City installed six (6) bicycle lockers and one motorcycle locker. Showers were also installed at the Municipal Building. The bikes on buses demonstration project was developed during 1990. In 1991, average SOV Trips reduced 5.78% and average SOV/VMT reduced 2.37%.

Scottsdale

1988 -- Obtained the Arizona Energy Office authorization for the TMA project to aid Scottsdale employers in complying with the Travel Reduction Program. Applied and received notification of a grant award for a Trip Reduction Coordinator to staff the TMA.

1989 -- The Greater Scottsdale TMA was formed with a membership of 17 firms. The TMA provides direct assistance in the preparation of travel reduction plans, conducts presentations, provides updates on legislative matters, and made member firms aware of the current community transit planning process.

1990-91 -- With a membership of 17 firms, the greater Scottsdale TMA which provides direct assistance in the Travel Reduction Program Legislation, surveyed its employees. Over 93% of the employees returned the questionnaire. These survey summaries results showed a 3.3% reduction in single occupant vehicles. Specific reduction of single occupant vehicles trip/miles will be measured when the 1992 survey is administered and analyzed in early June/July 1992.

Tempe

1987 -- Participated in MAG's working group for the model TRO.

1988 -- On-going program encourages employees to use alternative means of transportation. Encouraged major Tempe employers to implement similar programs.

1989 -- Conducted Travel Reduction Survey and developed a Trip Reduction Plan. Started development of in-house carpool database.

1990-91 -- The City's first Travel Reduction Plan was submitted on a timely basis and approved by the County's task force and Board of Supervisors. Programs included in the Plan were: a weekly drawing, bus subsidies, preferential carpool parking and development of an in-

1988 -- Expanded staff from 6 to 9. Employer database increased from 65 in June 1987 to 420 in March 1989. 10,426 rideshare applicants in database at year end. Updated 4,178 rideshare records and processed 8,408 new applications.

1989 -- Spent \$425,000. Purged database. Had 5,810 applicants in year-end database. Processed 7,849 rideshare match requests. Formed 10 vanpools. Bimonthly rideshare newsletter sent to over 800 transportation coordinators. Percent of people using transportation alternatives to work has increased from 20% to 36%. Percent of trips made by alternative transportation increased from 18% to 22%.

1990-91 -- Purchased a new ridesharing matching software program called Ridestar in 1990. Ridestar computer went on line in February 1991. Number of applicants in database (Dec. 1991): 9,231. Number of rideshare match requests processed: 4,327 (7,771 in 1990). Number of vanpools formed in 1991: 15. Number of vanpools operating in 1991: 24. New collateral material was prepared and distributed to major employers. A monthly newsletter was distributed to over 500 transportation coordinators each month (600 in 1990).

Luke AFB Transportation study completed.

MAG The MAG Regional Ridesharing program is located at Regional Public Transportation Authority (RPTA).

#7 Model Trip Reduction Ordinance - Employer Based Transportation Management

City/Agency

Progress Achieved

Arizona State
Legislation

The 1988 legislation included a mandatory trip reduction program which affects employers with one hundred or more employees at a single work site. The trip reduction goal is to reduce single occupancy vehicle trips to the work place by five percent in the first year and another five percent in the second year.

Chandler

1990-91 --Reduction in single occupancy vehicles to/from work was about 10.44%.

Glendale

Participated in MAG's working group for the model TRO.

Goodyear

1989 -- Requested that employees attempt to reduce trips through carpooling, etc.

1990-91 -- The City is not a large employer, but continues to apprise its citizens of the need to reduce vehicles trips through carpooling. Transit use and foregoing the use of vehicles (Don't Drive 1 in 5). Approximately \$22,000 was expended on mini-issues of the "City Report".

Mesa

1988 -- The City of Mesa, as a large employer, is surveying its employees and developing a trip reduction plan.

1989 -- Conducted a baseline employee survey.

1988 -- MAG's consultant prepared the model ordinance in February 1988. An accompanying Implementation Guidelines Document was also prepared by June 30, 1988.

#8 Voluntary No Drive Days Program

<u>City/Agency</u>	<u>Progress Achieved</u>
Avondale	<p>1987 -- Included articles in City newsletter which is distributed to 3,000 Citizens and 100 employees.</p> <p>1988 -- Spent approximately \$6,400. City newsletter used to distribute rideshare information to 3,000.</p> <p>1990-91 -- Volunteer No Drive Program. The City participated in Clean Air Free.</p>
Chandler	<p>1987 -- 6% employee participation in Challenge Week (156 employees).</p> <p>1988 -- Published articles in <u>Cityscope</u>, monthly newsletter distributed to local utility customers. Supplied plaques and solicited \$300 in door prizes as incentives. Approximately 400 employees participated in Challenge Week, a 143% increase over 1987.</p>
Gila Bend	<p>1987 -- Published articles in local paper and sent notices over local information channel advertising Voluntary No-Drive Days. 7% employee participation in Challenge Week.</p> <p>1990-91 -- Published articles in local paper and published notices over local public information channel. 1) Encourage citizens to share rides and combine trips. 2) Advertising voluntary No Drive Day. 3) Encouraging citizens to walk or use bicycles.</p>
Gilbert	<p>1988 -- Published articles in local paper and sent notices over local information channel advertising Voluntary No-Drive Days and encouraging citizens to walk or use bicycles.</p> <p>1989 -- Published articles in local paper and sent notices over local information channel encouraging citizens to share rides and combine trips, advertising Voluntary No-Drive Days, and encouraging citizens to walk or use bicycles.</p> <p>1990-91 -- Town estimates approximately 7.5 of work force participation in past two years of "Challenge Week". Total cost \$1,000 for advertisement.</p>
Glendale	<p>1987 -- Spent \$250 to develop a public awareness/education program and made presentations to 48 citizens. 48% employee participation in Challenge Week.</p> <p>1988 -- Spent approximately \$300 on materials to implement the program. Local businesses donated door prizes. Won Local Government Challenge with a 39.2% participation rate.</p> <p>1989 -- 54.7% of City employees participated in No Drive Days.</p> <p>1990-91 -- The city participated in the Local Governmental Challenge for the fifth year and won its division.</p>

house rideshare matching program. The City also participated in a local Transportation Management Association, the Northwest Tempe Transportation Network (NTTN), and supported its transportation fair in February 1991 with information booths.

Wickenburg

Passed a Travel Reduction Ordinance in late 1987 or early 1988.

Maricopa
County

1988 -- In July 1988 began to develop staffing documents, enforcement procedures and logistical plans to implement the program. Applied to ADEQ and received a grant for \$546,247. Acquired a list of employers to refine. Hired a program manager. Appointed the Travel Reduction Board. Contracted with RPTA and began work on developing materials for training and assisting major employers affected by the Program.

1989 -- Implemented the program in January 1989 as required by Statute. Received \$793,301 in grant funding from ADEQ for the budget year July 1989 through June 1990. Developed employee surveys. Conducted the initial surveys of large and medium-sized employers. By 1989 approximately 326,000 surveys have been distributed to 358 sites and nine plans had been reviewed and approved.

1990 -- Received \$1,006,975 from ADEQ for the Travel Reduction Program and the Clear Air Campaign for 90-91. Conducted initial surveys of the smaller employers. Approximately 500 employers with 800 worksites participate in the program.

1991 -- Received \$948,576 from ADEQ for the Travel Reduction Program and the Clean Air Campaign for 91-92. Approximately 500 employers with 800 worksites participate in the program. As of December 1991, there were 398 employment and student sites in the second year of the program and 61% were achieving their five percent goal. Overall all sites reduced SOV strips by 5.69%.

RPTA

1987 -- Worked with 200 employers who have established voluntary trip reduction programs.

1988 -- Assisted Maricopa County in designing materials for training and assisting major employers affected by the program.

1989 -- \$306,000 contract with Maricopa County; 42 training sessions held for transportation coordinators; assisted employers 1,632 times; held three roundtable meetings; provided employers with collateral materials.

1990-91 -- Total training sessions held for Transportation Coordinators:

Transportation Coordinator	- 22	
Year 2 Orientation	- 22	
In-House	- 20	Total 64

Total number of employee contacts for technical assistance and plan implementation, 2,683. Total number of employer roundtable meetings, 7. Also assisted employees with Transportation Fairs.

MAG

1987 -- For \$39,980 hired a consultant and organized an ad hoc working group to prepare a model ordinance.

Goodyear

1987 -- Through City newsletter advised citizens and employees of ridesharing and transit options.

1988 -- \$5,000 budgeted. Citizens and employees apprised of ridesharing and transit options.

1989 -- 25% of City employees participated in No Drive Days.

1990-91 -- The City Report is provided to all residents and individuals located within the city. The number of City employees that are carpooling in the past two weeks: Carpool - 6, bike -7, walk-5. Approximately \$8,700 expended in 400 copies of City Report which include articles on "No Drive Day".

Mesa

1987 -- 7% participation in Challenge Week.

1988 -- 38.8% employee participation rate for Challenge Week. Spent \$2,800 to promote the Clean Air Campaign and won the Outstanding Achievement in Government Award in 1988.

1989 -- 36% of City employees participated in No Drive Days.

1990-91 -- The city employee participation rate for the Local Governmental Challenge Week was up 2% from 16% in 1990 to 18% for 1991.

Peoria

1987 -- 14.5% participation in Challenge Week.

1988 -- Total of 315 employees informed of which 104 employees or 33% participated. Spent \$250.

1990-91 -- All employees are informed of Clean Air and Trip Reductions Plans that the City supports. An average of 66 employees have participated each month for the 4 months of the Clean Air Challenge in 1990-91 and the City averages 13% employee participation for the 4 months Clean Air Challenge and is averaging over 5% on the Trip Reduction Plan.

Scottsdale

1987 -- 15.3% participation in Challenge Week.

Publicity continued via City's employee newsletter, municipal access cable channel, media relations efforts, telephone voice messages and citizen outreach programs (utility inserts, special events).

1990-91 -- The City participated in Clean Air Challenge November 1991 - February, 1992, during which 37.95% of all city employees used an alternatives mode at least three times during each challenge week. The City places second in its challenge flight in competition with other major employers of similar size. Staff promoted this event through various newsletters and electronic mail and worked with Regional Public Transportation Authority to encourage employees to use alternative modes of transportation.

Tempe

1987 -- 7% participation in Challenge Week.

1988 -- Spent \$1,600 on an incentive program. Participated in the No-Drive Days program and had a 17% participation during Challenge Week.

1989 -- 18% of City employees participated in No-Drive Days.

Maricopa
County

1990-91 -- The City of Tempe participated in the four-month Clean Air Challenge and was represented on the Government Task Force.

1987 -- 7.8% participation in Challenge Week. Made daily forecasts of CO concentrations to encourage participation in program.

1988 -- Joined as a major sponsor for the campaign. Reached 9,730 employees via internal publication. Challenge Week participation increased to 10.3%. Extended the daily carbon monoxide forecast to 36 hours. Made arrangements to release "advisories" over the AP wire service when unhealthy conditions were forecast.

1989 -- First year Maricopa County funded and supervised the program. Received \$300,000 of funding from ADEQ. Participated with events and contests for employees. 16% of County employees participated during Challenge Week. Initiated a "Don't Drive Day" in the form of a CO advisory for the following commuting day.

1990 -- Received an ADEQ grant which was subcontracted to RPTA to coordinate the 1990-91 Voluntary No-Drive Days Campaign. Major donations include public service time from the media and free bus day. Average weekday bus ridership during the campaign increased 10.12 percent from 1989-90. Developed a new message "Every 25 miles adds One Pound of Pollution".

1991 -- Received an ADEQ grant which was subcontracted to RPTA to coordinate the 1991-92 Voluntary No-Drive Days Campaign. Major donations include public service time from the media. Average weekday bus ridership during the campaign months increased .17 percent from 1990-91.

Phoenix
Chamber of
Commerce

1988 -- The traffic counts conducted before and after the campaign indicate a daily reduction during the 3-month Clean Air Force Campaign of 2.8% in vehicle miles travelled (VMT) or 1.4 million miles. This is equivalent to the elimination of 27 tons of CO and 3.5 tons of HC each day. The average weekday bus ridership on the Phoenix Transit System increased by 21% in November and 31% in December from 1987.

1990-91 -- 40% employee compliance.

RPTA

1987 -- Spent \$190,000 for the campaign which ran from 10/19/87 through 1/19/88. Challenge Week employee participation: businesses - 13.2%, State - 9.3%; local governments - 12.3%.

1988 -- One of the principal sponsors, assisted in designing and coordinating the Voluntary No-Drive Days Campaign and the Clean Air Force Campaign.

1989 -- Received \$325,000 in grants to coordinate the voluntary No-Drive Days Campaign. Major donations included \$750,000 in public service time from the media, \$187,000 from Phillips-Ramsey, KTSP TV-10 and KOY Y95 radio each sponsored a clean air bus. Traffic counts before and during the campaign indicated a reduction in peak period traffic of 2.88% and in all-day traffic of 0.03%. Average weekday bus ridership increased 13.3%.

1990-91 -- The Employee Challenge was expanded from one week to four months long. The number of employers participating increased by 87% from 71 employers to 133 employers. On Free Bus Day, ridership increased by 54.6% to a total of 182,963 riders. Overall bus ridership increased by 10.12% from the previous years. Bike to Work Day attracted 947 riders who turned in Campus Market Research which showed 92% awareness level with 92% indicating favorable attitude toward the Campaign. Sixty-nine percent said the messages made them think of ways in which to drive less. Forty-five percent of the commuters claimed to use an alternate form of transportation at least once a week. 1,691 tons of pollution was saved during the Campaign. Value of donated media during the campaign was \$776,475 including broadcast, billboards, transit shelters, Skyview Traffic, bus exterior, print ads and a direct mail stuffer.

MAG

1987 -- MAG coordinated with Phoenix Chamber and RPTA for the initial program design and during the campaign. The results from MAGTPO coordinated traffic counts were not statistically significant - overall traffic increased 0.80% while a.m. commuter period traffic decreased 0.68% - both below $\pm 2\%$ uncertainty factor for sample size.

1988 -- Attended meeting of the Clean Air Task Force Steering Committee. MAG TRO coordinated traffic counts and prepared reports which discuss the effectiveness of the Voluntary No-Drive Days portion of the program.

#9 Areawide Public Awareness Program

City/Agency

Progress Achieved

Avondale

1987 -- Spent \$6,000 -- Information distributed in city newsletter which reached 3000 citizens and 100 employees. 37 measures were identified.

1988 -- Spent approximately \$6,400. City newsletter used to distribute rideshare information to 3,000. All municipal facilities, banks and grocery stores distribute transit route books. Approximately 100 transit posters were posted throughout the city.

1989 -- One Park & Ride Lot established.

1990-91 -- Spend \$4,400. 3600 printed, 80 transit posters.

Chandler

1988 -- Representatives from Chandler served on the Government committee for the Clean Air Campaign and coordinated the City's participation in the Challenge Week campaign.

Gila Bend

1987 -- Published articles in local paper and sent notices over local information channel.

1988 -- Published articles in local paper and sent notices over local information channel encouraging citizens to share rides and combine trips -- especially into the Phoenix area.

1989 -- Published articles in local papers and sent notices over local public information channel encouraging citizens to share rides and combine trips, advertising Voluntary No-Drive-Days, and encouraging citizens to walk or use bicycles.

1990-91 -- See #8.

Glendale

1987 -- Spent \$250 to develop a public awareness/education program - and made presentations to 48 citizens.

1988 -- The City participated in the Clean Air Challenge. Published articles in its newsletters to residents which are distributed to 49,000 households. Ran four programs on city's cable TV channel

1989 -- Promoted clean air measures via newsletters both to employees and the general public. News releases were sent to the 40 media organizations.

1991-91 -- The Relay employee newsletter had a circulation of 1,050 employees during the past 2 years. The Glendale Connection goes to 45,000 household and contains information on bike races, new bike lanes, child injuries and clear air challenge, bike to work day and Travel Reduction Program, 10 City Manager's Newsletters (paycheck stuffer).

Goodyear

1987 -- Spent \$10,210 -- published articles in city newsletter.

1988 -- \$5,000 budgeted. The City through its newsletter to all residents complimented what others are doing.

1989 -- \$2,000 spent on a newsletter sent to households and businesses.

1990-91 -- In 1990, issues of the Report included article relating to clean air, carpools, and/or transit.

Mesa

1987 -- Spent \$12,000 -- marketing new transit service in Mesa.

1988 -- Spent \$21,000 to market transit services and encourage the use of public transit. Ridership on the Mesa Sunrunner service increased 198% in 1988.

1989 -- Spent \$14,000 to market its transit. Ridership on the Mesa Sunrunner has increased 53%.

1990-91 -- Ridership on the Mesa Sunrunner service increased 55% during the last two years. This indicates that the public awareness program has been effective in attracting passengers in 1990 and 1991. The City spent approximately \$14,000 in marketing of its transit service during FY 1990-91.

Peoria

1990-91 -- Information is mailed to all Peoria residents three time yearly. A public hearing was held on transportation in 1990-91. Information is distributed to city businesses about the city's TRP.

Scottsdale

1987 -- Spent \$2,000 -- Reached 76,000 addresses via Scottsdale Citizens Magazine; 26,000 homes via municipal access cable, 1,000 employees via employee rideshare event, 300 people via city speaker's bureau, and 45,000 households via utility bill insert.

1988 -- Publicity continued via City's employee newsletter (1,100 employees), municipal access cable channel (27,000 households), media relations efforts (all valley media), telephone voice messages (all city callers), citizen outreach programs - utility inserts, special events (potential of reaching a total of 126,000 population).

1989 -- Publicity was enhanced by an employee newsletter, cable television, telephone voice messages, citizen outreach program and special events.

1990-91 -- Publicity continued on this item through 1991, via the city's employee newsletter (1,400 employees), municipal access cable channel (34,000 households), media relations efforts (all valley media), telephone voice messages (all city callers), citizen outreach programs - utility inserts, special events (potential of reaching total 133,000 population).

Tempe

1987 -- Mailed information to major Tempe employers; reached 34,000 households via monthly newsletter, encouraged participation by employees, and provided speakers as requested.

1988 -- Committed \$18,000 to produce an in-house newsletter which disseminated information to all 1,200 city employees and 35,000 water billings.

1989 -- \$20,000 was committed to produce two in-house newsletters and one external community newsletter. The newsletters reached 1,200 city employees and 36,000 households.

1990-91 -- The City's newsletter reached all 1,200 city employees and 40,000 citizens through water billings.

Tolleson

Spent \$250 -- 2,000 people reached through Westside Newsletter.

Youngtown

1987 -- Reached 2287 residents via Chamber of Commerce brochures stuffed in utility bills; placed articles in local newspaper.

1988 -- Wrote several articles for the local newspaper. The Council and citizens have worked to bring public transportation to Youngtown and for completion of westside freeway commitments.

Maricopa
County

1987 -- Reached 10,000 employees via employee newsletter; Spent \$10,900 -- installed a 24-hour, 365 day/yr access phone line for the media for air quality information; developed a CO forecasting capability and began including CO forecasts with the daily air quality report.

1988 -- Installed a direct access phone line for the general public for air monitoring data and forecasts. Prepared and distributed 300 copies of the Air Quality Curriculum to junior high and middle school districts.

1989 -- Participated in the management of Voluntary No-Drive-Days Program, which generated approximately \$750,000 worth of donated Public Service Announcement media exposure. Distributed several press releases about the Regional Travel Reduction Program.

Phoenix
Chamber of
Commerce

1988 -- Served as one of the principal sponsors of the Clean Air Force Campaign.

RPTA

1987 -- Generated \$461,000 in PSA's with a 60% market reach on TV and Radio. Made presentations to 35 civic groups.

1988 -- As one of the principal sponsors assisted in designing and coordinating the Clean Air Force Campaign.

1990-91 -- RPTA participated in Earth Day activities held in Tempe and Phoenix. Awareness of the Clean Air Campaign was 95% (April 1990). Total dollar amount commitment was \$156,000 for 1991.

MAG

1987 -- Input and support for Chamber of Commerce.

1988 -- Attended meetings of the Clean Air task Force Steering Committee.

1989 -- MAG coordinated efforts with the Phoenix Chamber. Attended meetings of the Clean Air Task Force Steering Committee. Coordinated with municipal governments on evaluating the effectiveness of No-Drive Days Campaign.

#10 Park and Ride Lots

City/Agency

Progress Achieved

Avondale

1987 -- Utilizing the developmental review process to identify potential park and ride lots.

1988 -- Designated a park and ride lot in the ABCO Shopping Center at Dysert Road and Van Buren.

Chandler

1988 -- Has three park and ride lots. Established and located a 4th park and ride lot in a city-owned parking lot.

1990-1991 -- Initiated park and ride lot with a capacity of 12 cars/workday.

Glendale

1988 -- Tentatively identified seven park and ride lots in the General Plan. Public hearings for the New General Plan adopted January 1989 were held in 1988.

1990-91 -- The City continues to use three park-and-ride lots (65 spaces). Another lot is planned for future. This project will be developed when regional shopping center is developed.

Goodyear

Ramada Inn supplies 10 spaces for Palo Verde workers.

1990-91 -- Private business is providing spaces for Park & Ride. The Best West Inn provides spaces for a small number of Palo Verde employees.

Mesa

1990-91 -- The City has established three park and ride lots in the past 2 years that service the new 532 Express.

Peoria

1988 -- Community Center designated as a park and ride location.

1990-91 -- The City keeps an updated list of all Valley Park & Rides. The City has 1 Park & Ride and has 2 locations available if needed.

Phoenix

1987 -- Spent \$900,000 for park and ride/transit centers; number of lots increased from 38 in 1986 to 43 in 1987; A draft park-and-ride master plan for the region has been developed. New transit centers for Sunnyslope, Westridge Mall and Paradise Valley Mall are in varying stages of the planning, design and construction process. A final concept report has been prepared for an Express Bus Terminal.

1988 -- The new Sunnyslope Transit Center was 95% complete.

	<u>1988</u>	<u>1989</u>
# of lots	55	62
# of spaces	1,820	1,845
% utilization	36%	36.9%
Average # of spaces used daily	655	681

1989 -- The Sunnyslope Transit Center opened January 1989 and the Westridge Mall Transit Center opened November 1989.

1990-91 -- Number of Lots - 63
 Number of Spaces - 2,247
 Percentage of Utilization - 30%

Scottsdale

1988 -- An eight park and ride lot was located at Frank Lloyd Wright Boulevard and 92nd Street. Completed the multi-model transportation center feasibility study.

1990-91 -- City staff explored stipulating developers for the use of their sites. Analysis continued for multi-model transit centers, which will include park and ride lots. Specific improvements call for eleven additional park and ride lots, totaling an additional 665 spaces.

Tempe

1988 -- There are five park and ride lots in Tempe.

1990-91 -- During 1990 there were five (5) park and ride lots in Tempe. As of the end of 1991, there were eight (8) park and ride lots.

ADOT

1990-91 -- The construction contract for this project was awarded in February 1989. Construction was completed in May 1990.

RPTA

1987 -- 43 park and ride lots (39 in 1986): Draft Plan includes funding for 40,000 new spaces.

1989 -- Spent \$5,000 for brochures and promotional materials for Park-n-Ride lots.

1990-91 -- Refer to the City of Phoenix Report for statistics. RPTA promoted use of Park-in-Ride lots by providing employers and all individuals requesting match lists with various brochures listing parking-in-ride locations.

#11 Financial Incentives Including Zero Bus Fares

City/Agency

Progress Achieved

Chandler

1987 -- Free bus passes November 2-6 to employees who participated in Challenge Week.

1988 -- Offered free bus passes to 400 City employees who participated in the Clean Air Challenge Week.

1990-91 -- Six employees participated in using bus as an alternative to driving alone to work during 1991.

Glendale

1987 -- Study underway.

1988 -- Adopted an Employee Rideshare Program September 1988. Purchased an average of three monthly bus passes subsidized by 50% and two 10-ride ticket books subsidized by 33% each month.

1989 -- Subsidized monthly bus passes by 50% and 10 ride ticket books by 33%. An average of five monthly bus passes and three 10 ride ticket books were purchased per month.

1990-91 -- Continues to sell an average of six monthly bus passes and 10-ride ticket books per month.

Mesa

1987 -- Study underway.

1988 -- Due to significant fiscal difficulties, the City of Mesa was unable to budget funding toward this program in FY 88-89. However, the program is scheduled to begin on December 1, 1989.

1989 -- Implemented subsidizing half the cost of monthly bus passes for employees.

1990-91 -- The City continues to subsidize half the cost of monthly bus passes for its employees.

Peoria

1988 -- Distributed 500 free passes to employees and citizens. Spent approximately \$750 in free trips.

1990-91 -- Approximately 300 free passes were given away to citizens to ride the City Transit system. The city wrote a grant for free interchange between Sun City, Peoria and Glendale Dial-a-Ride. Monthly information is distributed through newsletters to all employees four times a year.

Phoenix

1987 -- Program expanded to include 1/2 price monthly local and express passes in addition to the 1/2 price 10-ride ticket book; spent \$112,000 in 1987; # of employees affected was 1,680 in 1986 vs 1,990 in 1987; average benefit per employee ranged from \$3.75 for 10-Ride Local Tickets to \$15.00 for a monthly Express Pass.

1988 -- Spent \$138,401. Expanded the program to include a 100% subsidy for some employees. Averaged 1072 employees per month participation. Monthly benefit per employee ranged from \$11.25 to \$30.00.

1989 -- The 50% subsidy program provided an average benefit of \$12.86 to an average of 758 employees per month. The 100% subsidy program provided an average benefit of \$25.17 to an average of 339 employees per month.

1990-91 -- Average benefit per employee \$19.32. \$203,000 spend on subsidized bus fares. Number of eligible employees increased by 698 in 1991. 2,271 City employees now use bus card plan.

Scottsdale

1987 -- Transportation survey of employees; working with MAG Model TRO Group.

1988 -- Updating transportation survey of employees - \$20,000 grant being used to fund the implementation of a TMA which will aid employers in establishing financial incentives and other benefits for these employees who don't solo drive to the work place.

1989 -- Implemented the TMA for Scottsdale employers. Began planning and budgeting for 50% bus subsidies for City employees.

1990-91 -- The results of a 1991 city employee survey and the 1991 Maricopa County Transit Reduction Program employee survey indicate that employees would ride buses if discount fares were available. Survey results will be updated as part of the implementation and compliance measure for the Maricopa County Travel Reduction Plan. Research, planning, development and budgeting of at least 50% bus subsidies and making employees aware of tax implications were an ongoing project during 1991. In addition, work is continuing on the development of the "guaranteed ride home" program.

Tempe

1987 -- Study in Fall 1987 recommended 50% bus pass subsidy and cash awards to employees who walk or bike. Plan to implement in July 1988.

1988 -- Budgeted \$7,500 for 88-89. Provided 50% subsidies to employees using buses.

1989 -- Budgeted \$7,500 for financial incentives in 1989. Provided 50% subsidies to employees using buses.

1990 -- Budgeted \$10,000 for 90-91. A 50% subsidy for employee bus tickets is provided as a part of the City's Travel Reduction Plan.

1991 -- The City budget for County Travel Reduction compliance which includes the bus subsidy program, was \$3,000 for FY 1991-92.

Maricopa
County

1987 -- Subsidized 50% of cost of monthly passes (up to \$15.00/mo). Began program 12/1/87 and sold 156 monthly passes (up to 550 in Jan.).

1988 -- Subsidizing 50% of bus fares for employees. Approx. 400 employees participated through payroll deductions and another 450 purchased monthly bus tickets.

1989 -- Continued to subsidize bus fares for employees at a rate of 50% full fare up to \$15.00 per month per participating employee. Spent \$156,000 in FY 1989.

1990-91 -- Same as 1989.

RPTA

18 employers out of 200 offer a subsidy. Affects 36,143 employees.

#12 Preferential Parking for Carpools and Vanpool

City/Agency

Progress Achieved

Chandler

1990-91 -- Six spaces and 5 additional carpool spaces are identified at two sites.

Glendale

1988 -- \$6000 was budgeted to construct covers for an additional 12 spaces reserved for carpoolers. Total of 22 spaces are now reserved for carpoolers.

1989 -- \$4,000 budgeted to construct covers for 8 parking spaces reserved for carpoolers. Had a total of 22 preferential parking spaces. 32 employees participated in carpools.

1990-91 -- \$57,394 was budgeted for TRP in 1991, an increase of \$2,394 from 1989. An increase of 4 more preferential parking spaces for carpoolers (total 30). Approximately 45 employees are participating in carpooling.

Mesa

Study and plan proposed.

Peoria

1988 -- Established 2 parking spaces for car pools for employees.

1990-91 -- The City presently has 6 spots for carpoolers at City Hall. One spot for carpoolers at Fire Administration. Two spots for carpoolers at Municipal Operations Center. The City expended \$200 for carpool stickers. There has been an increase of 2 more spaces for carpoolers from 1990. The City has sent out flyers asking for city employees to sign up to use carpool spaces. The City held an transportation fair to inform city employees about carpooling.

Phoenix

1987 -- Has a policy: 95 spaces are available and 71 carpools are registered.

1988 -- Increased the number of carpool spaces by 71 to 166 and 166 carpools are registered.

1989 -- 155 spaces available for carpooling. 191 carpools.

1990-91 - Number of spaces is 292. \$37,952 employee parking fees waived for carpools.

Scottsdale

1987 -- Established preferential parking spaces.

1988 -- Preferential parking spaces have been established in City parking garages. The contract for the consultant to assist in TMA implementation was executed in December 1988.

1989 -- Planned to upgrade the program to include annual verification registration, parking permits to be displayed in vehicles, enforcement for the misuse of preferential parking and a guaranteed ride home program.

1990-91 -- Preferential parking spaces in city parking garages have been established since 1987. TRP survey results demonstrated employees desire to reward carpoolers. The city has been committed to the planning, development and budgeting of employee requested inducements including upgrading the Preferential Parking Program. The new upgraded program is scheduled to be completed by June 1992 and includes annual verification registration parking permits to be displayed in vehicles, enforcement for misuse of preferential parking, and a guaranteed ride home program.

Tempe

1987 -- Study in Fall of 1987. Will have 20 spaces available beginning July 1988.

1988 -- 7 new parking spaces were added to the existing 12 reserved for carpools for a total of 19 spaces.

1990-91 -- There are 19 spaces available for carpoolers at the City Hall worksite. Carpoolers must obtain a permit and carpool parking is monitored.

Maricopa
County

1987 -- Has 246 spaces which are monitored daily.

1988 -- Increased number of carpool parking spaces to 300. Reregistered all carpools. Setup new policies and procedures to monitor carpools. Established a computer program for carpooling.

1990-91 -- Increased number of carpool spaces to 400.

Arizona State

1988 -- Has 217 reserved rideshare parking spaces.

1989 -- Has 229 reserved rideshare parking spaces.

RPTA

21 employers out 200 offer this option. Affects 44,101 employees.

1989 -- Of the 120 TRP plans submitted, 73 committed to providing preferential parking.

1990-91 -- RPTA prompts preferential parking to employees as a strategy for TRP plan. This is one of the most popular and easiest to implement strategies. Of the 393 TRP plans submitted to the County in 1990, approximately 80% have committed to providing preferential parking. In 1991, it was a 75% commitment.

#13 Mandatory Parking Charges for Employees

City/Agency

Progress Achieved

Mesa

1990-91 -- The City developed and received approval for a travel reduction program from Maricopa County but the City has not implemented mandatory parking charges.

Phoenix

1988 -- Monthly parking charges for City employees ranged from no charge for carpools parking in surface lots to \$18.00 for regular commuters parking in the City garage. These revised charges were implemented July 1, 1988. 1,413 employees affected.

1989 -- The City of Phoenix generated \$90,902 in revenue from employee parking. Fees were reduced for carpoolers.

1990-91 -- The City generated \$177,573 in revenue from employee parking. The difference between the total revenue plus total cost of operation indicates a program loss of \$121,390 in 1990. The measure was not reviewed for 1991.

Scottsdale

1988 -- Selected a consultant in December 1988 to assist in implementing a TMA as an alternative means of promoting trip reduction and parking management on a voluntary basis among local employers.

RPTA

1989 -- 120 TRP submitted - 5 commit to mandatory charges for parking. RPTA employees pay a rate of \$40.00 per month for parking.

1990-91 -- Of the first year TRP plans submitted to the County, approximately 10 have committed to have mandatory charges for parking (most are schools). RPTA employees must pay the actual cost for parking if they choose to drive. Carpoolers and other alternate mode users receive a subsidy of \$45 per month for carpooling, bicycling, etc.

#14 High Occupancy Vehicle Lanes on freeways

<u>City/Agency</u>	<u>Progress Achieved</u>
ADOT	<p>1987 -- 14 miles on I-10 from 83 to 27 Aves. -- not open 14 miles on I-10 from 40 St. to 3rd St. - not open 5 miles under construction.</p> <p>1988 -- Opened 14 miles of HOV lanes on I-10 between 40 St. and 3rd St., 7 miles of one lane each direction. 5 miles of HOV lanes were completed on the East Papago Freeway between 40 St. and Squaw Peak Parkway, but not opened yet.</p> <p>1989 -- With the construction of I-10 from 27th Ave. to 7th Ave., ADOT completed 18 miles of HOV lanes in 1989 ready to open January 1990.</p> <p>1990-91 -- With the completion of HOV lanes along Interstate 10 from 27th Avenue to 7th Avenue in 1989, ADOT now has completed approximately 38 miles of HOV lanes in the Phoenix Metropolitan area. An additional 22 miles of HOV lanes along the Maricopa and East Papago Freeways are currently being designed or are under construction. These facilities are scheduled to be fully open by 1994.</p>
RPTA	<p>1989 -- \$2,595 ADOT grant for HOV brochures; coordinated with ADOT on promotion of HOV lanes. One hour traffic counts on the number of vehicles using the HOV lanes varied from 24% to 28%.</p> <p>1990-91 -- RPTA promotes the use of HOV lanes to Valley employers and had added information on HOV lanes in a new general rideshare brochure.</p>
Avondale	1990-91 -- HOV Freeway
Carefree	1990-91 -- Ongoing program of maintaining land after zoning is given, but not developed. Ongoing program.
Phoenix	1990-91 -- HOV lanes have been completed and are in operations along I-10 for 20.83 number of users - 3,477/per 24 hours.

#15 High Occupancy Vehicle Lanes on Existing Arterials as Appropriate

<u>City/Agency</u>	<u>Progress Achieved</u>
Avondale	1990-91 -- Exclusive Bus Lanes
Phoenix	<p>1987 -- Prior to 1987 had bus only lanes 2.2 miles on Central/First one-way street pair.</p> <p>1988 -- ADOT established HOV lane on east Papago 3rd St. to 40th St. Phoenix is maintaining the HOV ramp.</p>
Scottsdale	1990-91 -- During 1991, staff continues to research and investigate the appropriateness of HOV lanes for Scottsdale roadways. Transportation Planning Commission have recommended wider arterial right-of-way that may accommodate HOV lanes. This new wider right-of-way for Scottsdale was adopted by City Council in January 1991.

#16 High Occupancy Vehicle Ramps Which Bypass Freeway Ramp Metering Signals

City/Agency

Progress Achieved

ADOT 1987 -- Added 1 ramp metering bypass bus lane at I-17 & Dunlap Southbound.

1988 -- The entrance ramps for the freeways on the MAG Freeway/Expressway system are being designed and constructed to accommodate HOV bypass operation.

1990-91 -- The new HOV by-pass ramps were completed during 1991. As part of the freeway development process ADOT considers constructing new freeway on-ramps wide enough to allow striping of HOV by-pass around ramp meters when warranted by traffic demand. Construction of two (2) exclusive HOV ramps on Interstate 10 at 79th Avenue was completed in May 1990 in conjunction with a new adjacent park and ride lot.

Avondale 1990-91 -- HOV Ramps

Phoenix 1990-91 -- City works with ADOT. Several ramps installed during 1991.

RPTA 1989 -- RPTA participated on a MAG/ADOT HOV study to consider HOV priority options for the freeway system; RPTA participated on ADOT's I-10 TSM Advisory Committee.

1990-91 -- RPTA has reviewed and commented on ADOTS recommendations for locations of HOV by-pass ramps.

#17 Mitigation of Freeway Construction Impacts

City/Agency

Progress Achieved

Mesa 1989 -- Ongoing meetings held with ADOT to discuss mitigation measures.

Phoenix 1987 -- Contracted w/ADOT to provide interim transit service to parallel I-17 4 routes.

1988 -- Worked with ADOT on mitigation plans for upgrading of freeways in the East Valley.

Tempe 1987 -- Worked with ADOT & contractors to review detours and monitored traffic flows.

1988 -- Worked with ADOT to review barricading and detour plans to reduce the impact on traffic for the Price/Pima Freeway.

1989 -- Worked with ADOT to review construction barricading and detour plans.

1990-91 -- The City worked with ADOT to review construction barricading and detour plans to reduce the impact on traffic in Tempe. Mitigation is occurring during FY 1990-91 and FY 1991-92 at Mill Avenue and Rural Road in conjunction with the construction of the East Papago Freeway.

ADOT

1987 -- Spent \$400,000 on: 1) public information campaign, 2) installation of left-turn arrows at 4 intersections, 3) temporary transit service, 4) construction of southbound bus bypass lane at I-17 & Dunlap, and 5) one new park & ride facility in north Phoenix.

1988 -- Issued a daily "Construction Alert". Published and distributed neighborhood brochures to neighborhood areas impacted by highway construction. Advised the news media of every state highway construction contract awarded. Established "Traffic System Management" committees for major reconstruction projects. A TSM Committee for the FY 1989-94 reconstruction of the Maricopa Freeway (I-10) was established in October.

1989 -- Continued ongoing public information activities mentioned in previous years.

#18 & #19 Freeway Surveillance, Ramp Metering, and Signage

City/Agency

Progress Achieved

ADOT

1987 -- Budgeted \$3.7 million to be spent in 1988 to link ramps in an expanded traffic surveillance and control system.

1988 -- In May, engineering consultants initiated functional design for the 50 mile core system planned for I-10 and I-17.

1989 -- Design work continued on the planned freeway corridor system which was expanded to encompass a 100-mile system. Engineering plans progressed to the 30% complete stage for the 22-mile first phase of the project. Plans are 60% complete for the central computer complex.

1990-91 -- The basic concept of a freeway management system has been expanded to include non-interstate portions of the MAG System (State Routes 51, 101, 143, 206, and 360). Installation of yield equipment and coordination of ramp meters is proceeding along the 22-mile fast phase of the project in the I-10 and I-17 corridors. Construction and installation of equipment in the central control complex is also underway.

Phoenix

1990-91 - City works with ADOT. Several meters installed during 1991.

Scottsdale

1990-91 -- In past discussions ADOT assured city staff that it is standard practice to provide sensors in the pavement and provide other electrical conduit as part of new construction to support freeway traffic flow improvements. While final design hearings and environmental assessment have not yet been held on the Outerloop/Pima Freeway in Scottsdale, the city is working to understand the future freeway's traffic impact. In addition, special studies are underway for Chaparral, Shea/Pima, Indian School, 90th Street/Doubletree, and Thunderbird Outerloop interchange corridors. These bond funded studies will help to facilitate freeway/arterial street traffic flow. In addition, the City has provided \$3.5 million for 7 miles of interim freeway improvements through the approval of 1989 Bond Funds.

RPTA

Included the concept in draft plan.

#20 Computerized Synchronization of Traffic Signals

City/Agency

Progress Achieved

Chandler 1987 -- Added 16 intersections (17 are already synchronized) (time-based coordination).

1988 -- Applied for \$600,000 for computerized traffic signals. Submitted plans and specifications to ADOT and FHWA for a computerized closed-loop signal system for Chandler Blvd. and Alma School. Bids were received in Jan. 1989.

1989 -- Installed closed loop signal system on Alma School Road and Chandler which included a total of 18 intersections.

1990-91 -- A total of 33 intersections are now part of this program to reduce traffic congestion and idling vehicles, with 48 scheduled.

Glendale 1987 -- Added 3 (4 in 1986) Spent \$1,134.50 on synchronization.

1988 -- Spent \$140,000 to install 4 new synchronized traffic signals. Spent \$300,000 to replace 6 traffic signals.

1989 -- Four new traffic signals installed at a cost of \$160,000.

1990-91 -- Three new traffic signals were installed in 1991. A study of the new computer system completed in 8/92.

Goodyear Adopted a Transportation Master Plan.

1990-91 -- The number of signals existing in the City do not warrant action at this time at such time as coordinating is warranted, the City will initiate the same, in accord with transportation master plan requirements. The city will continue to require the installation of signal equipment which will lend to improve traffic movement within, to and from new development. Approximately \$2,000 is expended annually for signal maintenance which is done by Maricopa County.

Mesa 1987 -- Added 34 (109 out 203 already synchronized).

1988 -- Spent \$224,000. Central computer enlarged and 13 additional intersections were added.

1989 -- Spent \$65,000 in 1989 for synchronization of signals. 61 additional intersections were added to the system.

1990-91 -- Additional traffic signals are placed in the system as they are constructed. \$90,000 is budgeted for communications costs. Twenty-one 21 additional intersections were added in 1990 and eight (8) in 1991. Total of 29 new intersection traffic lights added in the past two years.

Paradise Valley 1987 -- spent \$1000 for flow studies.

Peoria 1990-91 -- The City assisted Maricopa County to install two (2) new traffic signals and upgraded two (2) others within the City. Total traffic signal count remains at 19. Signal improvements were made to accommodate traffic flow for an efficient reduction in vehicle idling.

Phoenix

1987 -- Added 8 (412 are already included in the centralized computer managed signal control system).

1988 -- 7 intersections were added to this system. Spent \$105,321 to upgrade master computer and redesign and test new field units for expanded and upgraded communication system.

1989 -- Upgraded and expanded the communication system. 40 intersections were added to this system.

1990-91 -- In 1990 approximately 19 intersections were added to system, plus 23 intersection, approximately 42 added in two years. Currently 502 signals in computer system. 97% time based and computer synchronized.

Scottsdale

1987 -- Spent \$12,900 of the \$79,000 budgeted to begin a study on improving the current system (89 out of 149 are already synchronized).

1988 -- New signal timing plans were implemented in April. Benefits from new plans convinced the City to expand the central computer to synchronize the remaining signals. Received bids for purchase in Dec.

1989 -- Expended \$480,027 on expanding synchronization of signals. 80 additional signals were added. Converted 38 NEMA controllers to type 170 controllers.

1990-91 -- Currently 147 of the 163 traffic signals in Scottsdale are controlled by the central computer, and are therefore synchronized. In June, the conversion from NEMA controllers to Type 170 controllers, a much more efficient and flexible controller, was completed. The new controllers provide the capability of providing synchronization without control by a central computer. Currently five of the 15 signals not under central computer control are capable of some form of synchronization. A consultant was hired to develop specifications for a new central computer and a new communications system. The purchases are expected to occur in 1993 or 1994.

Tempe

1987 -- Added 25 (106 out of 131 are already synchronized) and refined synchronization.

1989 -- Added 17 more intersections to the traffic signal coordination system.

1990 -- The City currently has 143 intersections with traffic signal coordination.

1991 -- The City currently operates 144 intersections with traffic signal coordination. The City also coordinates with adjacent cities 12 additional traffic signals which lie at the City's borders.

Tolleson

1987 -- Synchronized 2 (prior 0).

1988 -- Spent approx. \$17,195. Added 1 signal at 79th and Van Buren. Upgraded signal at 94th and Van Buren.

Gilbert

1989 -- Installed signal control devices which could be integrated into a computer synchronized system. Gilbert Road has begun to be operated on a time-based coordination method. Five new intersections were signalized in 1989.

Maricopa
County

1987 -- 0 (5 intersections are already synchronized).

1988 -- Completed an analysis of possible traffic signal coordination. Overall 15 intersections are planned for synchronization. Allocate \$120,000 to purchase necessary equipment.

1989 -- Researched the marketplace for types, configurations and cost of equipment

#21 Reversible Lanes on Arterials

City/Agency

Progress Achieved

Glendale

Draft General Plan completed.

1990-91 -- The City began implementation of unbalanced lanes in 1990 and continues to do in 1993.

Goodyear

Adopted Transportation Master Plan.

1990-91 -- Transportation Master Plan and Community Master Plans specify arterial street locations needed to properly accommodate traffic volumes anticipated throughout the City. At this time, reversible lanes are not warranted and were not considered.

Phoenix

1987 -- Added 1 lane mile and extended hours from 7-9 am to 6-9 am (already had 13 miles and had removed 1 mile for freeway construction).

1988 -- Extended the 7th St. reverse lane through the Dunlap and Cave Creek intersection.

1989 -- Maintained existing reverse lanes.

1990-91 -- 14 miles of reversible lanes maintained.

Scottsdale

1987 -- Continued to acquire land and plan for downtown couplet.

1988 -- The 70th St. bridge was completed. One developer began construction and a second received approval for 1/4 mile segments which together will tie Scottsdale Rd. to the west leg of the couplet in the "Downtown Plan" along the 70th St. alignment.

1989 -- Completed the segments which link Scottsdale Road to the west leg of couplet along the 70th Street alignment.

1990-91 -- The total dollar amount spent during 1991 was \$8.6 million. The east couplet and west couplet expenditures were \$3.3 million and \$5.3 million respectively. It is estimated that the entire couplet system will cost approximately \$65 million. The City's contribution will be \$50 million and the private sector will spend \$15 million. To date, the west couplet (Goldwater Blvd.) is complete from Chaparral Road to Camelback Road, and the intersection at Fifth Avenue. The east couplet between Indian School Road and

Scottsdale Road was completed. In addition, the design and construction of the 2nd street to Osborn Road leg was initiated, with completion in spring of 1992.

Maricopa
County

1988 -- 2 3/4 miles of reversible lanes were used in two areas between I-10 and Baseline Rd. to accommodate traffic generated by special events.

#22 One Way Streets

City/Agency

Progress Achieved

Chandler

1988 -- City performed 120 traffic counts during 1988. According to the results there was no justification for establishing one-way streets in Chandler.

Glendale

1987 -- Draft General Plan completed which designates one pair of one-way streets.

1988 -- Held Public Hearings for a new General Plan adopted January 1989 which identifies a Glendale Ave/Lamar Road couplet system (about 2 miles.). Spent \$25,000 out of \$56,000 towards completion of the Downtown Plan which includes the couplet system.

1989 -- Council adopted plans to build a one-way street system on Lamar Road and Glenn Drive between 53rd and 61st Avenues.

1990-91 -- A \$50,000 study was launched in 1990 regarding the need for one-way streets. The City decided not to implement a one-way street system.

Peoria

1990-91 -- One-way traffic was applied to eliminate truck noise within impacted subdivisions. This gives us one (1) mile of lane restricted traffic.

Phoenix

1987 -- Began construction on the Fourth/Fifth street crossover. 19 miles of one-way street already in place.

1988 -- The 4th St/5th St crossover was completed.

1989 -- Budgeted \$60,000 for the design of crossovers for the 1st Street one-way couplet. Currently studying a one-way circulation concept as part of the Camelback East Core Specific plan.

1990-91 -- 27 miles maintained. Studies conducted show limited options for expansion.

Scottsdale

1987 -- No streets of sufficient length or in sufficient paired proximity to implement one-way street. Continued to plan and acquire land for downtown couplet.

1988 -- The 70th St. bridge was completed. One developer began construction and a second received approval for 1/4 mile segments which together will tie Scottsdale Rd. to the west leg of the couplet in the "Downtown Plan" along the 70th St. alignment.

1989 -- See #21.

1990-91 -- See #21.

Tempe 1987 -- Currently not feasible on existing streets due to distance between arterials and the lack of through collector streets. Frontage roads designed for Pima Freeway will serve as a couplet.

1990-91 -- No one way streets dedicated.

#23 Truck Restrictions During Peak Periods

<u>City/Agency</u>	<u>Progress Achieved</u>
Carefree	1990-91 -- Requirement that materials shall not be allowed to drop, leak or escape from vehicles was adopted as an ordinance (1989).
Goodyear	1990-91 -- Truck restrictions apply to approximately 1/4 mile of street in the City and all subdivision streets which were posted "No Trucks".
Mesa	Ordinance #2256 (1987) includes routes and/or time of day restrictions.
Paradise Valley	Increased enforcement of truck weight and safety laws - issued 65 citations.
Peoria	1990-91 -- The City along with the Sand and Gravel Truck Traffic Working Committee has established a voluntary truck route in a one-way circulation. This has been moderately successful except for some independent truckers and abbreviated return trips. The city has implemented ordinances prohibiting trucks operating on non-approved routes. The ordinance allows "Liability Damages" resulting from unlawful entrances from trucks. The city also defines trucks and gross weight of trucks.
Phoenix	Truck restrictions in travel code (on travel and deliveries by trucks downtown). 1990-91 -- Restriction on travel and deliveries by trucks in Downtown area during rush hour are approximately 25 miles of streets. The restrictions are included in City Code and enforcement is on-going.
Scottsdale	1989 -- By policy, truck traffic specifically related to excavation is limited to non-peak hour travel through a permit process. 1990-91 -- Policy remains in effect.
Surprise	1990-91 -- Enacted an Ordinance for establishment of Principle Truck Routes.
Tempe	1990-91 -- No trucking restrictions on arterials. Limited no entry into residential streets.
Tolleson	1987 -- Ordinance #119 (1974). 1988 -- Restricted 1 mile on Van Buren under Section 12-4, Tolleson City Code, Ordinance #198.

#24 Intersection Improvements

<u>City/Agency</u>	<u>Progress Achieved</u>
Carefree	1990-91 -- Ongoing enforcement in off road use of motorized vehicles - police service.

Chandler 1987 -- Spent \$9,476,285 in 1987. Redesigned and widened 6 miles of roads which included 4 intersections. Completed 40% of 1 improvement district (6.5 miles and 3 intersections).

1988 -- Completed 0.5 miles of road widening, a capital improvement project. Spent \$5,235,860 in improvement district funding to complete the remaining 40% of project to widen 6.5 miles of road and improve 3 intersections. Completed a contract to widen 0.5 miles of road and improved 2 intersections.

Gilbert 1987 -- Ten (10) intersections.

1988 -- Signalized three new intersections. Improved Warner Road -- Gilbert to Cooper Roads. Developed a five year capital improvements program which was a part of a \$90 million bond proposal the citizens voted on in October 1988.

1989 -- Spent \$1,000,000 for five intersection improvements.

1990-91 -- In two year period, 1.5 miles of roadway improved to increase smooth traffic flow. Improved traffic flow at 4 intersections.

Glendale 1987 -- Twelve (12) intersections.

1988 -- Approximately \$3.9 million was spent for 11 intersection improvements.

1989 -- Eight (8) intersections improved.

1990-91 -- Five (5) arterial street intersections were improved in two years.

Goodyear 1990-91 - An extended turn lane was previously placed on Litchfield Road south of Van Buren, thus enabling the movement of traffic to be less restrictive and flow more freely. Intersection improvements were made along Estrella Parkway between Interstate 10 and Highway 85.

Mesa 1987 -- Widened 6-1/2 miles of streets.

1988 -- Five (5) arterial street intersections improved as part of street widening projects. Spent \$8,500,000.

1989 -- Improved six (6) intersections.

1990-91 -- During 1990-91 25 arterial street intersections were improved. The funding was partially or fully funded with available revenues from Highway User funds.

Paradise Valley Four (4) intersections.

Peoria Three (3) intersections.

1990-91 -- Intersection improvement and traffic signals have been installed at three (3) intersections in the past two years.

Phoenix 1987 -- Eleven (11) intersections.

1988 -- Ten (10) intersection improvements projects were completed.

1989 -- Six (6) intersection improvement projects were completed.

1990-91 -- Thirty-six (36) intersection improvement projects were completed in 1990 and 53 were completed in 1991, making a total of (89) intersection improvements completed.

Scottsdale

1988 -- Improved one major intersection. Completed restriping projects to improve traffic flow. Began implementation of lagging left turn arrows city wide. After review 38 of 53 left turn arrows now permit turns on the green light for through traffic. Began four signal removal studies.

1989 -- Improved 1 intersection and finished implementing lagging left turn arrows.

1990-91 -- Improvements occurred at the eight (8) intersections through the Bottleneck Project category of the Capital Improvement Program. Design and/or construction work occurred for fourteen (14) separate spot street project.

Tempe

1988 -- Two (2) intersections improved. Spent \$180,000.

1989 -- \$1,500,000 spent to improve ten intersections.

1990 -- Major improvements occurred at six (6) intersections. Spent approximately \$1,243,000.

1991 -- No major improvements were completed within Tempe during calendar year 1991, though construction work continues on a number of street and intersection improvement projects.

Tolleson

1987 -- 15 intersections.

1988 -- 5 intersections improved. Spent approximately \$42,659.

Maricopa County

1987 -- 120 intersections.

1988 -- 78 intersections improved through the Capitol Improvement Program and traffic signalization projects.

1989 -- A total of 72 intersections were improved; signals were installed at 10 intersections; signals were upgraded at 7 intersections; and improvements were made to 55 unsignaled intersections.

1990 -- A total of 46 intersections were improved and signals were installed at 8 intersections; signals were upgraded at 12 intersections; and improvements were made to 26 unsignaled intersections.

1991 - A total of 17 were improved and sigals were installed at 7 intersections; signals were upgraded at 9 intersections and 1 new arterial system was installed.

ADOT

1987 -- Constructed new left turn lanes for intersections at the Peoria and Cactus Road interchanges with I-17.

1988 -- 3 intersection improvement projects -- 7th Street and I-17, 7th Avenue and I-17, and 5 locations on S.R. 360 between Dobson and Gilbert. Spent \$810,000. Rescheduled the Dunlap overpass at I-17 project to FY 1990.

1989 -- Improved 2 intersections. Spent \$550,000.

1990-91 - The intersection improvements along State Route 87 are proceeding and will be completed in 1992. Design of the improvement to State Route 89 is completed and reconstruction is scheduled to begin in the latter half of 1992. ADOT also continues to monitor the synchronization status of municipal systems affecting state routes. Based upon appropriate criteria, those segments of the state system requiring upgraded signal coordination will be identified and programmed for improvement.

Luke AFB

Widened Litchfield Road.

#25 On-Street Parking Restrictions

City/Agency

Progress Achieved

Avondale	1987 -- Ordinance enforced by police. 1988 -- Spent \$4,200 for 0.25 patrol officer to enforce the City's no on-street parking ordinance. 1990-91 -- Restrict on-street parking.
Chandler	1987 -- Seven (7) traffic counts performed. Results did not warrant removal of on-street parking. 1988 -- Conducted two special traffic counts on Chandler Boulevard - it was determined that traffic flows were not being impeded by on-street parking. Traffic counts by ADOT along Arizona Avenue did not warrant removal of on-street parking.
Gila Bend	1989 -- Gila Bend does not allow parking along Pima Street, the main thoroughfare in town. 1990-91 -- Gila Bend does not allow parking on main thoroughfares in town.
Gilbert	150 spaces removed (increased capacity by 100%). 1990-91 -- Town spent \$102,000 to create an additional 100 off street parking.
Glendale	1988 -- Held public hearings on the New General Plan adopted January 1989. The City does not allow on-street parking along arterials and major arterials except along parts of Glendale Avenue, particularly in the downtown area. 1989 -- Adopted a New General Plan that does not allow on-street parking on major arterials.
Goodyear	1988 -- By ordinance, there is no on-street parking on major streets in the City. 1990-91 -- City Code prohibits parking on major streets in the City. The Code is strictly enforced and includes vacant lots as well.
Mesa	1987 -- Parking along 1/2 mile of Main Street removed. 1988 -- Prohibited parking along an additional 1-1/4 miles of Main Street. Main Street is the only arterial with on-street parking.

1990-91 -- Main Street continues to be the only arterial with on-street parking.

Paradise Valley

Spent \$1,000 to place 75 signs. Removed approximately 3 miles of on-street parking on cul-de-sacs.

Peoria

1988 -- The City of Peoria Zoning Code provides off-street parking for all uses.

Phoenix

1987 -- 20 miles on-street parking removed (previously removed 25.5 miles which increased capacity by 50%).

1988 -- On-street parking was removed from approximately 1-1/2 miles of major streets improved including McDowell Road between Central and 16th Street.

1990-91 -- As part of the accelerated bikeway program, 60 miles were removed. Parking fees enforced on all downtown streets.

Scottsdale

1989 -- Parking eliminated on portions of two streets.

1990-91 -- No on-street parking was removed during 1991.

Tempe

1987 -- Parking removed along Mill Avenue (for approximately 2 miles) (previously removed all on-street parking except for a 1/2 mile section of Apache).

1988 -- Fifty parking spaces were removed.

1989 -- Fifty parking spaces were removed.

1990 -- On-street parking was removed along the following street segments: Fifth St. from College to Ash; Ash from University to Fifth. Kyrene between Baseline and Southern. There is no on-street parking along major arterials in Tempe.

Tolleson

Ordinance #181 (1980).

Maricopa County

1987 -- 2,859 spaces removed which increased road capacity by 20% (previously removed 2,500 spaces).

1988 -- 650 parking spaces were removed.

#26 Bus Pullouts in Curbs for Passenger Loading

City/Agency

Progress Achieved

Chandler

1988 -- All local roads constructed in 1988 met City requirements for bus pullouts.

1989 -- Expended \$30,000 for construction of three new bus pullouts.

1990-91 -- Bus shelters to promote increased utilization. 30 shelters and 10 benches in place.

Glendale

1988 -- Held public hearing on the New General Plan adopted January 1989 which will provide bus pullouts along major arterial and arterial streets at 1/4 mile intervals. Locations will be determined during the development Plan Review process or at the time of major street improvements.

1989 -- Several new bus pullouts were built in 1989.

1990-91 -- Six (6) bus pullouts were constructed in the past two years.

Goodyear

Bus pullouts are required on all developments abutting the arterial street system.

1990-91 -- Bus pullouts are being required on all developments abutting arterial streets, and are required in all planned developments, ongoing development of the Pebble Creek Retirement Community will require bus pullouts on arterial streets; some are being constructed at this time and others will be in the future.

Peoria

1987 -- 1 pullout.

1988 -- All site plans are reviewed for opportunities to provide bus pullouts.

1990-91 -- In 1990 two bus pullouts in curbs were constructed. No additions in 1991.

Phoenix

1987 -- 100 pullouts (prior 300 pullouts).

1988 -- Installed approximately 50 bus pullouts. Contracted to install 500 transit passenger shelters over 48 months. 220 were in place at year end.

1989 -- 8 bus pullouts were constructed.

1990-91 -- Ongoing bus bay construction. 42 new shelters installed in 1991. 2 miles of bus lanes maintained. 570,000 spent on bus bay curbs and improvements (\$74,000 directly from City budget). An additional six bus stops were established as a result of the implementation and success of downtown area shuttle (DASH).

Scottsdale

1987 -- 10 pullouts.

1988 -- Bus pullouts were incorporated in portions of the Hayden Road widening project. Locations for pullouts were being established during the Scottsdale Road project design phase.

1989 -- 2 new bus pullouts constructed and 8 others were planned.

1990-91 -- In calendar year 1991, approximately fifteen bus pullouts are in the planning stages. The cost of bus pullouts done as part of a road widening project is approximately \$4,000-10,000 per pullout.

Tempe

4 pullouts (did not construct the other 4 planned for Mill Avenue at advise of RPTA). Previously had 3 pullouts.

1990 -- Two (2) bus pullouts with quene jumpers were constructed as part of the Papago Park Center project.

1991 -- Because the transit system has indicated that bus pullouts are not generally desirable because of their impact on the timeliness of the Transit system, the need for pullouts is reviewed on a case-by-case basis with each street project.

Maricopa
County

1987 -- 16 pullouts.

1988 -- Total of 18 bus pullouts -- 13 designed in conjunction with the Capitol Improvement Program and 5 by developers.

#27 Increased Bicycle Use

City/Agency

Progress Achieved

Buckeye

Updating General Plan to include a bikeway plan.

Chandler

1987 -- Spent \$9,000 to update Parks and Recreation Master Plan to include 20 miles of bike path. Sponsored 6 community bike rides.

1988 -- Sponsored 7 community bike rides. Spent \$16,560 to publish the Community Leisure Opportunities Guide which includes information on bike rides. Donated the use of a city park and "Showmobile" for a bike rodeo while city staff coordinated a similar bike rodeo. Chandler voters approved a \$1.6 million bond issue which includes bike paths.

1990-91 -- Comprehensive On-Street Bicycle Plan was adopted with citizen involvement.

Gilbert

1987 -- Added 5 miles of bike paths.

1988 -- Worked on various General Plan amendments. Worked with SRP in developing joint use guidelines for SRP canals to tie the various bicycle and pedestrian ways together.

1990-91 -- Town participated with SRP in developing canals to tie bicycleway together. Published maps to identify major bike paths and trails through town. Town participated in MAG Bicycle Task Force.

Glendale

1987 -- Spent \$5,000 to complete a Master Bikeways Plan.

1988 -- The new General Plan adopted January 1989 includes a bicycle element. A Master Bicycle Plan was prepared and recommended for approval.

1989 -- Planned to tie various bicycle and pedestrian ways together. Spent \$711 promoting Bike to Work. 23 City employees are participating in the bike program.

1990-91 -- Approximately 35 employees actually participated in the City's Bicycle Program. The City spend approximately \$1,500 on this program.

Goodyear

Bike trails are under construction in a master planned community. Developing a plant for the total city.

1989 -- Planned and constructed bicycle paths.

1990-91 -- There were no bikeways extensions made in 1991. The existing system is made up of 15.2 miles of signed and marked paths. Plans for 20-30 miles of added bikeways are being completed by the City and bikeway extensions will be made in 1991. City staff using bikes to and from work: 4.

Mesa

1987 -- Preparing a Mesa Bikeways Plan (previously had 14 miles of bike paths).

1988 -- Mesa Bikeway Program completed. Continued development of Spook Hill Park.

1989 -- Master planning of Phase I of the Spook Hill District Park was completed. 10 miles of new bike lanes were completed in the Dobson Ranch area.

1990-91 -- Master planning of Phase I completed with internal bike/pedestrian paths. Construction commenced which adds 3 miles of bike lanes to the system and 22 miles of bike lanes were signed as designated bike routes.

Paradise Valley

New 0.4 miles (previously had 18 miles of bike paths).

Peoria

1990-91 -- The City installed two bike racks at new city complex and formed a bike curb for city employees. The City has participated in bike-to-work day for the last two years.

Phoenix

1987 -- Published a new brochure and map of bike routes and held 2 annual rallies.

1988 -- Published a new brochure and map of bicycle routes sponsored two annual bike rallies, commuter bike ride and produced and distributed a bike suitability map. Adopted the bicycling elements of the General Plan.

1989 -- Spent \$185,025. Completed 5.6 miles of 8' sidewalks, installed bike racks at 3 new sites and completed 2 underpasses.

1990-91 -- Phoenix Bikeways Task Force Bike to Work Day. 30,000 new bike maps developed and distributed. Governor's Task Force and Phoenix Bike Festival. Two annual recreational rides were sponsored by the Park Department. Each ride resulted in several thousand bicyclist attending.

Scottsdale

1987 -- Developed a new cycling plan.

1988 -- Developed a new comprehensive cycling plan which includes facilities, funding, safety and promotion. Held workshops, conducted surveys and hosted rides. Proposed new bicycle paths as part of proposed 5-year Capitol Improvements Plan.

1989 -- Spent \$4,000 publishing a bikeways map. New bicycle paths were funded as part of Scottsdale's 1989 Bond Program. Hired a part-time bicycle coordinator.

1990-91 -- On June 15, 1991, the City adopted the Circulation Element of the General Plan. Included in the Element was the Bicycle Facilities Plan. In July of 1991, the City added nine hours per week to the part time Bicycle Coordinator's schedule. The Bicycle Coordinator works exclusively on bicycle programs. The City's

Bicycle Coordinator continues to serve as an advocate for cycling and to encourage and educate citizens as to proper bicycle use.

Surprise

6 miles of bike paths.

Tempe

1987 -- Established Mayor's Advisory Bicycle Committee; began a General Plan update; prepared a bike facilities route map; ongoing safety program by police department made 105 presentations to 3,806 people and distributed 6,112 pamphlets; published articles in the City Newsletter which reached 33,950 households.

1988 -- Used the City's in-house newsletter to promote bicycle events and activities. Conducted an ongoing public information and enforcement program. Police Department provides speakers on safety issues. Promoted bicycling during the Clean Air Campaign.

1989 -- \$500 spent on wellness program to encourage the use of bicycles; \$3,000 spent on bicycle map. Promoted Bike to Work day. Continued ongoing public awareness and enforcement activities.

1990-91 -- A Mayor's Bicycle Advisory Committee exist to provide a forum for citizen input on issues relating to bicycling in Tempe. The Bicycle Committee worked on development of a revised bicycle plan, facilities guide, and bikeway system map during 1990. The City's Travel Reduction Plan and Clean Air Challenge activities supported increased bicycle use by city employees through weekly drawings, ride to work day and the National Health and Fitness Day events. The city's own in-house newsletters are used to promote bicycle events and activities including a spring Bike Rally sponsored annually by the Community Service Dept. The City also conducts an ongoing public information and enforcement program. The City funds annual advertising promoting bicycle safety. The Police Department provides speakers to address community groups and schools on issues of bicycle safety. The Traffic Engineering division prepares bicycle and pedestrian accident statistics.

Youngtown

1987 -- Patched several streets and intersections to improve safety and encourage bicycle and tricycle use. Spent \$1,650.

**Maricopa
County**

1987 -- Developed 7 Area Land Use Plans which include policies on bicycles and paths.

1988 -- 10 large-scale development proposals were reviewed in preliminary format. Began recommending that all new development include sidewalks on both sides of the street.

1989 -- Included bicycle as a form of commuting in the County's internal Travel Reduction Program.

RPTA

1987 -- Augmented bike paths are part of the transit plan with bike facilities integrated into transit centers. Developed an employer guide to bicycle commuting and a regional bike map.

1989 -- Published a "How to Promote Bicycling" mini-manual for employees. Assisted City of Tucson in developing a bicycling commuter handbook. Bike-to-Work day was planned.

1990-91 -- RPTA participates on the Arizona Bicycle Task Force and the MAG Bicycle Committee. As a part of the Clean Air Force Campaign, a Bike-To-Work Day was held and coordinated with 7 valley

communities in the development of a 100 mile bike route system. Provides rideshare and bicycling brochures. Staff was instrumental in helping to establish a five-year statewide public service television campaign encouraging bicycling safety. RPTA coordinate bike shops to participate in over 100 employee transportation fairs.

Williams
AFB

1990-91 -- Recommendation by WAFB in 1990 and 1991 to the Regional Transit Plan for bike lanes on certain off-base east-west/north-south arterials and provision of bike racks. WAFB also did a survey of employees to get a view on bicycle riding. Survey indicated bike riding is scored (18% on list of preferred alternate transportation mode for getting to work.).

#28 Bicycle Travel and Support Facilities

City/Agency

Progress Achieved

Buckeye

General Plan Update.

1989 -- The Town of Buckeye's encouragement was instrumental in 27 miles of bikeways being installed as part of the Sun Valley Parkway.

Carefree

3/4 mile bicycle paths constructed.

1990-91 -- Bicycle Travel Program ongoing since 1988.

Cave Creek

1988 -- The Cave Creek General Plan was completed this year encouraging pedestrian travel and discouraging automobile use within the commercial core.

1990-91 -- Bicycle lanes installed on Cave Creek Road.

Chandler

1987 -- Spent a total of \$2,000 (\$1,500 for bike racks and facilities and \$500 to plan bike path facilities).

1988 -- City staff formed a committee to develop a more detailed Bike Path Plan which will designate classes of bike paths and identify cost estimates for establishing a city-wide bike path system.

1990-91 -- All local buses operating in Chandler have been equipped with bike racks.

El Mirage

Contracted for Master Plan which was adopted on 01/14/88 and includes a section on pedestrian/bike circulation system.

Gilbert

1987 -- Plans for sidewalks and bike lanes.

1988 -- 5 miles of pedestrian and bike paths were installed in 1988.

1989 -- 24 miles of pedestrian bicycle paths were installed.

1990-91 -- 6.5 miles of bike/pedestrian lanes were installed in past two years.

Glendale

1987 -- Spent \$5,000 to begin preparing a Master Bikeways Plan.

1988 -- New General Plan adopted January 1989 includes a bicycle element. Spent \$31,000 to prepare a Master Bicycle Plan. Provided

bicycles to employees to commute to work. Funds are available for bicycle racks.

1989 -- Working on a General Plan; \$50,000 budgeted in 1989.

1990-91 -- \$50,000 was used for the signing and striping of bicycle lanes.

Goodyear

1987 -- Bike routes being planned for the total city with implementation during right-of-way and/or private property development.

1988 -- Bike routes have or are being planned for the total city with implementation during right-of-way and/or private properties.

1990-91 -- The City presently has 15.2 miles of bike paths which are marked. SunCor, in its 9,000 acre planned development has included paths in the planning process. The City through its participation in MAG Bicycle Task Force, plans to tie the existing and planned path systems into the regional system being planned by MAG. Extension from the Estrella project to the City areas north of the Gila River are to be completed in 1992. The private street system, with the Pebble Creek Retirement Community will provide additional bikeway mileage.

Mesa

1987 -- Began preparing Mesa Bikeways Program Plan. Passed bonds for bike path and support facilities at Spook Hill District Park.

1988 -- Mesa Bikeway Program Plan completed. Continued development of Spook Hill Park.

Paradise Valley

1988 -- Installed 3.1 miles of bike paths.

Phoenix

1987 -- Spent \$230,000. Adopted a bikeway system plan consisting of 600 miles of bike paths. Added 27 miles and 1 underpass at I-17.

1988 -- Requested 1.72 miles of bikeways as part of private development projects. Completed 2.10 miles of bikeways. Bikeways under construction at Cave Creek Park, Tatum Ranch Park, and Desert Horizon Park. Bike racks installed at Sereno Park and Show Butte Park. Underpass completed at I-17 and ACDC. 1 of 5 designated underpasses completed at 35th Avenue. Voters approved approximately \$3.0 million for bike facilities for the 1988-93 Bond fund in April 1988.

1989 -- 65 miles of bikeways completed.

1990-91 -- Bikeway Program added 60 new miles. Number of support facilities: 47 bike racks installed on busses for 3 routes and 900 boarding per month. Amount spent \$17,655.

Scottsdale

1987 -- Spent \$70,200. Added 1.5 miles of bikeway. New plan approved which includes \$20 million for bike facilities.

1988 -- Prepared a bikeways plan which provides a blueprint for \$20 million in new cycling facilities. Proposed over \$2 million in new cycling facilities as part of the recommended Capitol Improvement Plan.

1989 -- Bicycle maps published; bikeway task force provided a plan for \$20 million in new cycling facilities; voters approved \$2 million in new cycling facilities.

1990-91 -- The Bikeway Task Force recommended a bikeway plan which provides a blueprint for \$20 million in new cycling facilities. In 1991 an additional 1,500 feet of bicycle path were required of a private developer. The City will do all maintenance of the path. The city added two more miles of bike pathway in the same northeast area Improvement District.

Tempe

1987 -- Spent \$340,000 on capital enhancement of bike path system. Completed bike paths that were part of Mill Avenue Improvement Project. All new major road and frontage roads along Pima Freeway will include 8 ft. sidewalk/bike paths.

1988 -- Constructed 1.125 miles of bike paths and 0.625 miles of bike lanes. Spent \$540,000.

1989 -- \$400 spent on new bike racks.

1990-91 -- Edgeline striping and bike route signage was added along Fifth Street from College Avenue to Priest Drive and along Kyrene from Baseline to Southern. The Facilities guidelines prepared by the Bicycle Advisory Committee provide additional direction to City staff for new bicycle facilities to be added through resurfacing of city streets. During 1991, bicycle lanes were added on Ash Avenue and McAllister (1 mile total), University, Hardy, 15th Street, Mill, Kyrene, Guadalupe, and Price (approximately 8 miles) and a bicycle activated signal test program (loop and probes) was initiated at 10 locations. Examples of completed projects in 1991: East Papago Freeway coordination with Indian Bend Wash restoration of bicycle paths facilities; Indian Bend Golf Course bicycle path; Price bicycle path lighting; Alameda Drive railroad crossing; rubberized rail crossings at various locations. A pilot "Bike and Ride" Program included two bus routes serving Tempe (Routes #44 and #72).

RPTA

Encouraged employers to consider this measure as a transit option. Developed an employer guide for bicycles commuting and developed a regional bicycle map.

1990-91 -- RPTA promotes the provision of bicycle facilities to over 500 employees involved in the Transportation Reduction Program. RPTA promotes bicycling to employees and the public as an alternate mode of transportation. RPTA provide bicycle rack to its employees.

#29 Pedestrian Travel

City/Agency

Progress Achieved

Buckeye

General Plan Update.

Carefree

Encouraged pedestrian travel within commercial core through newsletter articles and the developer site plan approval process.

1990-91 -- Encouragement of pedestrian travel. Ongoing since 1988.

Cave Creek

1987 -- Spent \$40,000 to develop a General Plan encouraging pedestrian travel within the commercial area.

1988 -- The Cave Creek General Plan was completed.

Gilbert 1990-91 -- Installed 9.0 miles of sidewalks along various new arterial roadways. Analyzing improvements to trails system to better accommodate pedestrians, bicycles and equestrians.

Chandler 1987 -- Spent \$118,000. Constructed 10 miles of sidewalks as part of improvement districts.

1988 -- Approximately 4 miles of sidewalks constructed as part of improvement districts. Developers paid \$214,290 for sidewalk improvements. Chandler voters approved a \$1.6 million bond issue for canal parks and bike paths.

Glendale 1987 -- Prepared a draft General Plan which includes concepts of downtown as a pedestrian-oriented employment center and requires trails and pedestrian access in developments.

1988 -- Held public hearings for new General Plan adopted January 1989 which contains development policies that encourage pedestrian travel, require walkways, provide wide sidewalks downtown with shade and benches, require an integrated multi-use trail in master planned residential developments.

1989 -- Adopted new General Plan in January 1989 which contained development policies that encouraged pedestrian travel.

1990-91 -- A new Public Safety/Court Building was constructed in 1991. Many pedestrian-oriented features. The City has also sponsored a magnetic mile forum to determine types of business the city wants to attract. Alleys were preserved for double entry into retail spaces for pedestrians.

Goodyear 1987 -- Paths are under construction in a master planned community and the city is planning paths for total city.

1990-91 -- The Community and Center City Plan and planned communities proposed by private developers include proposals for pedestrian bike and equestrian travel. Three City staff walk to and from work.

Mesa 1987 -- Commissioned a study.

1988 -- Adopted new General Plan -12/19/88. The plan incorporated consultant studies and included several objectives encouraging pedestrian travel. Pedestrian considerations were emphasized during review process for several significant projects in 1988.

1989 -- Developed a plan for the improvement of the Western Canal Corridor between Dobson and Alma School.

1990-91 -- The plans for the development of the Western Canal Corridor has not been implemented due to budgetary constraints, but during this two year period several site plans and/or subdivision plats were required to provide pedestrian facilities as adjacent power line easements as part of the City's linear greenbelt/trail system.

Peoria 1988 -- Constructed 18,373 sq. ft. of sidewalk in Varney Tract renovation. Spent \$60,883.

1990-91 -- The City added crosswalks and pedestrian buttons at two major intersections. Participated in Clean Air Campaign, Trip Reduction Program and Clean Air Fair.

Phoenix

1988 -- Began planning and/or design work for Dunlap Avenue pedestrian streetscape, Arizona Canal Diversion Channel, Sunnyslope Specific Plan/Urban Design and Sky Harbor Center projects. Continually installs pedestrian signals at all signalized intersections.

1989 -- Developing the Downtown Specific Plan Pedestrian Movement Goal 6. Completed Sky Harbor street improvements, Renaissance One and Two, Arizona Center decorative sidewalks, Mercado decorative sidewalks, Herberger Theater decorative sidewalks. Completed the 24th Street and Camelback pedestrian study.

1990-91 -- DASH - 3,000 passenger per day. \$450,000 spend for Jackson Street Improvement Project. Approximately 6-year major street plan includes installation of sidewalks and pedestrian signals on major streets.

Scottsdale

1987 -- Through design guidelines developed a city streetscape plan for all rights-of-ways.

1988 -- City wide streetscape plan provided a set of landscaping guidelines for all street right-of-way required of all new developments. Enhanced streetscape development standards were approved for the downtown couplet and Frank Lloyd Wright Blvd.

1989 -- Voters approved a bond program for additional landscaping and pedestrian improvements in the Downtown and Canal Bank areas.

1990-91 - In 1990 the downtown streetscope program provided landscaping in downtown street right-of-way. By creating an attractive, safe and sheltered environment we hope to encourage pedestrian travel. Construction was completed by December 1991. The Arizona Canal Master Plan was completed and approved by the City Council in November 1991. The Master Plan will guide redevelopment efforts adjacent to the Canal and help to create a strong pedestrian environment. Implementation efforts include providing pedestrian overlooks and expanded walkways over the canal on Scottsdale Road and Goldwater Blvd. Bridge. In addition, the city acquired property west of Scottsdale Road and south of the Arizona Canal to be used as a canal demonstration site. Construction on canal demonstration site is anticipated to begin late in 1992.

Tempe

1987 -- Completed Mill Avenue Improvement Project and 2 pedestrian overpasses.

1988 -- Public Information Officer and Wellness Coordinator publicized walking as a health benefit and alternative means of travel. The Clean Air Campaign promoted bicycling.

1989 -- Publicized walking as a healthy alternative. Clean Air Campaign promoted pedestrian travel. Promoted lunch time walks and weekend hikes.

1990-91 -- The Public Information Officer and Wellness Coordinator publicize walking as a health benefit and alternative means of travel. Walking is promoted as an alternate commute mode eligible for weekly drawings as part of the City's Travel Reduction Plan and

Clean Air Campaign activities. The City includes 8-foot wide sidewalks in all street improvement programs. Apache Boulevard streetscape improvements included the improved sidewalks and expanded lighting and landscaping for a better pedestrian environment.

Youngtown

1987 -- Several articles in local paper. Improving streets to make them safer for pedestrian travel.

1988 -- The reconstruction of Maricopa Lake as the focal point of Youngtown included the installation of a pedestrian walkway. Several other parks were improved and beautified. Pedestrian use of the parks has improved.

Maricopa
County

1987 -- Developed 7 Area Land Use Plans.

1988 -- 10 large scale developments proposals were reviewed in preliminary format. Began recommending that all new development include sidewalks on both sides of the street.

1989 -- Continued recommending that all new developments include sidewalks on both sides of the street.

#30 Pedestrian and Bicycle Overpasses Where Safety Dictates

City/Agency

Progress Achieved

Chandler

1987 -- Working with ADOT to plan the Price Road and Santan Freeways including the need for overpasses.

Glendale

1988 -- The new General Plan adopted January 1989 includes a bicycle element. Spent \$31,000 to prepare a Master Bicycle Plan which identifies locations for 20 pedestrian and bicycle overpasses.

1989 -- Draft of Glendale Bicycle Plan identifies the locations for over 20 pedestrian and bicycle overpasses.

1990-91 -- Approximately \$50,000 annually for the past two years has been committed to the implementation of the City's Bicycle Plan. This does not include the salary benefit of the Transportation Coordinator who is responsible for implementing Bicycle Plan.

Goodyear

1988 -- Planned for future improvement on Yuma Road to allow for bike, pedestrian and equestrian overpass.

1990-91 -- No overpasses were constructed during 1990-91. Possible underpasses have been proposed within planned developments existing in part or planned by SunCor for land north of Interstate 10.

Mesa

1987 -- Commissioned a study. Started a Mesa Bikeways Program Plan.

Phoenix

1987 -- Distributed pedestrian safety pamphlets.

1988 -- A major pedestrian safety program was instituted. Extra striping was added at over 1,000 crosswalks. "Rumble Bars" were installed at high volume crossings.

1989 -- Grade separation (overpass or underpass) of the Arizona Canal is being planned to link bikeway. Several grade separations are being planned by ADOT along Squaw Peak Parkway.

1990-91 -- Number of overpasses - 2 planned grade separations and 1 undercrossing completed at 12th Street and the Arizona Canals.

Scottsdale

1987 -- Added 1 overpass. Included this concept in new bike plan and outer-loop plans. Already has several over/underpasses in Indian Bend Wash and several master planned communities.

1988 -- Opened 1 overpass at Via Linda. Approved 2 projects which included an overpass and an underpass. The new Bicycle Task Force Plan and the Ad Hoc Trails Committee showed over/underpasses.

1989 -- One \$200,000 overpass is under construction at the Scottsdale Horizons Improvement District. One new pedestrian overpass was approved by city council.

1990-91 -- New over/under passes are shown on the Planning Commission approved Plan. New over/under passes completed at Fashion Square and Frank Lloyd Wright Blvd. Four more under passes are planned.

Tempe

1988 -- 3 pedestrian/bicycle overpasses were constructed. Spent \$300,000.

1990-91 -- Pedestrian and bicycle overpasses are being reviewed as part of the planning for the Rio Salado Project Circulation system. Negotiations were started in 1991 for a pedestrian bicycle crossing at Alameda Drive and the railroad tracks, this project was completed in 1991.

#31 Use of Alternative Fuels on a Statewide Basis

City/Agency

Progress Achieved

Arizona State
Legislation

The 1988 legislation mandated an oxygenated fuels program for Maricopa County to be in effect from October 1 through March 31 beginning 1989-90. Fuels which could be used will contain a range of 1.9 to 3.7% oxygen by weight.

ADEQ

1989 -- Spent \$508,585. The modeled CO emissions were 10.79 grams per mile with the program vs 12.83 grams per mile without alternative fuels. The reduction amounts of 2.04 grams per mile or 15.9%. The program has no effect on hydrocarbon emissions.

Arizona
State

1990-91 -- \$247,600 was budgeted for oxygenated Fuel Program and 223,597 was spent.

Avondale

1990-91 -- Statewide participation.

Chandler

Reviewed the MAG study. Passed resolution 1672 which urged the Arizona State Legislators to pass legislation requiring the use of oxygenated fuels on a statewide basis with several qualifications which would encourage the use of fuels with a 3.4 to 3.7% oxygen content.

Glendale Supported MAG alternative fuels recommendations.
 1990-91 -- The State has agreed to increase oxygen content 2.7%. The City is participating.

Mesa Supported the MAG study.
 1990-91 -- Continues to support MAG.

Phoenix 1990-91 -- Number of vehicles - 2 electric and 2 ENG refuse truck (on order). Percent of fleet less than 11% aviation, has 1 CNG and 16 propane vehicles.

Scottsdale Approved MAG alternative fuels recommendations.
 1990-91 -- The City's 1990 Legislative Program included for all measures requires that owners of fleets of at least 25 vehicles burn oxygenated fuel during winter time.

Tempe 1990-91 -- The City supports any requirement for alternative fuel use in the State.

Maricopa County 1987 -- Initiated a gasohol demonstration project. The 45 vehicle fleet operator phase began December 1987. Pre-survey emission tests were performed.
 1988 -- Coordinated a Gasohol Demonstration Project which included both fleet and private vehicles. Both groups evidenced improved emissions and driveability overall.
 1989 -- Managed the Voluntary No-Drive-Day program so that it and the mandated oxygenated fuels program managed by ADEQ for the Maricopa County carbon monoxide nonattainment area were mutually compatible and supportive.

MAG Spent \$59,732 to complete an alternative fuels feasibility study. Concluded that mandating the use of a 1.8 to 3.7% oxygenated blend in Maricopa County during winter could provide substantial reductions in CO. For the summertime ozone problem, alternative fuels have no significant impact on reducing ozone and may contribute to increased ozone if ASTM volatility specs are not met.

Williams AFB 1990-91 -- The following volumes of various gasolines grades were sold for use in privately owned vehicles during 1990 and 1991:

1991		1990	
Unleaded:	575,214 gal	Unleaded:	659,783
Unleaded		Unleaded	
Premium:	171,895	Premium:	244,415
Regular:	54,296	Regular:	94,503
% if NTBE Containing:			
Unleaded:	51.5%	Unleaded:	57.5%
Unleaded		Unleaded	
Premium:	47.1%	Premium:	51.3%
Regular:	51.1%	Regular:	56.5%

#32 Conversion of State, Local and Corporate Fleets to Alternative Fuels

<u>City/Agency</u>	<u>Progress Achieved</u>
Avondale	1988 -- The City of Avondale is participating in the MTBE Oxygenated Fuel Program.
Chandler	MAG Study and Chandler Resolution #1672.
Glendale	1988 -- Converted 12 fleet vehicles to run on compressed natural gas as part of a \$100,000 study funded by the Arizona Energy Office. Began construction of a CNG Fueling Station. 1989 -- Three Dial-A-Ride buses were scheduled to be purchased in February 1990. All three buses will run on compressed natural gas. This will bring the City's fleet of CNG fueled vehicles to 15. 1990-91 -- No conversions were done in 1991. The City has 5 dial-a-ride busses and 16 fleet vehicle converted to operate on CNG. The City has been evaluating the advantages and disadvantages of CNG vs. LNG. Future conversions are likely to be to LNG (Liquid Natural Gas).
Goodyear	1990-91 -- None other than use of oxygenated fuels.
Mesa	1987 -- Reduced the number of municipal vehicles 1980 and older from 229 to 164. 1988 -- All storage tanks have been inspected and found to be able to hold oxygenated fuels. Requested an additional \$50,000 in the budget to offset the price increase for oxygenated blend fuels. 1989 -- Oxygenated fuels used as required by law. 1990-91 -- The City discontinued the purchase of leaded gasoline prior to 1990 and continues to update the fleet to cleaner burning, new model vehicles. Oxygenated blends were used during all the months required. Additionally a staff study was initiated in Fall of 1991 to assess the feasibility of converting the City's fleet to CNA (Compressed Natural Gas). The result of this study should have been presented to the City Council during the summary of 1992. Funding in the amount of \$50,000 to offset increase of oxygenated blend fuels has been asked for in the budget process.
Peoria	1990-91 -- The City spent approximately \$165,000 the last two years on 80% of fleet to get a 30% emissions reduction.
Phoenix	1987 -- Phase I test included 27 vehicles which used 2,806 gallons. Had minor problems with fuel filters and carburetor adjustments. Phase II test included 257 vehicles. 350 other vehicles also used gasohol. Dispensed 195,627 gallons to 22.9% of the fleet. 1988 -- Operated a test fleet of 980 vehicles on a 10% ethanol blend of which 62 vehicles were emission tested monthly. By year end, 2,500 vehicles or 90% of the gasoline powered fleet were operating on gasohol. In December began an additional year long test on 243 vehicles including 14 operating on propane.

1989 -- Completed the mandatory alternative fuel fleet testing programs.

Scottsdale

1987 -- Had a natural gas compression station which serves 82 vehicles. Experimented with small quantity 10% ethanol blend. Requesting proposals on evaluating and using ethanol blends.

1988 -- Spent \$20,000 for 10 additional CNG conversion kits to expand the number of CNG powered vehicles to 92. Awarded a \$75,000 DEQ grant for the construction of a CNG compressor and filling station.

1989 -- Spent \$3,600 on a system for recovering and recycling freon. Continued with compressed natural gas program. The ADEQ Grant was amended to include 25 more CNG vehicles as well as the fueling station. The City is in the process of purchasing the additional vehicle which will increase the CNG vehicle fleet to 117.

1990-91 -- The City continues to operate 112 to 117 vehicles on compressed natural gas. This is 27% of City's fleet of vehicles. Fleet worked with the City's new Environmental Affairs Division to investigate the lease or purchase of an electric G-Van for use in the City. It hopefully will determine the practicality of using electric vehicles on a daily basis.

Tempe

1990-91 -- No alternative fuels are currently being used in the City's fleets. However, the City is studying the use of hydrogen and CNG, including CNG enriched with hydrogen and is looking for implementation funding currently. In addition, the City is planning to consider replacing existing vehicles, as part of its regular vehicle replacement schedule with vehicles that operate on alternate fuels.

Arizona
State

1990-91 -- Vehicle Inspection and maintenance program spend \$800,000 vehicle emissions. \$409,341 - State General funds and \$373,000 - Air Quality Fee Fund.

Maricopa
County

Initiated a gasohol demonstration project. The 45 vehicle fleet operator phase began December 1987. Pre-survey emission tests performed.

ADOT

1987 -- Began a pilot project December 1987 using compressed natural gas and liquid propane. Converted 18 vehicles for each fuel type.

1988 -- Continued the alternative fuels pilot project. Tested and modified tanks at fueling stations. Converted 7 fueling stations to oxygenated fuels. The oxygenated fuels pumped in Maricopa and Pima Counties non-attainment areas account for 32% of statewide fuel used by State vehicles.

1989 -- Completed the ADOT Alternative Fuels Study on October 1, 1989.

Williams
AFB

1990-91 -- The following volume of unleaded gasoline was dispensed from the Williams AFB Fuels Management Branch for fleet vehicles during 1990:

1991	1990
91,959 gallons	109,844 gallons
49.2%	MTBE Unlead: 48.3%

#33 Conversion of Buses to Alternative Fuels and Use of Electric Buses for Shuttle Service

City/Agency

Progress Achieved

Chandler MAG Study and Chandler Resolution #1672.

Glendale 1988 -- Established a fueling station for CNG equipment with grant from AZ Energy Office. Received bids to purchase 4 CNG buses to replace diesel buses. Submitted a Federal grant request for a 10 bus slowfill fueling system.

 1989 -- Replaced three vehicles with CNG powered buses. In the process of purchasing 2 CNG vehicles from previous grants for replacement buses. Also scheduled the purchase of three Dial-A-Ride buses which will bring the City's fleet of CNG fueled vehicles to 15.

 1990-91 -- The City added a second CNG compressor and installed 10 slow-fills located at operations. The City also converted 4 auto, purchased 2 CNG buses.

Mesa 1988 -- The leasing agent which owns the Mesa Sunrunner bus fleet has denied permission to convert the buses to CNG fuel.

 1990-91 -- The bus leasing agent continues to deny permission to convert the buses to CNG fuel. Thus the implementation of the program is not possible.

Peoria 1990-91 -- The City achieved 30% Fleet Reduction on three buses or 1.2% of fleet. 8% or 2 diesel busses.

Phoenix 1987 -- Installed a compressed natural gas fumigation system on one bus and awarded a contract to purchase 2 methanol-powered buses. Switched all buses to #1 diesel.

 1988 -- 20 transit buses were delivered with electronically controlled engines and transmissions and 15 more ordered. These buses reduce opacity average from more than 15% to less than 3%. Two methanol buses remain on order, 150 transit buses tested, tuned and repaired to reduce opacity to 20% or less for all phases of operation. Continued testing buses converted to compressed natural gas.

 1989 -- Two methanol buses were purchased for an additional cost of \$65,000; approved a grant application for 17 additional alternative fuel buses.

1990-91 -- Number of vehicles - 2 methanol buses (75,000 total miles traveled), 1 electric bus on order. Emission Reduction. Excessive operating cost experienced.

Scottsdale

1987 -- Required all bidders for local bus service to comply with State emission standards.

1988 -- DAVE, the Scottsdale Connection contractor, is required to maintain compliance with emission standards as part of the contract's performance.

1990-91 -- DAVE, the Scottsdale Connection Contractor continues to be required to meet state emission standards. This contract provides for buses using dual fuel (CNG/unlead gas).

Tempe

1990-91 -- The City does not own any buses. Future transit service contracts will include specifications/bid options for alternative fuel vehicles.

RPTA

Omnibus Air Quality Act requires all public buses be capable of using clean burning fuels after 1990. Meeting with manufacturers to discuss acquisition of alternatively fueled vehicles if the referendum passes.

1989 -- RPTA buses converted to #1 diesel; met with several bus manufacturers to discuss acquisition of alternatively fueled vehicles.

1990-91 -- RPTA provide \$175,000 for Sun City Area Transit (SCAT) operations. All vehicles in their fleet run on compressed natural gas. Valley Coach a provider of some RPTA bus services uses #1 diesel which emits less pollution than #2 diesel. Although no buses have been purchased, RPTA will be in compliance with the Omnibus Air Quality ACT which requires that certain percentages of new bus purchases be fueled with clean burning fuels.

#34 Use of Emissions Control Devices on Public Diesel Powered Vehicles

City/Agency

Progress Achieved

Chandler

1987 -- MAG study and City Resolution #1672.

1988 -- Emissions tests were performed on 31 diesel-powered City vehicles/equipment. Budgeted \$300 for 1988-89 to conduct these tests.

Glendale

1988 -- Spent approximately \$175,000 to purchase 3 new diesel buses which will have lower emissions than the buses they replaced.

Mesa

1988 -- The Mesa Dial-A-Ride has been phasing out the use of diesel powered vehicles.

Paradise Valley

All diesels come from the factory meeting EPA standards.

Phoenix

1989 -- 15 buses with electronically controlled diesel engines and transmissions were put into service July, 1989.

1990-91 -- Number of vehicles - 5 particulate traps on buses. Emissions reduction. 373 buses maintained at 10% capacity rather than 20% as State standard. Additional cost \$40,000.

Scottsdale

1987 -- Still investigating and testing devices.

1988 -- Fleet Management has kept current on diesel emission controls. Future purchases of large trucks will include electronically controlled diesel engines.

1989 -- Fleet Management is following the testing of the Donaldson's new diesel particulate trap oxidizer. Have replaced one truck and are in the process of replacing two more automated sideloaders with trucks that power its system with the main engine.

1990-91 -- Fleet management replaced five older sanitation trucks that use an auxiliary engine for hydraulics. The new trucks use the main engine thus produces lower emission. Fleet will continue to replace the older, dual engine trucks.

Tempe

1988 -- Tested all 150 vehicles in the City's diesel fleet for emissions compliance. All diesels are turbo-charged for efficiency.

1990-91 -- The city tests all its diesel fleets for emissions compliance. All the diesels are turbo-charged for efficiency. There are 125 diesel powered vehicles in the City's fleet. Diesel vehicles are tested with an opacity meter, which reads the density of smoke.

Maricopa County

1988 -- Acquired emission testing equipment for diesel powered vehicles. Began testing the County's 330 diesel powered vehicles.

RPTA

1989 -- Used #1 diesel. Met with various bus manufacturers to discuss acquisition of alternatively fueled vehicles.

ADOT

1988 -- Continued the alternative fuels pilot project. Tested and modified tanks at fueling stations. Converted 7 fueling stations to oxygenated fuels. The oxygenated fuels pumped in Maricopa and Pima Counties non-attainment areas account for 32% of statewide fuel used by State vehicles.

1989 -- Completed the ADOT Alternative Fuels Study on October 1, 1989.

#35 Alternative Work Hours

City/Agency

Progress Achieved

Avondale

1987 -- 47 out of 103 employees.

1988 -- 76 of 136 employees.

1990-91 -- 30 employees in one department. 100% in Parks & Recreation participation. Will expand this program.

Chandler

At least 85% of the 572 employees are on alternative work hours.

El Mirage

1988 -- 7 employees/13% of work force.

Gilbert

1987 -- 22% of work force arrives before 8:00 a.m.

1988 -- 30% of the work force uses alternate work hours.

1989 -- 30% of the work force on alternate hours.

1990-91 -- 30% of town employees used alternate work hours. Work starting at 6 am for field crews. Approximately 10% of work force use flex 4 day schedules.

Glendale

1987 -- 85% of the 1,200 employees are on alternative work schedules.

1988 -- At least 70% of 1,150 employees.

1989 -- 70% of the City employees are on alternative work hours; plan to increase the amount to 85%.

1990-91 -- 82% of the City employees are on an alternate work schedule. The percent of employees on an alternate work schedule increased from 80% in 1990. The City will continue to encourage its employees to adopt and maintain alternative work schedules.

Goodyear

1987 -- Studying flexible time program. Urged private employers to implement.

1988 -- In-field employees work hours different than those of Administrative Staff.

1989 -- In-field employees work hours different than those of Administrative Staff.

1990-91 -- In field employees work hours different from those of administrative staff.

Number of employees: 7 am to 4 pm - 26
 8 am to 5 pm - 15
 Rotating Hours - 18

Mesa

1987 -- 82% of the 2,108 employees work altered hours.

1988 -- 81.5% of work force on hours other than 8:00 a.m. to 5:00 p.m.

1989 -- 84.3% of employees on alternate hours.

1990-91 -- Work hours have been altered to include 85% of the work force on hours other than 8 am. to 5 pm.

Peoria

1990-91 -- The City has the Police Department and Sanitation Department on 4 day weeks. Fleet Service also tried 4-10s. The City has sent questionnaires to department heads requesting that they submit a plan that their employees could do to reduce their work week days by using the 9/80 or 4/10 or by Telecommuting.

Paradise Valley

26 of 54 civilian public employees (65%).

Phoenix

1987 -- 85% of 10,000 municipal employees have altered work hours.

1988 -- 84% or 8,613 of 10,221.5 municipal workers work other than 8:00 a.m. to 5:00 p.m.

1989 -- 84.65% or 8,178 of 10,299 employees work alternate hours.

1990-91 -- Number of employees is approximately 10,000. Percent of workforce - 85.1%.

Scottsdale

1987 -- 72% or 727 out of 1,010.

1988 -- 72% of 1,078 employees on alternate hours or used alternate transportation. 767 were on alternate work hours and/or work weeks and 14 employees on regular hours used alternate transportation.

1989 -- 79% or 927 of 1,241 employees were on alternate hours.

1990-91 -- The City has 90% of its work force in alternate schedules all year long not just October to April as the law requires.

Surprise

1990-91 -- The City has given option for employees to work 4 ten hour days.

Tempe

1988 -- 935 employees or 82% of the workforce were on alternate work hours.

1989 -- 956 employees or 83% of workforce on alternate hours.

1990 -- See Travel Reduction Plan.

1991 -- The percentage of employees on alternative work hours including all employees on alternative work weeks, is reported to the County as part of the Travel Reduction Plan.

Tolleson

1987 -- 14 employees (16% of workforce).

1988 -- 27 employees or 25% of the workforce.

Maricopa
County

1987 -- 5,054 of 9,670 employees (52%) on alternative work hours and 2,260 of 9,670 employees (23%) on alternative weeks.

1988 -- 87% or 8,327 of 9,619 employees are on a work schedule other than 8:00 - 5:00 work day.

1989 -- Approximately 85% of employees are on alternate schedules.

1990-91 -- Maricopa County Travel Reduction Program surveyed employers with 500 or more employees at 154 worksites. Of the 15,309 respondents, only 25.4% report to work during the out of compliance window of 7.31 a.m. and 8:29 a.m. Only 15.2% of the respondents depart work during the 4:31 p.m. to 5:29 p.m. out of compliance window.

ADOT

78.5% of 18,500 employees working in Maricopa County.

RPTA

Encouraged employers to adopt this option. 45 employers have instituted some form of flex time which affects 62,711 employees.

1990-91 - Of the first year TRP plans submitted to the County, approximately 40% have included some form of alternative work hours, flextime, or non-peak commute time. RPTA published a "How to Implement Alternative Work Schedules" mini-manual for employers as part of the Travel Reduction Program. RPTA instituted a flextime policy in 1989 for its own employees. During 1991 RPTA began developing a telecommuting policy and pilot project for RPTA and the City of Phoenix Public Transit employees. RPTA has developed a

contact sheet of employers currently utilizing compressed work weeks and alternative work schedules for both media inquiries and as a referral list for employers considering these options.

Luke AFB Staggered work hours in effect (no quantity listed). 7,114 employees.

#36 Alternative Work Weeks for Shuttle Service

<u>City/Agency</u>	<u>Progress Achieved</u>
Avondale	1987 -- See #35. 1988 -- See #35.
Chandler	Study through MAG TRO project. 1990-91 -- City established a compressed work week schedule for 194 employees, 37% of eligible workforce participated in this program.
Gilbert	5% of work force on 4-day work week.
Glendale	1988 -- 19% of 1,150 employees.
Goodyear	Studying a flexible time program. Urged private employers to institute. 1989 -- In-field employees work hours different than those of Administrative staff. 1990-91 - See #35.
Mesa	1987 -- 400 employees out of 2,108. 1988 -- Several divisions have implemented 4/10 work weeks. Sanitation and Information Services. 1989 -- Several divisions working 4/10 work weeks. 1990-91 -- Several divisions within the City have implemented and are operating under 4/10 work week in 1990. In 1991 another 10% of work force was added.
Peoria	1990-91 -- See #35.
Phoenix	1987 -- 3,632 out of 10,000 employees. 1988 -- 33.6% or 3,432 of 10,221.5 of the City work force works on alternative work schedule. 1989 -- 34.6% or 3,565 of 10,299 employees working some form of alternate work schedule. 1990-91 -- See #35.
Scottsdale	See #35.
Tempe	1988 -- 596 employees or 52% of work force were on alternate work weeks.

1989 -- 480 employees or 40% of work force were on alternative work weeks.

1990-91 - See Travel Reduction Plan.

**Maricopa
County**

1987 -- 2,260 out of 9,670 employees (23%).

1988 -- 87% or 8,327 of 9,619 employees work an alternate work week.

1989 -- Approximately 85% of the work force work an alternate schedule.

RPTA

Encouraged employers to choose this option as a part of their strategy. 45 employers included it which affects 62,711 employees.

1989 -- Of 120 Travel Reduction Plans already submitted, 5 have included some form of alternative work week; RPTA published a "How to Implement Alternative Work Hours" for employers.

1990-91 -- Of the first year TRP plans submitted to the County, approximately 26 have included some of alternative work week, such as 9/80's, 4/10's, or 3/12's.

#37 Telecommunications - Telecommuting

City/Agency

Progress Achieved

Chandler

1987 -- Disseminated information on telecommuting to Chamber of Commerce and to private employers.

1988 -- Used existing funds to promote the use of telecommuting techniques by private employers.

El Mirage

1987 -- Purchased 1 Sharp FO-150 Facsimile Machine. Estimate it saved 10 vehicle trips.

1988 -- The facsimile transceiver was used regularly. Saved 5 trips per week.

Glendale

1988 -- City Council meetings are shown live and on tape replay via the City's cable.

1990-91 -- The City telecast its Council meeting and workshops on cable T.V. The Police Department has two records technicians who work 3 days a week at home, imputing police reports directly into the City's computer system via modem. The Police Department hopes to be able to allow more individuals to telecommute in the future.

Gilbert

1990-91 -- Extensive use of facsimile machines and computer system used. New Town Office building under construction to consolidate all administrative staff. This will reduce trips between various city buildings.

1990-91 -- Purchased facsimile machines which saves on trips.

Goodyear

1988 -- Computer system online. Telecommunications study for Estrella Development.

1990-91 -- In 1990 the Community Development Department purchased a Fax machine, which averages some 108 items each month, included are building permits, economic development items and planning matters, saving trips to and from the City. The City Manager's Office has similar activity through the fax machine in that office. Telephone use also reduces travel to and from the City. The City Manager's Office has approximately 100 faxes per month.

Mesa Study found it was not feasible to implement use of telecommuting by employees using home computers.

1990-91 -- A feasibility study was initiated in 1991 by the Special Program Division and the City Manager's Office. The results of this report outlining implementation strategies are due mid-summer of 1992.

Phoenix 1988 -- Continuing to implement electronic mail throughout City.

1990-91 -- Pilot Project - 6 employees.

Scottsdale 1987 -- Staff and Council connect via home terminals. Estimate saved 4,404 trips.

1988 -- Approximately 50 full-time employees are using home terminals. Employees have been given home terminals for long-term special projects. Loaned terminals to contractors for remote work. Added 5 PC's to the portable PC checkout program. Saved an estimated 2,508 vehicle trips annually.

1989 -- 35 full-time employees are using home terminals. Approximately 20 people checked out home terminals for long-term projects. Added 8 terminals and expanded check out program to projects of a week or less. Saved 4,000 vehicle trips.

1990-91 -- There are approximately 40 full time employees using home terminals. There are approximately 14 employees who access to the system with lap tops or with their own computers. This up from 12 employees in 1990. There are eight portable PC's available to allow employees to obtain PC's for a week or less to work on special projects and to promote computing and telecommuting in general. Number of vehicles trips saved estimated at 3,400 annually increasing by 100 from 1990 of 3,300.

Surprise 1990-91 -- The City has purchased in 1990 a facsimile established to save trips.

Tempe 1988 -- The capability for telecommuting exists within the City.

1989 -- Purchased 4 facsimile machines. Saved 500 vehicle trips.

1990-91 -- No program setup. This was considered as an alternative in preparing the Travel Reduction Plan but was not as highly rated by employees as other alternate modes. The City will continue to study this as an alternative for its employees.

RPTA 1990-91 -- RPTA developed a one hour training program for transportation consultants. RPTA sponsored a roundtable discussion group for 65 people in attendance. Arizona Telecommuting Advisory Council (AZTAC) a non-profit group, sponsored by both private and public employers from around the State was formed with the help of

RPTA to facilitate telecommuting opportunities. By the end of 1991 more than 60 members had joined this group.

#38 Telecommunications - Teleconferencing

<u>City/Agency</u>	<u>Progress Achieved</u>
Chandler	1987 -- Televised 24 City Council meetings and 12 P and Z Committee meetings. Prepared 6 video tapes for employees. Added 130 personal computers with electronic mail to data processing system. 1988 -- Televised 24 City Council and 24 P and Z Commission meetings on Cable Access Channel 35. Produced numerous training video tapes for employees. 214 personal computers with electronic mail applications were operating.
El Mirage	1988 -- Average of 3 conference calls per week which saved 156 vehicle trips.
Gila Bend	1989 -- Purchased facsimile machine; used/encouraged conference calls. 1990-91 -- Teleconferencing is used and encouraged with other Valley and Statewide agencies.
Gilbert	1989 -- Purchased FAX machine. Town-wide computer system implemented with interoffice memo and electronic mail capabilities.
Glendale	1987 -- Used teleconferencing for police and fire department briefings and training programs. Spent \$50,000 in 1986 to purchase teleconferencing equipment and approximately \$1,600 in 1987 on equipment maintenance. 1988 - Spent \$20,000 to include teleconferencing capabilities in a new police and fire substation. 1989 -- Telecasts City Council meetings and workshops on cable TV. 1990-91 -- Teleconferencing capabilities were in the construction of the new Public Safety and courts complex. The building opened in September 1991. The Police Department continues to use teleconferences on a daily basis for Patrol Officers briefings and training sessions. The Fire Department uses teleconferencing (equipment and facilities in training Paramedics).
Goodyear	1987 -- Spent \$135,000 for computer hardware/software and consulting fees. Computer system on line July 1987. August 1987 began a telecommunications study. 1988 -- Computer system online, telecommunications study for Estrella Development. 1989 -- Expansion of computer system. Use of FAX machines. 1990-91 -- See #37.
Mesa	1987 -- Televised City Council Meetings twice a month on cable TV Channel 35. Fire Department had two programs a month providing various seminars and programs for Fire Department personnel. Spent \$5,443.

1988 -- Broadcast twice monthly City Council meetings on City's cable TV channel. Fire Department uses the channel for teleconferencing seminars and programs approximately twice a month.

1990-91 -- During the past year (1991) the twice monthly City Council meetings were broadcast live on the City's Cable TV Ch.35 with a reboardcast the following morning. In addition, the City's Fire & Police Department used Ch 35 for teleconferencing various seminars and programs. An Average of 5 programs were broadcast each quarter. Ch. 35 was also used to broadcast a series of programs for the Tribune Newspaper. The Editorial Board interviewed candidates for Major City Council members and proponents/opponents of various ballot propositions. These measures have resulted in a reduction in the number vehicle trips made.

Phoenix

1987 -- Had OASIS telecommunications network. Expanded to over 250 terminals having OASIS access. Upgraded to 6-way capability on phone system. 167 of 172 available access lines are in use. Expanded telecommunication system to 4 more locations from original 9.

1988 -- Three-way, five-way, and AT&T teleconferencing services are available to City users. Three-way teleconferencing users increased from 5,593 to 5,713 and five-way teleconferencing grew from 64 users to 165.

1989 -- City telephone system teleconferencing capability and AT&T teleconferencing services are provided to all City users.

1990-91 -- 8,000 lines and 58 simultaneous callers.

Scottsdale

1987 -- Encouraged teleconferencing through the telephone and computer. Trained personnel and integrated 2 new complexes into the system. Estimate saved 208 vehicle trips.

1988 -- New Police Department headquarters were added to the telecommunications network. The facility move allowed the bulk of patrol cars to be more centrally located, reducing the miles driven. Including the reduction in mileage driven, saved an estimated 2,508 vehicle trips annually.

1989 -- Installed 10 facsimile machines which have integrated with the phone and data systems. Saved an estimated 3,500 trips annually.

1990-91 -- At this time, approximately 35 facsimile machines have been installed in various city facilities, and integrated with the phone and data system. Number of vehicle trips saved estimated at 1,550 annually.

Tempe

1988 -- New telecommunications system which will have limited teleconferencing capability is due to be installed in 1989.

1989 -- Installed a new telecommunications system and have limited teleconferencing capability.

1990-91 -- No program in place. The City's telecommunication system has some teleconferencing capability.

#39 Evaluation of the Air Quality Impacts of New Development and Mitigation of Adverse Impacts

<u>City/Agency</u>	<u>Progress Achieved</u>
Chandler	<p>1987 -- Required traffic analysis on 15 applications for plan review.</p> <p>1988 -- 8 traffic analyses were performed to evaluate the impacts of new developments on air quality.</p> <p>1990-91 -- Review Air Quality Impact new development. Total of 141 policy 1 plan. Reviews were performed during CY 1990 and 1991.</p>
Gilbert	<p>1987 -- Evaluated traffic and parking analyses as a part of the plan review process.</p> <p>1988 -- The Town reviewed 456 new development plans, comments in this review process address impacts on air quality.</p> <p>1989 -- Reviewed 187 new development plans and made comments in this review process regarding all air quality impacts.</p> <p>1990-91 -- The Town reviewed 335 new development plans that address impact on air quality.</p>
Glendale	<p>1987 -- Began development of an evaluation process to evaluate projects for potential air quality impacts.</p> <p>1988 - Held public hearings on a new General Plan adopted January 1989 which contained development policies that address adverse air quality impacts.</p> <p>1989 -- Approved the new General Plan, Arrowhead Ranch Master Plan, and North Valley Specific Area Plan.</p>
Goodyear	<p>1987 -- Spent \$1,500 on a program to evaluate new projects, identify adverse air quality problems and reduce negative impacts during plan review.</p> <p>1988 -- Planning Department will implement a program for the plan review process to evaluate new projects, identify adverse air quality problems and reduce negative impacts.</p> <p>1989 -- Continued evaluating new projects to identify adverse air quality problems and reduce negative impacts.</p> <p>1990-91 -- The Plans Review Committee and the Community Development Department evaluated each new project presented by developers in 1991. Consideration is given to effects on air quality, traffic volumes increases, proximity to adequate street systems and other potential impacts which might affect air quality.</p>
Mesa	<p>1987 -- MFCS study recommended a Trip Generation Analysis be required for significant new development proposals. Conducted 2 air quality impact analyses. Placed an order to purchase URBEMIS software program.</p> <p>1988 -- Purchased the URBEMIS software program. Evaluated the air quality impacts of one significant development. Required the</p>

development to include rapid transit facilities onsite as part of later development phases.

1989 -- Worked on the Fiesta Center rezoning case. Active in Don't Drive One in Five.

1990-91 -- During 1990-91 the City of Mesa was an active participant in regional trip reduction publicity programs, including the Don't Drive One in Five and municipal competitive ride reduction activities.

Peoria

1990-91 -- The City shall encourage land use developments that minimize vehicle trip and trip length. The City continues to review synchronized traffic lighting and street design during the development review process.

Phoenix

1987 -- Required preparation of traffic and parking analyses for all formal rezoning applications. Established a Phoenix Environmental Quality Committee to recommend air quality amendments to the General Plan.

1988 -- 9 zoning cases were approved by the Council with stipulations, designed to reduce vehicular trips, attached.

1989 -- Approved the Oasis Project and Town and County Project with stipulations designed to reduce vehicular trips. Approved 2 rezoning requests with stipulations that the developed provide right-of-way for and install bus bay improvements.

1990-91 -- Number of Reviews - Planning and Zoning approvals include stipulation to reduce UMT. Examples include 8 major plan amendments and 3 rezoning approvals.

Scottsdale

1987 -- New Programs: 1) Draft native plant ordinance; 2) Began work on citywide growth policy to reduce urban sprawl; 3) East Shea plan and widen Shea Road; 4) Several improvement districts to pave dirt roads; 5) Work with ADOT, MAG and RPTA on issues.

1988 -- Prepared a native plant ordinance which limits land clearing. Participated in several improvement districts to pave dirt roads. Began work on a city-wide growth policy. Prepared a Planned Commerce Park Ordinance. Approved the Black Mountain Area Study, a land use plan.

1989 -- Approved a native plant ordinance. Participated in several projects to pave dirt roads. Approved a Planned Commerce Park Ordinance. Approved Black Mountain Area Study. Prepared an Environmentally Sensitive Land Ordinance limiting development in sensitive area. Prepared a Garden Industrial Zoning District which limits hazardous chemicals near residential areas.

1990-91 -- The City Council approved an Environmental Sensitive Lands Ordinance which preserves the desert and mountains. City staff informed ADOT of the concern of negative impact of construction related to outerloop. City improved areas by paving dirt roads and built new ones. City approved a planned Commerce Park Ordinance which promotes mixed use of development. City also approved a Circulation Plan to facilitate travel in the City.

Tempe

1988 -- The City continued to evaluate traffic circulation on and off-site in the development process.

1989 -- Continue to review procedures for evaluating air quality impacts of new developments.

1990-91 -- During 1990 the City made revisions to its zoning code section on parking to allow for the concept of parking demands. The City Transit Plan makes parking recommendations regarding the relationships between land use, public transit and air quality. They will continue to review existing procedures for evaluating air quality impacts of new developments and propose any changes necessary to improve these procedures.

Maricopa County

1987 -- 182 Development Review cases passed through technical advisory committee review which includes MCAPCD on air quality aspects.

1988 -- Reviewed 135 development applications by the Technical Advisory Committee review procedures.

1989 -- Reviewed 71 applications by the Technical Advisory Committee review procedure.

ADOT

1987 -- A.R.S. 49-453 required the agency to prepare air quality impact reports on transportation projects. Typically EIS are part of the project design reviewed by Environmental Planning Section. Workload increased and section initiated a tracking system for EIS.

1988 -- Reviewed 169 projects. Of these, 149 received categorical exclusions and the other 20 received environmental assessments.

1989 -- Reviewed 169 projects. Of these, 159 received categorical exclusions and the other 12 received environmental assessments.

1990-91 -- On an ongoing basis, ADOT has complied with applicable governmental regulations concerning environmental impact assessments. The ADOT Environmental Planning Section addresses a variety of environmental concerns, including air quality. In 1991, approximately 200 projects were reviewed by the Environmental Planning Section, and environmental assessments were ordered by 23 of these projects.

#40 Land Use Patterns Which Support Public and Rapid Transit

City/Agency

Progress Achieved

Chandler

1987 -- Plans to update General Plan in 1988.

1988 -- Clustering of high intensity uses at major intersections is a goal of the General Plan and is applied during the zoning and development review process. Pedestrian access to transit services is provided as a part of the site plan review process.

Gilbert

1987 -- Town General Plan and development guidelines are being reviewed to address land use patterns and their relationship to transportation.

1989 -- General Plan includes land use techniques to incorporate

community. These guidelines are applied during all zoning and development review processes.

1990-91 -- General Plan includes several land use techniques to incorporate public and rapid transit technology into the development of the Community. These General Plan guidelines are applied during all zoning and development review processes.

Glendale

1987 -- Draft General Plan completed and provides several policies that support this measure.

1988 - Held public hearings on a new General Plan adopted January 1989 containing land use development policies which support public and rapid transit. Spent \$24,000 to build 4 transit shelters along Glendale Avenue.

1989 -- Adopted the new general plan containing development policies which include fewer but larger shopping centers, eight locations for concentrations of commercial and industrial uses and locating Park-N-Ride lots along freeways and other major transportation corridors. Also adopted the Arrowhead Ranch Master Plan and the North Valley Specific Area Plan.

Goodyear

1987 -- Spent \$56,000 on preparation of City of Goodyear Community Planning Program and Center City Area Plan.

1988 -- Spent \$25,000 preparing City of Goodyear Community Planning Program and Center City Area Plan.

1989 -- City approved plans for private development which included transit segments and proposals for bus bays, etc.

1990-91 -- The City continued to review and approve plans for private development which includes land use concepts calling for higher density near major streets. The location of potential transit system improvements. The Center City Plan establish land use patterns regarding high density residential, commercial, office and industrial use near arterial streets and existing or proposed freeways.

Mesa

1987 -- Mesa Freeway Corridor study began and will make recommendations to become part of General Plan update.

1988 -- Adopted the Mesa Freeway Corridor Study. Established a Citizens Rapid Transit Advisory Committee. Adopted the new Mesa General Plan November 19, 1988 which includes a transportation element and policies and objectives to encourage higher densities near transit.

1989 -- Continued implementation of both the Mesa General Plan and the Mesa Freeway Corridor Study. Cooperation with RPTA and ADOT regarding long range rapid transit corridors and the incorporation of appropriate transit facilities in regional-scale private developments. The land use map in the General Plan reflects specific emphasis on the redevelopment of low density land uses within or adjacent to projected transit corridors.

1990-91 -- The City of Mesa has continued implementation of both the General Plan and the Mesa Freeway Coordinator Study, both of which have numerous specific objectives relating to public transit, land uses near public transit, and the relationship between transit, land

use & density. The planning staff also participate in two relevant committees formed by MAG.

Peoria

1990-91 -- See #39.

Scottsdale

1987 -- Spent \$35,000. City passed the East Shea Plan. Began work on a South Area Plan, a CAP Area Plan and a new downtown transit plan. Staff participated on the RPTA Land Use Task Force.

1988 -- Passed the Black Mountain Plan and began work on Eagle Ridge and CAP Area Plans which look at the impact of Outer Loop and potential bus transit routes. Participated on the RPTA Land Use Task Force and prepared a new draft PCP Ordinance.

1989 -- Passed the Eagle Ridge Area Plan, the Shea/Pima Plan and the Central Arizona Project Corridor Plan. Updated the Circulation Element in the General Plan. Adopted the PCP Ordinance which intensifies land uses and provides for mixed use development.

1990-91 -- The Circulation Element was adopted by the City Council in January 1991. The plans look at the impact of the Outerloop and potential bus transit routes. The staff also works with RPTA to better understand the land use transit interface. The new PCP Ordinance intensifies land use and provides for mixed-use development. The City will continue to provide a land use pattern which supports and is compatible with rapid transit.

Tempe

1988 -- As Tempe is landlocked, land use densities along corridors and major clusters are increasing. The General Plan targets growth areas and corridors for dense mixed use development. Future plans include expanding greenbelt linkages connecting vital City segments.

1989 -- Reviewing two zoning districts for mixed use. Adopted General Plan 2000 which has formal policies and capitol improvement elements for expanding linkages and bike paths in the City.

1990-91 -- Since the City is bordered on all sides by incorporated municipalities, and since less than 20% of the land within its boundaries is available for development, increasing land use densities along corridors and major clusters are already the rule. The General Plan targets growth areas and corridors for dense mixed-use development which provides all the amenities needed to work, live, shop and recreate within walking distance. The City plans to expand the connections to vital segments of the City through greenbelt linkage, and incorporating bike paths especially as part of the Rio Salado project. The city stress the relationship between land use and public transit.

RPTA

1989 -- Continued to work with State and local planning departments, public officials, citizens and developers encouraging land use plans and patterns which support public transit. Reviewed some office development plans for land use and transit and rideshare related issues.

1990-91 -- The RPTA has continued working with state and local planning departments, public officials, citizens, and developers to encourage the development of land use patterns and plans which support public transit.

Maricopa
County

1987 -- Reviewed nine Development Master Plans. Guidelines include considering impacts on air pollution with regard to transportation, availability of mass transit and density levels.

1988 -- All development master plans and County sponsored land use plans are referred to RPTA for review and comment.

1989 -- Reviewed one area plan and two amendments for transportation impact, potential density levels and transit feasibility.

#41 Reduced Idling at Drive-Up Facilities

City/Agency

Progress Achieved

Carefree	1990-91 -- Reduce idling at drive-up facilities on going since 1988/Zone Ordinance 1992. Allocated \$450.00 and spend \$440.00
Chandler	Information on discouraging idling disseminated to Chamber of Commerce.
Glendale	Developed a public awareness/education program and made presentations to 48 citizens. Spent \$250.00.
Goodyear	Continued zoning ordinance update. 1990-91 -- Further control of drive through facilities was included in discussion and preparation of a new zoning ordinance. Uses with drive through would be subject to use permit approval, with special emphasis placed on the idling clean air concern. Consideration was also given to the elimination of unnecessary stops on arterial streets.
Mesa	Began planning a public awareness campaign to begin in July 1988.
Peoria	1990-91 -- The Transit Division has put out a directive not to park and idle the engine while on breaks and lunches.
Paradise Valley	Policy decision by P&Z to disallow drive-up/through facilities.
Scottsdale	Will be coordinated with regional efforts. 1990-91 -- The City will be coordinated with regional efforts.
Tempe	Encouraged voluntary posting of signs warning of negative impacts from idling through letter to employers and newsletter articles. Utilizes leading left-hand turn signals at major intersections. 1990-91 -- The City encourages the voluntary posting of signage warning of the negative air quality impact created by extensive idling through letters to affected employees and newsletter articles.

#42 Auto Free Zones and Pedestrian Malls where Appropriate

<u>City/Agency</u>	<u>Progress Achieved</u>
Carefree	Encouraged land use patterns which reduce auto use by concentrating commercial development in downtown core - no necessarily auto free.
Cave Creek	<p>1987 -- Spent \$40,000 to develop a General Plan which discourages vehicles within the commercial area, avoids strip development and frequent stop/start auto use.</p> <p>1988 -- The Cave Creek General Plan was completed this year encouraging pedestrian travel and discouraging automobile use within the commercial cove.</p>
Chandler	<p>1987 -- Began preparing a Public Facility Master Plan which addresses development standards for public and private projects in the City area.</p> <p>1988 -- The City adopted a Public Facilities Master Plan for the City Center Area which includes provisions for auto-free zones and a pedestrian mall to be implemented in conjunction with Civic Center facilities.</p>
Glendale	<p>1987 -- Completed draft General Plan revision which provides a number of policies that support this measure.</p> <p>1988 - Held public hearings on a new General Plan adopted January 1989 which includes policies promoting a pedestrian orientation in the downtown area.</p> <p>1989 -- Adopted new General Plan in January 1989. Development policies in the Plan provide for wide sidewalks with shade trees and benches, developing streets that are narrow and have special paving treatment in downtown area, maintaining alleys, and outside of downtown area developing streets with wide sidewalks and trees for shade.</p>
Goodyear	1987 -- Plan preparation in progress but no restrictions are necessary.
Mesa	<p>1987 -- Has established an auto-free zone in the inner core of 10 acre Redevelopment Site #8. Construction delayed until late 1988, as contractor unable to arrange financing.</p> <p>1988 -- Construction on Redevelopment Site #8 is anticipated to begin May 1989. Future downtown redevelopments will be planned to create an auto free zone.</p> <p>1989 -- Phase I of the 10 acre Redevelopment Site #8 is nearing completion. The movie theater, retail and parking facilities are open and connected through a public plaza. Began developing a budget for Phase II to further the development of the public plaza.</p> <p>1990-91 -- The City has budgeted approximately \$5 million from general funds over a five years period. Phase I, which is a 10 acre Redevelopment Site #8, is complete. The movie theater, retail and parking facilities are open for business. The office was completed in August 1990. Pedestrians will exit this area only to access automobiles to leave the site. Phase II of Site #8 will further the development of the public plaza.</p>

Peoria

1990-91 -- The City worked with a consulting team from Arizona State University to produce a Strategic Urban Design Plan for downtown revitalization. The Plan attempts to improve the urban linkage between downtown, the new municipal complex and the rest of the community. However, auto-free zones are not included in the downtown plan to date. Discussion occurred at a conceptual level to create a pedestrian link between the Community Center and Washington Park.

Phoenix

1987 -- Began Government Mall Transportation Study which is evaluating traffic impacts of converting the area to transit/pedestrian emphasis with limited vehicular traffic. Working with RPTA on the RPTA Central Corridor Project.

1988 -- Continuing the Government Mall Transportation Study. Evaluation and recommendations will be completed in 1989.

1989 -- Completed the 24th Street and Camelback Road Pedestrian Circulation Study. Evaluating pedestrian circulation in the Camelback East Village Core Specific Plan.

1990-91 -- Future uses of these concepts are being evaluated as part of General Plan update. The Public Transit Department is studying alternatives to the existing transit terminal. One alternative to be evaluated is a transit/pedestrian mall.

Scottsdale

1987 -- Continued right-of-way acquisition for downtown couplet. Three development projects which encourage pedestrian traffic have been followed through the City review process.

1988 -- Completed the multi-modal transportation center feasibility study. Completed the 70th Street Bridge portion of the downtown couplet. Ongoing/development projects which encourage pedestrian traffic include the Galleria, the Portgles, and the integration of Scottsdale Fashion Square and Camelview Plaza via a pedestrian retail bridge.

1989 -- Expended \$140,000 for the Pony Express Trolley Demonstration Project which was implemented in October 1989 and ran through May 1990.

1990-91 -- During 1990 the Pony Express Trolley operated two trolley shuttles and covered a 3.12 miles loop in downtown. \$83,000 was expended in FY 90-91. During 1991 the Downtown Trolley operated four trolleys with a fifteen minutes frequency. Over 2,000 trolley hours were provided and 12,000 trolley miles made available to downtown visitors.

Tempe

Committed to a pedestrian orientation downtown. Off-street parking is provided and walking to destinations is encouraged. A new development-project eliminated part of 7th Street to create a pedestrian mall and parking lot (Center Point).

1989 -- Construction of pedestrian mall continues.

1990-91 -- A new development between 5th Street and University Drive and Mill Avenue and Ash eliminated a portion of 7th Street (300) feet to create a pedestrian mall and parking lot.

#43 Enforcement of Traffic, Parking, and Air Pollution Regulations

<u>City/Agency</u>	<u>Progress Achieved</u>
Avondale	Police Department enforces all existing traffic, parking and pollution regulation on a daily basis. 1990-92 -- One Full-time policeman enforces Pollution Regulations - \$22,000 a year.
Buckeye	Town enforced traffic and parking regulations. 1990-91 -- Continues to enforce these laws.
Carefree	Contracted with Maricopa County Sheriff's Department for enforcement of regulations. No smoking vehicle citations.
Cave Creek	1987 -- Magistrate Court had 369 actions but no smoking vehicle citations. 1988 -- One parking ticket issued.
Chandler	1987 -- Parking and traffic enforcement added a motorcycle program in July 1987. Issued 13,959 hazardous citations; 10,857 non-hazardous; 1,332 parking, and 1,704 for repair orders. 1988 -- As part of traffic and parking regulation enforcement program issued 995 repair orders, 4,624 warnings, 1,554 parking citations, 9,591 non-moving violations (non-hazardous), 15,123 moving violations (hazardous), 2,175 criminal violations for a total of 34,173 enforcement actions. 1990-91 -- A total of (25) citations issued: (15) defective muffler, (10) excessive smoke.
Gilbert	Police enforce parking, traffic and vehicle inspection requirements.
Glendale	Police enforced traffic and parking violations. City established 22 carpool only spaces with parking enforcement authority. Strictly enforced parking regulations at Park-and-Ride lots. 1990-91 -- The Police Department continues to enforce traffic and parking regulations. The Department monitored Park & Ride lots and carpool parking spaces at all city facilities to ensure compliance with existing regulations.
Goodyear	Police review of existing policies and strict enforcement of same. 1990-91 -- Police Department has no violations pertaining to smoking vehicles, VEI violations or other discrepancies which would negatively affect the program.
Mesa	1987 -- Began a transportation management system in town center area (2,100 participants). Enforcement added 23 officers. Issued 9,557 parking citations and 61,966 traffic citations. 1988 -- Parking management contract for FY '88-89 \$84,228. Added two FTE enforcement positions. 2,100 participants in Town Center Management System vs. 900 in '87-88. Enforcement added 11 officers. Issued 10,800 parking citations and 59,952 traffic citations.

1989 -- Continued contract with Mesa Town Center Corporation, enforced parking violations, hired 11 new police officers in '88-89 and 37 in '89-90.

1990-91 -- A total of 8,458 parking citations and 2,232 no-cost courtesy citations were issued in past two years.

Peoria

1990-91 -- There were a total of eight citations issues on 1990-1991 for excessive smoke and defective mufflers. There were 5 citations in 1990 with a decrease to only 3 citations in 1991. There was an even greater decrease from 1989 to 1990. There were 32 citations issued in 1989. No specific fund is allocated for this enforcement endeavor.

Paradise Valley

Added two motorcycle officers and one photo radar operator to enforcement staff.

Phoenix

1987 -- Issued 506 citations to vehicles exhibiting excess emissions.

1988 - Citations Issued:

<u>Citations Categories</u>	<u>1988</u>	<u>1987</u>	<u>Change</u>
36-61 Use of Alleys as Thoroughfares	155	153	+ 1%
36-62 Operation of Vehicles on Vacant Lots	245	369	- 34%
36-64A Operation of Vehicles in City Parks	91	90	+ 1%
36.87 Use of Traffic Zone 1	0	3	-100%
36.88.02 Use of Central Avenue/Trucks	1	6	- 83%
36-88.07C Hauling Fill or Excavation; Load Leaks	9	38	- 76%
28-955B Mufflers; Prevention of Noise & Air Pollution	542	507	+ 7%
28-1006 Loads of Vehicles	318	340	- 6%

1989 -- 144 tickets issued for use of alley as thoroughfares; 267 for operation of vehicles on vacant lots; 94 for operation of vehicles in city parks; 1 for use of Central Avenue/truck; 449 for mufflers; 221 for loads of vehicles.

1990-91 -- Total enforcement actions = 881. Visible emission = 380. Use of alley as thruways = 120. Operating vehicles on vacant lots = 119. Operating vehicles in City Parks = 55. Loads on vehicles = 209. Compliances on City Parking Lots.

Scottsdale

1987 -- Excessive smoke and muffler violations - 75.

1988 -- Issued 29 citations and 10 warnings for excessive smoke and muffler violations. Issued approximately 314 citations for registration violations involving vehicles registered out-of-state.

1989 -- Issued 22 citations and 9 warnings for excessive smoke. 2,468 tickets issued involving out-of-state license plates.

1990-91 -- The City Police Department issued 17 citations and four warnings for excessive smoke and muffler violations for 1990. In

1991, 42 citations were issued for smoking muffler violations. This is a 240% increase over the number issued in 1990. This enforcement has caused more to comply with emission testing. The increase in smoke and muffler citations issued resulted from the Police Department's increased emphasis on commercial vehicle inspection and enforcement.

Surprise

1987 -- 7-10 citations for smoking vehicles.

1988 -- Ticketed approximately 7 smoking vehicles and approximately 3 out-of-state cars.

1989 -- Three smoking vehicle citations.

1990-91 -- An Ordinance was enacted altering certain Prima Facie speed limits and establishing regulations of traffic. 3 citations were issued for smoking vehicles.

Tempe

Continued enforcement of traffic and parking regulations. Will amend the Police Department "Vehicle Repair Orders" to include smoking vehicles.

1989 -- Several citations for excessive smoke; 334 citations for lack of current registration.

1990-91 -- The City continues to enforce smoke regulations. The Police will amend its "Vehicle Repair Order" to include smoke violation and citing failure of out-of-state plates conversion to Arizona plates.

Tolleson

1987 -- Five enforcement actions and five smoking vehicle citations.

1988 -- Issued 35 citations for smoking vehicles, 106 for VBI violations and 72 for compliance sticker violations.

Maricopa
County

1987 -- Sheriff's Department enforced traffic and parking regulations. Air Pollution Control issued 109 citations for violations of air pollution regulations and had two hearing board cases.

1988 -- Issued 82 citations for violations of air pollution regulations and continued legal proceedings in one Hearing Board case.

1989 -- The Sheriff's Department issued 271 citations for illegal parking and 90 citations for smoking vehicles. Air Pollution Control issued 102 citations, while the Air Pollution Hearing Board took one action.

1990 -- The Division of Air Pollution issued 31 citations.

1991 -- The Division's statutory penalty authority changes in September 1990 to a Class I Misdemeanor from petty offense. The Division issued 48 orders of abatement. The Division initiated 7 court proceedings. The Air Pollution Hearing Board took three actions.

#44 Expansion of the Areawide Monitoring Network

<u>City/Agency</u>	<u>Progress Achieved</u>
Scottsdale	1987 - Already has two of the areawide network sites - will work with Maricopa County Health Department when approached.
Mesa	1989 -- Coordinated with Maricopa County to locate a new monitoring station at the Mesa Fire Station located on McKellips Road.
Maricopa County	1987 -- Selected a new site in the Pinnacle Peak area. Ordered and received the monitoring equipment. 1988 -- New monitoring site in Pinnacle Peak became fully operational February 1988. The mobile monitoring lab was located at 2750 West Indian School until March for the CO season and in Fountain Hills from August to October 1988 for the ozone season. 1989 -- One new NAMS was added for PM ₁₀ at the Chandler Water Treatment Plant. Five special study sites were operated between May and December 1989 monitoring ozone, particulate, and wind speed and direction at Estrella Park, Falcon Field, Black Canyon. Gilbert and Lake Pleasant. 1990 -- Four special study sites were operated. Ozone, particulates and wind speed and direction were monitored at Estrella Park, Falcon field, Black Canyon and Lake Pleasant. 1991 -- 3 special study sites were ozone: Falcon Field, Lake Pleasant and Central Arizona Project.

#45-CO Winter Daylight Savings Time

<u>City/Agency</u>	<u>Progress Achieved</u>
Chandler	Held a pre-legislative session meeting with local legislators and urged them to make an appeal to the 1966 Uniform Time Act to establish winter daylight savings time.
Mesa	Monitoring the feasibility study being prepared by ADEQ.
Scottsdale	Joined with other entities in requesting the Arizona Legislature to adopt legislation on this issue. 1990-91 -- The City joined with other entities requesting the Legislature to adopt legislation on this measure in 1988, but the Legislature failed to do so. Scottsdale's Legislative Program continued to support all state legislation needed to implement the MAG Carbon Monoxide Ozone and Particulate Plan.
ADEQ	As required by 1987 legislation, contract issued to study winter daylight savings time. Budget \$150,000.

#45 Ozone - Stage II Vapor Recovery

<u>City/Agency</u>	<u>Progress Achieved</u>
Goodyear	One new service station built in City required to install piping for recovery system.

Peoria 1988 -- Spent approximately \$3,000 to install vapor recovery system at City fuel island.

1990-91 -- Emissions reduction by vapor recovery, ozones and particulate.

Phoenix 1990-91 -- Public Works installed State II vapor recovery units at 5 fueling sites. Total gallons distributed at these sites = 196,000/yr. Aviation has 4 Stage II units. Total gallons distributed = 108,000/yr.

Scottsdale Installed Stage II Vapor Recovery on all City-owned gas pumps.

1990-91 -- The City's Legislative Program in 1991 continues to support all state legislation needed to implement the MAG Carbon Monoxides Ozone Particulate Plans. All City fulling stations were converted to Stage III Vapor recovery prior to 1991.

Maricopa County 1987 -- Air Pollution Advisory Council completed its evaluation, review and discussion of Stage II Vapor Recovery -- in November the Council recommended to the Board of Supervisors that Stage II not be implemented.

1988 -- The Board of Supervisors reviewed the evaluation of Stage II Vapor Recovery, heard testimony and voted to accept the recommendations of the Air Pollution Advisory Council and not adopt a Stage II Vapor Recovery Program for Maricopa County on April 18, 1988.

#46 Ozone -- Industrial Source Controls

City/Agency

Progress Achieved

Maricopa County 1987 -- Proposed new and revised regulations. Held six public workshops. Forwarded draft regulations to the Air Pollution Advisory Council which scheduled public hearings in February and March 1988.

1988 -- On July 13, 1988, the Board of Supervisors adopted a package of amendments to the Maricopa County Air Pollution Control Regulations. These amendments included reformatting and renumbering all regulations, adding one new rule, and adding or revising emission standards in seven other regulations. These rules are estimated to reduce emissions by 2000 TPY by 1991.

Luke AFB 1987 -- Began construction in November 1987 on a vapor recovery system for the base fillstands.

1988 -- Construction nearly completed on a vapor recovery system for the base fillstands.

rt/9091Prog.rpt

PM₁₀ PLAN SUMMARY

CONTROL MEASURE

PROGRESS ACHIEVED

1. Statewide I/M Program	Currently cities use #2 diesel fuel for their fleet and tests all fleet vehicles for emission. Bus services use #1 diesel fuel.
2. Countywide I/M Program	Opacity test in 1988 showed no emissions reduction from XL additives, but did show a small 1 reduction (1-7 percent) from #1 diesel fuel. However, due to the #1 diesels higher cost, the city continued to use #2 diesel in 1991.
3. Paving and/or Dustproofing of Unpaved Roads, Alleys and Parking Lots	350.2 miles of roadway were treated with chip seal and penetrated chip. 224 miles of unpaved miles were paved over the past two years.
4. Paving and/or Dustproofing Driveways, Curbing and Frequent Sweepings	Installed 1,564 miles of new curbs and gutters. Improved subdivision area by sweeping arterials and collector streets.
5. Vegetation and Windbreaks to Control Windblown Dust	Maintained approximately 100 miles of public areas through the application of paving or landscaping.
6. Restrictions on the Use of Blowers for Landscaping Maintenance	The cities restrict the use of blowers during high particulate pollution periods. It provides communication to the communities on the detrimental effects of blowers on air quality and urges voluntary restriction on their use.

<p>7. Water and Wash Vehicles and Streets at Construction Site</p>	<p>Dust control measures were incorporated into approximately fifteen (15) major construction projects funded by ADOT in Maricopa County during two (2) calendar years 1990 and 1991. These projects produced approximately 34 miles of new roadway in the region.</p>
<p>8. Industrial Point Source Controls</p>	<p>In July 1988 rules were incorporated into county regulation for 20% opacity NSPS for non-metallic mineral plans, and adoption of the National Ambient Air Quality Standards for PM10. Also in 1989 a completion of Phase I of the BAT Study to recommend improved water conservation methods for commercial and industrial users, including construction sites. The cities continue to police construction sites in dust control.</p>
<p>9. Windbreak for Controlling Particulate from Agricultural Activities</p>	<p>All new paving projects are designed to eliminate dirt shoulders.</p>
<p>10. Design Specification and Catalytic Controls for New or Remodeled Fireplaces and Woodburning Stoves.</p>	<p>Accepted delegation of implementation and enforcement authority from the U.S. Environmental Protection Agency for 40 CFR, Part 60, Subpart AAA, New Residential Wood Heaters on July 1, 1988.</p>
<p>11.</p>	
<p>12. Restrictions on Off-Road Vehicles</p>	<p>There are seven (7) regional governments that reported enforcement of the ordinance prohibiting off-road vehicle use. There were 340 citations and 8 warnings issued from 1989 thru 1991.</p>

13. Requirement for Truck Covers	There are seven (7) regional governments that reported enforcement of the ordinance prohibits trucks transporting uncovered materials susceptible to being blown or spilled.
14. Maintaining Land after Zoning is Given but not Developed.	Two governments adopted ordinance to enforce zoning restrictions to ensure maintenance of land prior to its final development.
15. Moving State Fair Dates and/or Location	The Arizona State Fair Commission changed Fair dates but not between March 1st and October 1st.

PM₁₀ PLAN

#1 Control Measure - Statewide Inspection Maintenance Program

<u>City/Agency</u>	<u>Progress Achieved</u>
Glendale	1989 -- The City of Glendale urged the Legislature to amend the I/M program.
Scottsdale	1989 -- Supported State Bill which expanded the Maricopa County Vehicle Emissions Inspection Program. 1990-91 -- Supports and encourages State legislation in cooperation with other MAG cities and towns.
Tempe	1990 -- The City currently uses #2 diesel fuel for its fleet and tests all fleet vehicles for emission. Bus service used in Tempe is contracted from the City of Phoenix and runs #1 diesel fuel.

#2 Control Measure - Use of #1 Diesel Fuel or #2 Diesel Fuel with Diesel YL in Maricopa County

<u>City/Agency</u>	<u>Progress Achieved</u>
Glendale	1989 -- Worked with MAG in monitoring progress through the legislature.
Mesa	1990-91 -- The use of #2 diesel fuel has been totally discontinued. The diesel fleet now utilizes cleaner burning #1 diesel fuel, exclusively. Modifying equipment or using fuel additives would be too costly under current budget conditions.
Phoenix	1989 -- During calendar year 1989, spent \$240,000 converting from #2 to #1 diesel fuel. Accomplished a 90% reduction of sulfur and 40% reduction of opacity. 1990-91 -- Number of Gallons #1 diesel - 3,719,688 gallons used in Public Works and Transit. Got a fuel test program expanded to Public Works vehicles. Two to three cents per gallon increase in cost over #2 diesel.

Scottsdale

1989 -- Tested vehicles with XL additive and #1 diesel.

1990-91 -- Opacity test in 1988 showed no emissions reductions from XL additives, but did show a small reduction (1-7 percent) from #1 diesel fuel. However, #1 diesel's higher cost makes its use uneconomical. Because of the higher cost, the City continued to use #2 diesel in 1991. Under the new resolution that the City Council adopted in September 1991, the city did not commit to further testing on the City level, but agreed to support a region-wide or state-wide approach to this measure.

#3 Control Measure - Paving and/or Dustproofing of Unpaved Roads, Alleys and Parking Lots.

City/Agency

Progress Achieved

Buckeye

1990-91 -- Improves storm drainage as part of street reconstruction project to minimize erosion onto paved roads.

Carefree

1989 -- 5/8 of a mile of new streets constructed and paved.

1990-91 -- Paved and dusted roads, alleys and parking lots. 7.5 miles of street asphalt and 3 miles of periodic application of dust retardant.

Cave Creek

1990-91 -- Approximately 1 & 1/2 miles of reprocessed blacktop placed on city streets - Cost \$30,000. Public Works personnel are providing chemical stabilization in some area. Cost \$10,000. Paving 1 1/2 miles with reprocessed black top. Cost \$30,000. Dust retardant applied to many roads.

Glendale

1989 -- Over 206,700 square yards of new pavement was laid in 1989.

1990-91 -- In 1991, the City had a total of 15.4 linear miles of alleys, on which 15.2

miles are either paved or treated with oil to minimize dust generation.

Goodyear

1990-91 -- The City reconstructed 3.5 miles of local subdivision streets. The streets were constructed of rubberized asphalt, allowing for reduced noise, tire wear, and pollution. The .5 mile street segment, also included construction of driveway extensions across unimproved land. Subdivision street improvement funds of \$467,000 were budgeted for 1991. A total of \$291,000 was expended to reconstruct 3.5 miles of roadway.

Maricopa County

1989 -- 44 miles of roadway were treated with chip seal and penetrated chip. 20 miles of roadway were improved to include overlay, new roads and bridges.

1990 -- Applied 78.5 miles of chip seal and penetration chip and paved 35.5 miles of unpaved roads.

1991 -- 47.75 miles of chip seal and penetration chips.

Mesa

1989 -- Paved 1/2 mile section of Lockwood Street.

1990-91 -- Two special improvement districts were formed during 1991 for the purpose of paving 1.2 miles. The inventory of unpaved city streets has been reduced to 16.1 miles in 1991.

Phoenix

1989 -- Resurfaced parking lot at 4545 North Maryvale Parkway.

1990-91 -- Number of roads/miles paved - 3
Landfill/service stations roads - 41
New miles paved in private sector - 1
Ongoing maintenance/repair and enforcement program. Skunk Creek recycle area and the Salt River Service Center were paved in 1991. 3 miles of new pavement of city streets.

Scottsdale

1989 -- Ongoing program to provide dust control to 25% of all dirt/gravel alleys each year (approximately 25 miles/yr). Established an ordinance requiring developers to install paved roads, driveways and parking lots. Established procedure to allow for upgrading

District process. Ongoing program to compact and blade 226 lane miles of dirt roads per quarter. Tested 2 procedures for dust controlling capabilities on unpaved roads.

1990-91 -- The City's Transportation Maintenance Department has an ongoing program to provide dust control to 25% of all dirt or gravel alleys each year. The City has an ordinance that requires developers to install paved road, driveways, and parking lots. In 1991 the City applied 12 lane miles of recycled asphalt to unimproved roads and applied a stabilizer product.

Tempe

1990-91 -- The City requires that all driveways be paved and that curbing be installed with any sidewalk or street construction or reconstruction. The City will not issue a building permit until plans for off-site improvements, including sidewalks, curbing and paving are submitted. Main streets are swept every week and every two week for collector streets. All residential streets are swept at least once a month. The City has an annual budget of \$30,000 for application of magnesium chloride to alleys and unpaved streets covering approximately 29 miles of application in 1990 and 1991.

#4 Control Measure - Paving and/or Dustproofing Driveways, Curbing and Frequent Sweepings

City/Agency

Progress Achieved

Avondale

1990-91 -- All major arterial street swept weekly and pedestrian bi-weekly. Approximately, 2 miles of street paving 1989-91. City Highway user fund \$10,000. Traffic re-routing or rapid clean-up implemented. Prohibition of unpaved haul road and parking.

Buckeye

1990-91 -- Town continues to sweep streets. Allocated \$1,000, spent \$500 of Highway User Revenue Funds and plans to implement Rapid Cleanup of temporary problem areas.

Carefree

1989 -- Spent \$700. 500 feet of curbing constructed.

1990-91 -- Allocated \$15,000, spent \$10,000.
Sweep streets - 40 miles.

Cave Creek 1990-91 -- Sweeping is on a regular basis.
Cost \$2,000.

Glendale 1989 -- Budgeted \$195,000 in FY 1989-90 for
street cleaning; swept streets once every ten
to twelve days.

1990-91 -- The City continues to sweep its
streets once every ten to twelve days to
reduce dust generation.

Goodyear 1990-91 -- The City has considered various
methods and products available to control dust
generation. The City implementation schedules:

- 1) Identify those areas requiring curbing,
paving or stabilization by June 1992.
- 2) Determine the most appropriate solution for
each area by June 1992.
- 3) Apply stabilizers on exposed shoulders or
paved roads (financial resources to be
available in the FY 1993-94 budget) and the
measures will be implemented by December 1993.
The City currently requires developers to
install pavement, curbs, gutters, sidewalks
and landscape as a condition of development
approval.

Maricopa County 1989 -- Street sweeping schedule continued;
six miles of new curbs and gutters were
installed through the County's Capital
Improvement Program.

1990 -- Installed 6 miles of new curb and
gutter. Improved subdivisions area by
sweeping arterials and collectors every 4
weeks and interior streets every 6 weeks.
Improved rural areas by sweeping intersections
and dirt roads every 5 weeks and other
locations on a need basis, particularly after
storms.

Mesa 1989 -- Spent \$870,000 and swept residential
streets every three weeks and arterial streets
weekly.

1990-91 -- The City continues sweeping all residential streets every three weeks and all arterial streets on a weekly basis. Any new construction sites are urged to pave driveways and install curbing. Spent \$1,025,512 during 1991.

Phoenix

1989 -- Swept residential streets and parking lots on a quarterly basis, swept major arterials every 10 days. Approximately 66 curb miles were installed for major arterials and improvement districts.

1990-91 -- 80 new miles curbed in private sector. Regularly scheduled sweeping ongoing maintenance repair and enforcement program (1). 37 new curb lanes/miles of city streets.

Scottsdale

1989 -- Swept a total of 37,337 miles of streets, swept residential streets 18.5 times per year or once every three weeks, swept arterials twice weekly. Curbing and paving driveways is required by developers. Improvement districts added a total of 1.5 miles of curbs.

1990-91 -- The City swept 37,333 miles in 1990 and 42,637 in 1991 of curbs in residential areas.

Tempe

1990 -- The City has over 420 miles of landscaped right-of-way. The City budget for landscape maintenance for 1990-91 was approximately \$388,000. The CIP program budget was \$150,000 for streets and parks with an additional \$500,000 budgeted for Apache Boulevard streetscape project which includes median landscaping.

AVAZ

1990-91 -- Approximately 900 curb miles in the district are swept at least once per month. Many freeway segments are swept twice or four times per month on an ongoing basis.

#5 Control Measure - Vegetation and Windbreaks to Control Windblown Dust.

City/Agency

Progress Achieved

Carefree	1990-91 -- 40 miles of street right-of-way maintained.
Cave Creek	1990-91 -- Median Strips are being improved. Cost \$20,000.
Glendale	1989 -- Spent \$259,000 on Improvement District #55 and \$91,600 for 59th Avenue for median construction, landscaping material, and the irrigation system. 1990 -- The Utopia Park project was completed in 1990 at an estimated cost of \$239,600. The Utopia project involved the conversion of vacant land into a neighborhood park. The park is landscaped.
Goodyear	1990-91 -- The City planted no trees to be used as windbreakers. The Zoning Ordinance requires perimeter landscaping for new projects developed within the City. 1991 projects were required to plant such landscaping. New streets constructed by private developers include landscaping of trees, shrubs and ground cover.
Mesa	1989 -- Spent \$516,000 for landscaping; \$190,000 for freeway watering. 1990-91 -- Maintained public areas through the application of paving or landscaping, including \$580,000 for landscape maintenance, \$150,000 for freeway watering, \$195,000 for parkway watering.
Phoenix	1989 -- Zoning ordinance requires landscaping. All new multi-family commercial and industrial developments were screened and separated from adjoining properties with walls. 1990-91 -- \$200,000 preventative maintenance dust suppressants at Sky Harbor (1).
Scottsdale	1989 -- Agreed to a test program for overseeding roadside shoulders. Stopped grading shoulders and permitted native

vegetation to grow. Maintained landscaping on 350 acres of medians and right-of-way. Eight acres were added to the City's inventory.

1990-91 -- The City maintains landscaping on more than 380 acres of medians and right-of-way. Major street improvement projects require the planting of vegetation in medians and along scenic corridors.

#6 Control Measure - Restrictions on the Use of Blowers for Landscaping Maintenance

City/Agency

Progress Achieved

Avondale

1990-91 -- Restricted use of blower for landscaping. Coldwater Park completed 1991 at \$500,000.

Phoenix

1989 -- The use of blowers for landscape activities has been stopped in all maintenance areas.

1990-91 -- City has phased out 75% of landscape blowers.

Scottsdale

1989 -- Completed a study of the overall feasibility of switching from blowers to vacuum sweeping or manual sweeping. The City concluded the alternatives are not economically or practically feasible now. Committed to reduce or eliminate the use of blowers where possible.

1990-91 -- The City continues its policy of including vacuum sweepers or other alternatives to blowers in park mowing contracts and the Scottsdale Stadium cleanup contract. No contracts were approved in 1991, however, which rules out the use of blowers.

Tempe

1990 -- The City restricts the use of blowers during high particulate pollution periods. It provides communication to community on the detrimental effects of blower on air quality and urges voluntary restriction on their use.

#7 Control Measure - Water and Wash Vehicles and Streets at Construction Sites

City/Agency

Progress Achieved

Avondale	1990-91 -- Enforce construction site dust control and city ordinance on maintaining land zoning.
Carefree	1990-91 -- Ongoing programs.
Cave Creek	1990-91 -- Construction sites are required to provide dampening to keep dust to a minimum.
Glendale	<p>1989 -- Continued to require contractors to take whatever steps necessary to prevent any dust nuisance.</p> <p>1990-91 -- The City continued to require contractors to take necessary action to prevent dust nuisance due to construction activity. The City awarded an emergency maintenance contract for street cleanup and dust control in case of contractor non-compliance. The contract was funded for \$20,000 from the City street reserve account. No contract was awarded for 1991 due to track records of contract compliance. Several dust complaints were investigated and resolved by issuing appropriate directive to the contractors.</p>
Goodyear	1990-91 -- This measure to contrary to the City's water conservation program. The City requires contractors to take necessary action to prevent dust nuisance due to construction. The City will not issue a building permit until individual and others obtain a permit from Maricopa County Bureau of Air Pollution Control if they use mechanical equipment for leveling or cleaning road construction, trenching, escalating, demolition or together earthmoving activity. The City will continue to implement the County dust mitigation program required for construction site. The City will continue to award an emergency maintenance contract for street cleanup and dust control, in case of contractor non-compliance. Resources will be from the City's Highway Use Revenue Fund and General Fund.

Maricopa County

1989 -- Two additional enforcement personnel were hired in December 1988. Enforcement of requirements to hold down dust on and around construction sites increased in 1989.

Mesa

1989 -- Continued to monitor construction sites for compliance with required dust control measures.

1990-91 -- The City Building Inspection Division continues to monitor construction sites for compliance with required dust control measures.

Phoenix

1989 -- Two street maintenance inspectors monitor contractor performance and compliance with code.

1990-91 -- Landfill haul roads sprayed for dust control. City contracts require compliance with County Fugitive Dust Rules.

Scottsdale

1989 -- Monitored 72 construction and hauling projects. Public Works Inspectors have the authority to suspend permits or deny building inspections if City requirements for dust control are not being met.

1990-91 -- In 1990 the Public Works inspectors responded to 50 complaints from citizens regarding dust control or clean-up at construction sites. There were 178 dust complaints in 1991. The Public Works inspectors have the authority to suspend permits or deny building inspections if City requirements are not met.

Tempe

1990 -- The City agrees to work with all agencies to ensure that all regulations governing the watering of construction sites are properly enforced and to review the need for local controls. The City would urge the EPA to explore more rational irrigation strategies for desert areas.

ADOT

1990-91 -- Dust control measures were incorporated into approximately fifteen major construction projects funded by ADOT in Maricopa County during two calendar years 1990 and 1991. These projects produced approximately 34 miles of new roadway in the region.

#8 Control Measure - Industrial Point Source Controls

City/Agency

Progress Achieved

Goodyear	1990-91 -- See #7.
Phoenix	1989 -- Completed Phase I of the BAT Study to recommend improved water conservation methods for commercial and industrial users, including construction sites. The contractor concluded that it was not feasible to reduce the amount of water used for dust control on construction sites.
Maricopa County	1988 -- Incorporated rules into the County's regulations in July 1988 for the following: 20% opacity, NSPS for non-metallic mineral plans, and adoption of the National Ambient Air Quality Standard for PM ₁₀ .
Scottsdale	See #7. 1990-91 -- See #7.
Tempe	1990-91 -- The City reports any instances of excessive dust or emissions to either Maricopa County or ADOT. The City continues to police its public works construction contracts and enforce other local controls.

#9 Control Measure - Windbreak for Controlling Particulates from Agricultural Activities

City/Agency

Progress Achieved

Buckeye	1990-91 -- All new paving projects are designed to eliminate dirt shoulders.
Tempe	1990 -- Less than seven (7) square miles of Tempe's land area is undeveloped/agricultural. The City's General Plan 2000 is currently being revised. No additional agricultural zoning is anticipated. The City will continue to review all applicable ordinances to provide information on the advantage of voluntary control.

#10 Control Measure - Design Specification and Catalytic Controls for New or Remodeled Fireplaces and Woodburning Stoves.

<u>City/Agency</u>	<u>Progress Achieved</u>
Maricopa County	1988 -- Accepted delegation of implementation and enforcement authority from the U.S. Environmental Protection Agency for 40 CFR, Part 60, Subpart AAA, New Residential Wood Heaters on July 1, 1988.
Scottsdale	1989 -- Investigated a model fireplace ordinance. 1990-91 -- The City staff researched ordinances and controls adopted in the western United States, but concluded that implementation of such restrictions in Scottsdale would be ineffective without regional cooperation. But the City is committed to actively supporting a region-wide voluntary "no burn" program.
Tempe	1990 -- The City will continue to work with MAG to encourage Maricopa County to develop and implement regulations requiring design specifications and catalytic controls for new and remodeled fireplaces and woodburning stoves or in the absence of county action to urge the State Legislature to enact legislature requiring the imposition of such specifications and control countywide.

#12 Control Measure - Restrictions on Off-Road Vehicle Use

<u>City/Agency</u>	<u>Progress Achieved</u>
Carefree	1989 -- Section 6-2-5 of Carefree Town Ordinance prohibits operation of all-terrain vehicles causing excessive dust and noise. 8 to 10 warnings were given in 1989.
Goodyear	1990-91 -- The City currently informs private property owners when uses on their land violates the Maricopa County Air Quality regulations. City Code prohibited the operation of vehicles on vacant unimproved lots.

Maricopa County

1989 -- The Sheriff's Department issued 11 citations for illegal off-road use.

Peoria

1990-91 -- The City of Peoria Police Department did not issue any citations for violation of restriction of off-road vehicles, City Ordinance 5-1-20. This is a 100% decrease in enforcement over 1990 and a real decrease of only one citation. No specific funding is allocated for this enforcement endeavor.

Phoenix

1989 -- Working on a proposed ordinance to forbid illegal off-road vehicles in mountain preserves. Installed a gate in Pima Canyon; 26 rangers enforce regulations.

1990-91 -- Total Enforcement Actions -
218 citations by Park staff.
55 citations by Police.

Scottsdale

1988 -- Issued 6 citations for driving on private property. City Council is considering an ordinance amendment to prohibit the use of unpaved areas for persons parking cars for sale.

1990-91 -- A total of 49 citations were issued for unlawfully driving on private property. This code is primarily for off-road vehicle violations. In 1992 City Council enacted an ordinance prohibiting parking of vehicles on unpaved property for purposes of resales. Since the enactment of the ordinance there has been a significant decrease of this problem.

Tempe

1990 -- Tempe Code, Chapter 19, Section 49 prohibits the operation of vehicles on any real property within the city limits other than a street or highway.

#13 Control Measure - Requirement for Truck Covers

City/Agency

Progress Achieved

Carefree	1989 - Town Council has required that the Sheriff's Office provides strict enforcement of laws concerning loads on trucks.
Cave Creek	Landfill vehicles are required to be covered.
Glendale	1989 -- Requires truck covers for material transported to the landfill.
Mesa	1987 -- Encouraged legislation on issue.
Peoria	1990-91 -- The City Police Department issued seven (7) citations for violation of debris falling on roadway and one (1) for unsecured load. This is an increase of eight (8) citations over 1990. No specific funding is allocated for this enforcement endeavor.
Phoenix	<p>1989 -- Developed a "wetting program" which includes stipulations incorporated into grading and drainage permits requiring wetting of loads and washing of trailer rails. Loads will be covered with a tarp when hauling material from construction sites. Phoenix Police Department enforces this program.</p> <p>1990-91 -- Total Enforcement Actions - 209 63% reduction of uncovered loads at landfills due to policy fines. 100% of City owned dump trucks and trailers equipped with tarps. (City Code No. 17989).</p>
Scottsdale	<p>1988 -- Installed truck covers on all City trucks used to haul materials susceptible to being blown or spilled. All new sanitation, transportation, maintenance and park trucks are fitted with covers. Encouraged the passage of legislation.</p> <p>1990-91 -- The City continues to enforce resolution that all trucks used that have materials susceptible to being blown or spilled must be covered. All new sanitation maintenance and park trucks are fitted with covers. This urged the State legislature to adopt an statute requiring covers on loads that could be blown or scattered from trucks.</p>

Tempe

1990 -- Tempe Code Chapter 19, Section 50 requires haulers moving over 5,000 cubic yards of material to obtain a special permit with such conditions as may be reasonably necessary or hazard to the public.

#14 Control Measure - Maintaining Land after Zoning is Given but not Developed.

City/Agency

Progress Achieved

Mesa

1989 -- Determined undertaking such a program would be unreasonable.

1990-91 -- The City has adopted by ordinance amendments to our nuisance enforcement ordinance which provide for more coordinated enforcement of our property maintenance and weed control provisions - 1991.

Phoenix

1989 -- Stipulation added to the Oasis Project rezoning decision required maintenance of the undeveloped portions of the site in a dust-free manner.

1990-91 -- Violations inspected by Zoning Enforcement on an ongoing basis(3).

Scottsdale

1988 -- Continues to enforce zoning restrictions to ensure maintenance of land prior to its final development. Has a native plant ordinance to protect native vegetation in developing areas. City zoning inspector responds to complaints related to weeds and trash on undeveloped land.

Tempe

1990 -- The City will review its zoning and subdivision requirements to determine appropriate measures to maintain land after zoning is given, but before the land is developed and submit any measures to the City Council for consideration. However, Tempe is landlocked, zoning is in place and rezonings are limited, the practical effects of this measure may be limited.

#15 Control Measure - Moving State Fair Dates and/or Location

City/Agency

Progress Achieved

Maricopa County

1989 -- The Arizona State Fair Commission changed Fair dates but not between March 1st and October 1st.

Mesa

1987 -- Supported legislation.

Scottsdale

1987 -- Supported legislation.

Tempe

1990 -- City supported legislation.

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ATTACHMENT A - 1992

I. INSTRUCTIONS FOR DESCRIBING "PROGRESS"

Information from the annual progress report forms will be summarized to measure the progress achieved on each control measure. To accomplish this, it is important the response is in uniform report units (e.g. miles of reversible lanes, number of spaces in park and ride lots, etc.). The specific report units for each strategy are listed in Attachments "B" and "C".

II. INSTRUCTIONS FOR REPORTING BY DBASE IV

Only use this option if you are very familiar with DBASE IV.

Start up Dbase on your PC. Insert the provided 3 1/2" diskette.

- 1) From the Control Center, hit ALT-C, then hit the down arrow to "Add file to catalog".
- 2) Hit "Enter", then hit "Enter" again. You should see "A:"
- 3) Hit "Enter".
- 4) Move the down arrow key, down to CM10B.DBF.
- 5) Hit "Enter" twice.
- 6) Start again at step one, above, the next selection should be CM10C.DBF. Continue until all Control Measures appear in your Control Center under data.
- 7) After all the files from the A drive has been entered, from the Control Center Data block, enter the first data field, it should be CM10B.
- 8) Use the arrow key to highlight CM10B, hit "Enter".
- 9) Move arrow key to "Modify/structure order", hit "Enter", hit "ESC", hit "F2" twice.
- 10) You should see the screen.
- 11) Start entering data in accordance with your "Attachment B" and "Attachment C".
- 12) CM10(B) refers to Attachment (B).
- 13) CM10(C) refers to Attachment (C).

ATTACHMENT B

1992

Reporting Units for CO2 Control Measures

CONTROL MEASURES	REPORTING UNITS
1. Statewide I/M Program	# of vehicles/# retested/% reduction in CO HC emissions
2. Countywide I/M Program	# of vehicles/# retested/% reduction in CO HC emissions
3. Short-Range Transit	# of boardings, buses, total vehicle miles, vehicle hrs.
4. Long-Range Transit	Plan/Elements of plan miles, vehicle hrs.
5. Exclusive Bus Lanes	# of lane miles
6. Expand Ridesharing Program	# of applicants/# of employees contacted per outreach effort
7. Model Trip Reduction	Ordinance/% trips reduced
8. Voluntary NO-Drive Days	% participation/VMT reduction
9. Public Awareness Program	\$ spent/# of people reached
10. Park & Ride Lots	# of lots/# of spaces/% utilization
11. Financial Incentives-Bus Fares	# of employees affected/avg. benefit per employee affected
12. Pref. Parking for Carpools	# of spaces
13. Mandatory Parking Charges	\$ per space/# of employees affected
14. HOV Lanes on Freeways	# of lanes & miles/# of users
15. HOV Lanes on Arterials	# of lanes & miles/# of users
16. HOV Ramps Bypass Metering	# of ramps
17. Mitigate Freeway Construction	Public announcements/detours, etc.
18. & 19. Freeway Surveillance, Ramp Metering, & Signage	# of measures/# of miles controlled
20. Traffic Signal Coordination	# of intersections
21. Reversible Lanes - Arterials	# of lane miles
22. One-Way Streets	# of streets & miles
23. Truck Restrictions	Ordinance/# of miles of streets restricted
24. Intersection Improvements	# of intersections
25. Restrict On-Street Parking	# of spaces removed/road capacity increase
26. Bus Pullouts in Curbs	# of pullouts (\$ spent)
27. Increased Bike Use	Public Awareness Program
28. Bike Travel & Support Fac.	Miles of bike paths/# of support fac./\$ spent
29. Pedestrian Travel	Public Awareness Program
30. Pedestrian & Bike Overpass	# of overpasses/\$ spent
31. Alternative Fuels - Statewide	gallons sold of different blends/% of sales
32. Alt. Fuels for Fleets	# of vehicle/% of fleet/emission reduction
33. Alt. Fuels for Buses	# of vehicles/emission reduction
34. Control Devices for Public Diesel	# of vehicles/emission reduction
35. Alternative Work Hours	# of employees/% of workforce
36. Alternative Work Weeks	# of employees/% of workforce
37. Telecommuting	Capability/# of vehicle trips saved
38. Teleconferencing	Capability/# of vehicle trips saved
39. Review AQ Impacts-New Develop.	Policy/plan/# of reviews performed
40. High Density near Transit	Plan
41. Discourage Idling	Public Awareness Program
42. Auto-Free Zones	# & length developed
43. Enforcement of Traffic Regs	# of enforcement actions/# of smoking vehicles cited/# of VEI violations (out-of-state plates, "compliance stickers", etc.)
44. Expand Monitoring Network	# of stations
45. 03 - Stage 11 Vapor Recovery	Regulation
46. 03 - Industrial Source Controls	# of Regulations

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 1: Statewide I/M Program

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLES:

NUMBER OF RETESTED:

PERCENT OF REDUCE:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 2: Countywide I/M Program

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLES:

NUMBER RETESTED:

PERCENT REDUCED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 3: Short-Range Transit

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF BOARDING:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 4: Long-Range Transit

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PLAN:

ELEMENT OF PLAN MILES:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 5: Exclusive Bus Lanes

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LANE MILES:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 6: Expand Ridesharing Program

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF APPLICANTS:

NUMBER OF EMPLOYEES CONTACTED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 7: Model Trip Reduction

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE:

PERCENT OF TRIPS REDUCED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 8: Voluntary NO-Drive Days

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PERCENT OF PARTICIPATION:

VMT REDUCTION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 9: Public Awareness Program

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

DOLLARS SPENT:

NUMBER OF PEOPLE REACHED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 10: Park & Ride Lots

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LOTS:

NUMBER OF SPACES:

PERCENT OF UTILIZATION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 11: Financial Incentives - Bus Fares

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF EMPLOYEE AFFECTED:

AVERAGE BENEFIT PER EMPLOYEE AFFECTED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 12: Preferential Parking for Carpools

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF SPACES:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 13: Mandatory Parking Charges

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

DOLLARS PER SPACE:

NUMBER OF EMPLOYEES AFFECTED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 14: HOV Lanes on Freeways

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LANES AND MILES:

NUMBER OF USERS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 15: HOV Lanes on Arterials

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LANES AND MILES:

NUMBER OF USERS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 16: HOV Ramps Bypass Metering

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF RAMPS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 17: Mitigate Freeway Construction

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC ANNOUNCEMENTS:

DETOURS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 18: Freeways surveillance, Ramp Metering, &
Signage

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF MEASURES:

NUMBER OF MILES CONTROLLED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 19: Freeways surveillance, Ramp Metering, & Signage

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF MEASURES:

NUMBER OF MILES CONTROLLED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 20: Traffic Signal Coordination

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF INTERSECTIONS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 21: Reversible Lanes - Arterials

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LANE MILES:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 22: One-Way Streets

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF STREETS AND MILES:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 23: Truck Restrictions

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE:

NUMBER OF MILES OF STREETS RESTRICTED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 24: Intersection Improvements

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF INTERSECTIONS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 25: Restrict On-Street Parking

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF SPACES REMOVED:

ROAD CAPACITY INCREASE:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 26: Bus Pullouts in Curbs

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF PULLOUTS:

DOLLARS SPENT:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 27: Increased Bike Use

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC AWARENESS PROGRAM:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 28: Bike Travel & Support Facility

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

MILES OF BIKE PATHS:

NUMBER OF SUPPORT FACILITIES:

DOLLARS SPENT:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 29: Pedestrian Travel

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC AWARENESS PROGRAM:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 31: Alternative Fuels - Statewide

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

GALLONS SOLD OF DIFFERENT BLENDS:

PERCENT OF SALES:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 32: Alternative Fuels for Fleets

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLES:

PERCENT OF FLEET:

EMISSION REDUCTION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 33: Alternative Fuels for Buses

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLES:

EMISSION REDUCTION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 34: Control Devices for Public Diesels

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLES:

EMISSION REDUCTION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 35: Alternative Work Hours

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF EMPLOYEES:

PERCENT OF WORKFORCE:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 36: Alternative Work Weeks

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF EMPLOYEES:

PERCENT OF WORKFORCE:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 37: Telecommuting

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

CAPABILITY:

NUMBER OF VEHICLE TRIPS SAVED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 38: Teleconferencing

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

CAPABILITY:

NUMBER OF VEHICLE TRIPS SAVED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 39: Review AQ Impacts-New Development

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

POLICY:

PLAN:

NUMBER OF REVIEWS PERFORMED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 40: High Density Near Transit

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PLAN:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 41: Discourage Idling

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC AWARENESS PROGRAM:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 42: Auto-Free Zones

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER DEVELOPED:

LENGTH DEVELOPED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 43: Enforcement of Traffic Regulations

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF ENFORCEMENT ACTIONS:

NUMBER OF SMOKING VEHICLES CITED:

NUMBER OF VEI VIOLATIONS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 44: Expand Monitoring Network

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF STATIONS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 45: O³ - Stage II Vapor Recovery

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

REGULATIONS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 46: O³ - Industrial Source Controls

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF REGULATIONS:

COMMENTS:

ATTACHMENT C

Reporting Units for PM - 10 Particulate Control Measures **1992**

CONTROL MEASURES	REPORTING UNITS
1. Statewide I/M Program All MY	# of vehicles/# retested/% reduction in PM-10
2. Use of #1 Diesel Fuel Countywide	# of gallons sold/% of sales
3. Pave Unpaved Roads, Alleys and Parking Lots	Code or ordinance preventing the development of new unpaved roads/ # of miles of unpaved roads paved/ speed reductions on unpaved roads
4. Pave Driveways, Curbs, Sweep and Wash Streets	Code or ordinance requiring curbs for new roads and that new driveways be paved/# of miles of curbing constructed on existing uncurbed roads
5. Vegetation, Paving, Watering & Windbreaks for Windblown Dust	# and size of areas landscaped or controlled/\$ spent
6. Restrictions on Use of Blowers	Ordinance or Regulation/# of enforcement actions
7. Water & Wash Vehicles and Streets at Construction Sites	Ordinance or Regulation/# of enforcement actions/# of clean-up actions
8. Industrial/Point Source Controls	# of controls implemented /# of enforcement actions
9. Windblown Dust Controls for Agricultural Sites	# of controls implemented/acreage controlled
10. Controls for Fireplaces & Woodstoves	Design Spec/Code, Ordinance, or Regulation
11. Ordinances to Control Use of Fireplaces and Woodstoves	Ordinance/# of enforcement actions
12. Restrictions on Off-Road-Vehicles	Ordinance or Regulation/# of enforcement actions
13. Requirements for Truck Covers	Ordinance or Regulation/# of enforcement actions
14. Maintaining Land After Zoning Is Given But Not Developed	Code or Ordinance/Zoning Stipulation/ Policy/Acreage Limitation
15. Moving State Fair Dates and/or Location	Legislation

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 1: Statewide I/M Program ALL MY

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLES:

NUMBER RETESTED:

PERCENT REDUCED:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 2: Use of #1 Diesel Fuel Countywide

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF GALLONS SOLD:

PERCENT OF SALES:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 3: Pave Unpaved Roads, Alleys and Parking Lots

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

CODE OR ORDINANCE:

NUMBER OF MILES UNPAVED:

SPEED REDUCTION:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 4: Pave Driveways, Curbs, Sweep and Wash Streets

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

**CODE OR ORDINANCE REQUIRING CURBS FOR
NEW ROAD AND NEW DRIVEWAYS BE PAVED:**

**NUMBER OF MILES OR CURBING CONSTRUCTED
ON EXISTING UNCURBED ROADS:**

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

**CONTROL MEASURE 5: Vegetation, Paving, Watering
& Windbreaks for Windblown Dust**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LANDSCAPED AREAS:

SIZE OF LANDSCAPED AREAS:

DOLLARS SPENT:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 6: Restrictions on Use of Blowers

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE OR REGULATION:

NUMBER OF ENFORCEMENT ACTIONS:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

**CONTROL MEASURE 7: Water & Wash Vehicles and
Streets at Construction Sites**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE OR REGULATIONS:

NUMBER OF ENFORCEMENT ACTIONS:

NUMBER OF CLEANUP ACTIONS:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 8: Industrial/Point Source Controls

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF REGULATIONS:

NUMBER OF ENFORCEMENT ACTIONS:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 9: Windblown Dust Controls for Agricultural Sites

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF CONTROLS IMPLEMENTED:

ACREAGE CONTROLLED:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 10: Controls for Fireplaces & Woodstoves

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

DESIGN SPEC:

CODE, ORDINANCE, REGULATION:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

**CONTROL MEASURE 11: Ordinances to Control Use of Fireplaces
and Woodstoves**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE:

NUMBER OF ENFORCEMENT ACTIONS:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 12: Restrictions on Off-Road Vehicles

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE OR REGULATION:

NUMBER OF ENFORCEMENT ACTIONS:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 13: Requirements for Truck Covers

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE OR REGULATIONS:

NUMBER OF ENFORCEMENT ACTIONS:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

**CONTROL MEASURE 14: Maintaining Land After Zoning
is Given but not Developed**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

CODE OR ORDINANCE:

ZONING STIPULATION:

POLICY:

ACREAGE LIMITATION:

COMMENTS:

PM10 REPORT FORM - 1992

Date of Report:

CONTROL MEASURE 15: Moving State Fair Dates and/or Location

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

LEGISLATION:

COMMENTS:

ATTACHMENT A - 1993

INSTRUCTIONS FOR DESCRIBING "PROGRESS"

Information from the annual progress report forms will be summarized to measure the progress achieved on each control measure. To accomplish this, it is important the response is in uniform report units (e.g. miles of reversible lanes, number of spaces in park and ride lots, etc.). The specific report units for each strategy are listed in Attachments "B" and "C".

CARBON MONOXIDE REPORT FORMAT - 1993

Control Measures

Reporting Units

Control Measures	Reporting Units
<p>1. Program for Improved Public Transit</p> <p>1.a. Expansion of public transportation systems - Implement Public Transit Improvements (MAG #3, #4).</p> <p>1.c. Transit service improvements in combination with park and ride lots and parking management. Implement a combination of these improvements. (MAG #10, #6)</p>	<p>1. Number of boardings, buses, total vehicle miles, vehicles hours.</p> <p>2. Plan/elements of plan miles, vehicle hours.</p> <p>3. Number of lots</p> <p>4. Number of spaces</p> <p>5. Percent utilization</p>
<p>2. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by passenger buses or high occupancy vehicles.</p> <p>2.a. Fixed lanes for buses and carpools on arterials. (MAG #5, #15)</p>	<p>1. Number of lane miles.</p> <p>2. Number of lanes & miles.</p> <p>3. Number of users.</p>
<p>3. Employer-based transportation management plans, including incentives. (MAG #11)</p> <p>3.a. Employer rideshare program incentives. (MAG #6)</p> <p>3.b. Employee parking fees (MAG #13)</p> <p>3.c. Preferential parking for carpools and vanpools. (MAG #12)</p> <p>3.f. Merchant transportation incentives. (MAG #8)</p> <p>3.g. Modified business hours for private and public sector during high pollution session to reduce cold start emissions. (MAG #8)</p>	<p>1. Number of employees affected.</p> <p>2. Average benefit per employee affected.</p> <p>3. Number of applicants.</p> <p>4. Number of employees contacted per outreach efforts.</p> <p>5. Dollars per space.</p> <p>6. Number of employees affected.</p> <p>7. Number of spaces.</p> <p>8. Percent participation /VMT reduction</p>
<p>4. Trip Reduction Ordinance Implement trip reduction ordinance to require employers of a certain size to establish a trip reduction program for employees (MAG #7)</p>	<p>1. Ordinance</p> <p>2. Percent trips reduced.</p>
<p>5. Traffic Flow Improvement Programs that achieve emission reductions</p> <p>5.a. Removal of non-street parking (MAG #25)</p> <p>5.c. Coordinate traffic signal systems (MAG #20)</p> <p>5.d. Reduce traffic congestion at major intersections (MAG #24)</p> <p>5.e. Site-specific transportation control measures. (MAG #None)</p> <p>5.f. Reversible lanes. (MAG #21)</p> <p>5.i. One way street (MAG #22)</p> <p>5.j. One way parking restrictions (MAG #25)</p> <p>5.k. Bus pullout in curbs for passenger loading. (MAG #26)</p>	<p>1. Number of spaces removed/road capacity increase.</p> <p>2. Number of intersections.</p> <p>3. Number of streets & miles.</p> <p>4. Number of pullouts (\$ spent).</p> <p>5. Number of lane miles.</p>

<p>6. Fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service. (MAG #10)</p>	<ol style="list-style-type: none"> 1. Number of lots. 2. Number of spaces. 3. Percent of utilization.
<p>7. Truck Restrictions during 7a and 7b peak periods. (MAG #23)</p>	<ol style="list-style-type: none"> 1. Ordinance. 2. Number of miles of streets restricted.
<p>8. Programs for the provision of all form of high-occupancy shared rides services.</p> <p>8.a. Park and ride programs (MAG #10)</p> <p>8.c. Financial incentives, including zero bus fares (MAG #11)</p>	<ol style="list-style-type: none"> 1. Number of lots. 2. Number of spaces. 3. Percent utilization. 4. Number of employees affected. 5. Average benefit per employee affected.
<p>9. Programs to limit portion of road surfaces or certain sections of the Metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place (MAG #42), #29)</p>	<ol style="list-style-type: none"> 1. Public Awareness Program. 2. Number developed. 3. Length developed.
<p>10. Programs for secure bicycle storage facilities and other facilities including bicycle lanes, for the convenience and protection of bicyclist in both public and private areas.</p> <p>10.a Encourage bicycle travel (MAG #27)</p> <p>10.b Development of bicycle travel facilities (MAG #28)</p>	<ol style="list-style-type: none"> 1. Public Awareness Program. 2. Miles of bike paths. 3. Number of support facilities. 4. Dollars spent.
<p>11. Programs to control extended idling of vehicles (MAG #41)</p>	<ol style="list-style-type: none"> 1. Public Awareness Program.
<p>13. Employer sponsored programs to permit flexible work schedules.</p> <p>13.a Modified work schedule (MAG #35)</p> <p>13.b Telecommunications - Telecommuting. (MAG #37)</p> <p>13.c Telecommunications - Teleconferencing. (MAG #38)</p> <p>13.d Alternative work week schedule. (MAG #36)</p>	<ol style="list-style-type: none"> 1. Number of employees. 2. Percent of workforce. 3. Capability/ number of vehicle trips saved.
<p>14. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupancy vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity (MAG #39)</p> <p>14.a Land use/development alternative. (MAG #None)</p> <p>14.b Voluntary no drive days program. (MAG #8)</p> <p>14.c Areawide public awareness program (MAG #9)</p> <p>14.d Evaluation of air quality impacts of new development and migation of adverse impacts. (MAG #39)</p>	<ol style="list-style-type: none"> 1. Policy. 2. Plan. 3. Number of reviews performed. 4. Percent of participation. 5. VMT reduction. 6. Dollars spent. 7. Number of people reached.

<p>15. Programs for new construction and major reconstruction of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.</p> <p>15.a Encouragement of pedestrian travel. (MAG #29)</p> <p>15.b Pedestrian and bicycle over passes. (MAG #30)</p>	<p>1. Public Awareness.</p> <p>2. Number of overpasses.</p> <p>3. Dollars spent.</p>
<p>18. Use of Alternative Fuels</p> <p>18.a Alternative fuels for fleets. (MAG #32)</p> <p>18.c Conversion of buses to alternative fuels. Control devices for diesels. (MAG #33)</p>	<p>1. Number of vehicles.</p> <p>2. Percent of fleet.</p> <p>3. Emission reduction</p>
<p>20. Other Air Quality Control Measures</p> <p>20.j Enforcement of traffic parking and air pollution regulations. (MAG #43)</p> <p>20.k Expansion of the area wide monitoring networks (MAG #None)</p> <p>20.p Secondary seal regulations (MAG #None)</p> <p>20.q. Non-transportation control (MAG #none)</p> <p>20.t Fireplace restrictions (MAG #none)</p>	<p>1. Number of enforcement actions.</p> <p>2. Number of smoking vehicles cited.</p> <p>3. Number of VEI violations (out-of-state plates, "compliance stickers", etc.)</p> <p style="text-align: right;">cp/carmonox.fmt/ap1</p>

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 1: **Program for Improved Public Transit**

- 1.a. Expansion of public transportation systems -Implement Public Transit Improvements (MAG 3,4)
- 1.c. Transit Service improvements in combination with park and ride lots and parking management. Implement a combination of these improvements (MAG 10,6)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF BOARDINGS:

NUMBER OF BUSES:

TOTAL VEHICLE MILES:

VEHICLE HOURS:

ELEMENTS OF PLAN MILES:

NUMBER OF LOTS:

NUMBER OF SPACES:

PERCENT OF UTILIZATION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 2:

Restriction of certain roads or lanes to, or construction of such roads or lanes for use by passenger buses or high occupancy vehicles

2.a. Fixed lanes for buses and carpools on arterials. (MAG 5, 15)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LANE MILES:

NUMBER OF LANES:

NUMBER OF USERS:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 3: Employer-based transportation management plans, including incentives.

- 3.a. Employer rideshare program incentive.
(MAG 6)
- 3.b. Employee Parking fees. (MAG 13)
- 3.c. Preferential parking for carpools and vanpools. (MAG 12)
- 3.f. Merchant transportation incentives.
(MAG 8)
- 3.g. Modified business hours for private and public sector during high pollution session to reduce cold start emissions.
(MAG 8).

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF EMPLOYEES AFFECTED:

AVERAGE BENEFIT PER EMPLOYEE:

NUMBER OF APPLICANTS:

NUMBER OF EMPLOYEES CONTACTED:

DOLLARS PER SPACE:

NUMBER OF SPACES:

PERCENT PARTICIPATION

VMT REDUCTION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 4: Trip Reduction Ordinance
Implement trip reduction ordinance to require employers of a certain size to establish a trip reduction program for employees. (MAG 7)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE:

PERCENT TRIPS REDUCED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 5: Traffic Flow Improvement Program that achieve emission reduction.

- 5.a. Removal of non-street parking. (MAG 25)
- 5.c. Coordinate traffic signal systems (MAG 20)
- 5.d. Reduce traffic congestion at major intersections. (MAG 24)
- 5.e. Site-specific transportation control measures. (MAG None)
- 5.f. Reversible lanes. (MAG 21)
- 5.i. One way street. (MAG 22)
- 5.j. One way parking restrictions. (MAG 25)
- 5.k. Bus pullout in curbs for passenger loading. (MAG 26)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF SPACES REMOVED:

ROAD CAPACITY INCREASE:

NUMBER OF INTERSECTIONS:

NUMBER OF STREETS:

NUMBER OF MILES:

NUMBER OF PULLOUTS (\$ SPENT):

NUMBER OF LANE MILES:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 6: Fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service. (MAG 10)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LOTS:

NUMBER OF SPACES:

PERCENT OF UTILIZATION:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 7: Truck Restrictions during 7a and 7b peak periods. (MAG 23)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ORDINANCE:

NUMBER OF MILES OF STREETS RESTRICTED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 8: Programs for the provision of all form of high-occupancy shared rides services.

8.a. Park and ride programs. (MAG 10)

8.c. Financial incentives, including zero bus fares. (MAG 11)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF LOTS:

NUMBER OF SPACES:

PERCENT UTILIZATION:

NUMBER OF EMPLOYEE AFFECTED:

AVERAGE BENEFIT PER EMPLOYEE AFFECTED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 9: Programs to limit portion of road surfaces or certain sections of the Metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place.
(MAG 42, 29)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC AWARENESS PROGRAM:

NUMBER DEVELOPED:

LENGTH DEVELOPED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 10: Programs for secure bicycle storage facilities and other facilities including bicycle lanes, for the convenience and protection of bicyclist in both public and private areas.

10.a Encourage bicycle travel. (MAG 27)

10.b Development of bicycle travel facilities (MAG 28)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC AWARENESS PROGRAM:

MILES OF BIKE PATHS:

NUMBER OF SUPPORT FACILITIES:

DOLLARS SPENT:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 11: Program to control extended idling of vehicles. (MAG 41)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC AWARENESS PROGRAM:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 13: Employer sponsored programs to permit flexible work schedules.

- 13.a Modified work schedule. (MAG 35)
- 13.b Telecommunications - Telecommuting.
(MAG 37)
- 13.c Telecommunication - Teleconferencing.
(MAG 38)
- 13.d Alternative work week schedule. (MAG 36)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF EMPLOYEES:

PERCENT OF WORKFORCE:

CAPABILITY:

NUMBER OF VEHICLE TRIPS SAVED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 14: Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupancy vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity. (MAG 39)

14.a Land use/development alternative.
(MAG #None)

14.b Voluntary no drive days program (MAG 8)

14.c Areawide public awareness program (MAG 9)

14.d Evaluation of air quality impacts of new development and migration of adverse impacts. (MAG 39)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

POLICY:

PLAN:

NUMBER OF REVIEWS PERFORMED:

PERCENT OF PARTICIPATION:

VMT REDUCTION:

DOLLARS SPENT:

NUMBER OF PEOPLE REACHED:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 15: Programs for new construction and major reconstruction of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest.

**15.a Encouragement of pedestrian travel.
(MAG 29)**

**15.b Pedestrian and bicycle over passes.
(MAG 30)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

PUBLIC AWARENESS:

NUMBER OF OVERPASSES:

DOLLARS SPENT:

COMMENTS:

CARBON MONOXIDE REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 18: Use of Alternative Fuels

- 18.a Alternative fuels for fleets. (MAG 32)
- 18.c Conversion of buses to alternative fuels.
Control devices for diesels. (MAG 33)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLES:

PERCENT OF FLEET:

EMISSION OF REDUCTION:

COMMENTS:

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CONTROL MEASURE 20: Other Air Quality Control Measures

- 20.j Enforcement of traffic parking and air pollution regulations. (MAG 43)
- 20.k Expansion of the area wide monitoring networks. (MAG None)
- 20.p Secondary seal regulations. (MAG None)
- 20.q Non-transportation control (MAG None)
- 20.t Fireplace restrictions (MAG None)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF ENFORCEMENT ACTIONS:

NUMBER OF SMOKING VEHICLES CITED:

NUMBER OF VEI VIOLATIONS:

COMMENTS:

**ATTACHMENT C
PM10 REPORT FORMAT 1993**

Control Measures (RACM)	Reporting Units
1. Paving, Vegetating, and Chemically Stabilizing Access Points. (MAG #4)	<ol style="list-style-type: none"> 1. Estimate number access points where unpaved roads adjoin paved roads (other than construction sites) in baseline and attainment years; 2. Estimated method of treatment and # points treated in baseline and attainment years; 3. Estimated vehicle miles traveled on paved and unpaved roads at those access points; 4. If it is able to treat only portion of access points in either baseline or attainment years, does the implementing agency have a plan to treat those points with the most traffic and can support its priority listings?
2. Dust Control Plans for Construction or Land Cleaning. (MAG #7, #8, #14)	<ol style="list-style-type: none"> 1. Number and result of inspections of cleared areas and construction sites in baseline and attainment years; 2. Estimated number of vehicles/day entering and exiting per acre of construction site. 3. Acreage inspected as a portion of total acreage under construction or cleared; 4. Change in method of inspection from baseline to attainment year; 5. Tracking system for follow-up of inspections in baseline and attainment year; 6. Number of man/hours committed to inspections and tracking in baseline and attainment years.
3. Covering Haul Trucks. (MAG #13)	<ol style="list-style-type: none"> 1. # of haul trucks covered in baseline and attainment years. 2. Percent portion of total haul trucks covered in baseline and attainment years.
4. Traffic Rerouting or Rapid Clean Up of Temporary Sources of Dust on Paved Roads. (MAG #8)	<ol style="list-style-type: none"> 1. # of times traffic rerouted in baseline and attainment years. 2. Estimated response time to rapid clean up in baseline and attainment years; 3. Number of man/hours and crew trucks available for rapid clean up in baseline and attainment years. 4. % portion of cleanups conducted compared to total estimated sites needing cleanup in baseline and attainment year. 5. How is work shifted to priority of clean up from other responsibilities in baseline and attainment years?
5. Prohibition of Unpaved Haul Roads, and Parking or Staging Areas. (MAG #12)	<ol style="list-style-type: none"> 1. Miles of unpaved haul roads and acreage of unpaved parking and staging areas in baseline years; 2. Miles of unpaved haul roads and acreage of unpaved parking and staging areas not covered by prohibition; 3. Miles of unpaved haul roads and acreage of unpaved parking and staging areas covered by prohibition; 4. Method of prohibition (e.g. ordinance, policy, etc.) 5. Method of enforcement.
6. Traffic Reduction Plans for Unpaved Roads (MAG #12)	<ol style="list-style-type: none"> 1. Vehicle miles traveled, speeds and miles of unpaved roads in baseline and attainment years; 2. Method of traffic reduction in baseline and attainment years; 3. Number of miles using each method of control in baseline and attainment years;
7. Limit Use/Restriction of Recreational motorized vehicles on Open Land (Off-Road Use). (MAG #12)	<ol style="list-style-type: none"> 1. Number of hours of recreational vehicle use; 2. Total # of acres of open land in baseline and attainment years. 3. Method of prohibition; e.g., ordinance, policy, etc. in baseline and attainment years; 4. Method of enforcement in baseline and attainment years;
8. Not Applicable to Maricopa County.	NOT APPLICABLE FOR MARICOPA COUNTY AREA
9. Curbing, Paving, or Stabilizing Shoulders of Paved Roads. (MAG #4)	<ol style="list-style-type: none"> 1. Miles of curbing and shoulders of paved roads in base and attainment years; 2. Miles of paved roads in baseline and attainment years; 3. Number of miles for each method of stabilizing shoulders in baseline and attainment years;

10. Paving or Chemically Stabilizing Unpaved Roads. (MAG #3)	<ol style="list-style-type: none"> 1. Miles of unpaved roads in baseline and attainment years; 2. Miles of paved roads in baseline and attainment years; 3. Miles of chemically stabilized unpaved roads for each method and number of application in baseline and attainment years; 4. Vehicle miles traveled and average speed on unpaved roads in baseline and attainment years.
11. Paving, Vegetating, or Chemically Stabilizing Parking Areas. (MAG #5)	<ol style="list-style-type: none"> 1. Number of acres of unpaved parking areas in baseline and attainment years; 2. Number of acres treated by each method in baseline and attainment year; 3. Average acreage of parking area;
12. Dust Control Measures for Material Storage Piles. (MAG #none)	<ol style="list-style-type: none"> 1. Number of estimated piles and size in acres in baseline and attainment year; 2. Number of covered or treated piles and size in acres in baseline and attainment year.
13. Storm Waters Drainage to Prevent Water Erosion onto Paved Roads. (MAG #3)	<ol style="list-style-type: none"> 1. Extent of new storm water drainage projects begun or completed between January 1, 1989 and December 31, 1994. 2. Tons of erosion prevented per year.
14. Revegetation, Chemical Stabilization, or Other Abatement of Wind Erodible Soil. (MAG #5, #14)	<ol style="list-style-type: none"> 1. Acreage of land defined above for each methods of treatment for such lands in baseline and attainment years; 2. Levels of treatment for each treatment method;
15. Soil Conservation Requirements of U.S. Food Security Act. (MAG #9)	<p>Applies only to agricultural lands.</p>
16. Episode Curtailment Program for Residential Wood Combustion (Areawide Strategy). (MAG #11)	<ol style="list-style-type: none"> 1. Tons of wood burned for heat and recreation in the baseline and attainment years; 2. Applicable coverage of program, i.e., estimated tons of wood not burned during average number of episodes between baseline and attainment years. 3. Estimated # of EPA Certified wood burning units; estimated number of non-certified units; average wood burned per day.
17. Public Information Program on Wood Stoves and Wood Heat (Areawide Strategy). (MAG #11)	<ol style="list-style-type: none"> 1. Estimated number and type of stoves and fireplaces and method of burning in baseline and attainment years; 2. Estimated # of EPA Certified wood burning units; estimated number of non-certified units; average wood burned per day.
18. Improved Performance of Wood Burning Devices (Areawide Strategy). (MAG #10)	<ol style="list-style-type: none"> 1. Estimated number of type of stoves and fireplaces and method of burning in baseline and attainment years; 2. Estimated # of EPA certified wood burning units; estimated number of non-certified units; average wood burned per day.
19. Inducements to Reduce the Number of Stoves and Fireplaces (Areawide Strategy). (MAG #10 and #11)	<ol style="list-style-type: none"> 1. Estimated number and type of stoves and fireplaces in baseline and attainment years.
20. Establishment of a Smoke Management Program (Not Applicable).	<p>NOT APPLICABLE</p>
21. Application of Reasonably Available Control Technology to Existing Stationary Sources. (Not Applicable)	<p>NOT APPLICABLE</p>

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Date of Report:

**CONTROL MEASURE 2: Dust Control Plans for Construction or Land
Cleaning. (MAG 7, 8, 14)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF INSPECTIONS OF CLEARED AREAS AND CONSTRUCTION SITES:

RESULTS OF INSPECTIONS:

**NUMBER OF VEHICLES/DAY ENTERING AND EXISTING PER ACRE OF
CONSTRUCTION SITE:**

**ACREAGE INSPECTED AS A PORTION OF TOTAL ACREAGE UNDER CONSTRUCTION
OR CLEARED:**

CHANGE IN METHOD OF INSPECTION:

TRACKING SYSTEM FOR FOLLOW-UP:

NUMBER OF MAN HOURS COMMITTED TO INSPECTIONS:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 3: Covering Haul Trucks (MAG 13)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF HAUL TRUCKS COVERED:

PERCENT PORTION OF TOTAL HAUL TRUCKS COVERED:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 4: Traffic rerouting or rapid clean up of temporary sources of dust on paved roads. (MAG 12)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF TIMES TRAFFIC REROUTED:

RESPONSE TIME TO RAPID CLEAN UP:

NUMBER OF MAN/HOURS AVAILABLE FOR RAPID CLEAN UP:

NUMBER OF TRUCKS AVAILABLE FOR RAPID CLEAN UP:

PERCENT PORTION OF CLEAN UPS CONDUCTED COMPARED TO TOTAL ESTIMATED SITES NEEDING CLEAN UP:

HOW IS WORK SHIFTED TO PRIORITY OF CLEAN UP FROM OTHER RESPONSIBILITIES:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 5: Prohibition of unpaved haul roads, and parking or staging areas. (MAG 12)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

MILES OF UNPAVED HAUL ROADS:

ACREAGE OF UNPAVED PARKING AND STAGING AREAS:

MILES OF UNPAVED HAUL ROADS NOT COVERED BY PROHIBITION:

ACREAGE OF UNPAVED PARKING AND STAGING AREAS NOT COVERED BY PROHIBITION:

MILES OF UNPAVED HAUL ROADS COVERED BY PROHIBITION:

ACREAGE OF UNPAVED PARKING AND STAGING AREAS COVERED BY PROHIBITION:

METHOD OF PROHIBITION:

METHOD OF ENFORCEMENT:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

**CONTROL MEASURE 6: Traffic Reduction Plans for Unpaved Roads
(MAG 12)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF VEHICLE MILES TRAVELED:

SPEEDS TRAVELED:

NUMBER OF MILES OF UNPAVED ROADS:

METHOD OF TRAFFIC REDUCTION:

NUMBER OF MILES USING EACH METHOD OF CONTROL:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 7: Limit use/restriction of recreational motorized vehicles on open land (off-road use). (MAG 12)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF HOURS OF RECREATIONAL VEHICLE USE:

NUMBER OF ACRES OF OPEN LAND:

METHOD OF PROHIBITION:

METHOD OF ENFORCEMENT:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 8: Not applicable to Maricopa County

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 9: Curbing, Paving, or Stabilizing shoulders of paved roads. (MAG 4)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

MILES OF CURBING AND SHOULDERS:

MILES OF PAVED ROADS:

NUMBER OF MILES FOR EACH METHOD OF STABILIZING SHOULDERS:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

**CONTROL MEASURE 10: Paving or chemically stabilizing unpaved roads.
(MAG 3)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

MILES OF UNPAVED ROADS:

MILES OF PAVED ROADS:

MILES OF CHEMICALLY STABILIZED UNPAVED ROADS FOR EACH METHOD:

NUMBER OF APPLICATIONS:

VEHICLE MILES TRAVELED:

AVERAGE SPEED ON UNPAVED ROADS:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

**CONTROL MEASURE 11: Paving, Vegetating, or Chemically Stabilizing
Parking Areas. (MAG 5)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF ACRES OF UNPAVED PARKING AREAS:

NUMBER OF ACRES TREATED BY EACH METHOD:

AVERAGE ACREAGE OF PARKING AREA:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 12: Dust Control Measures for Material Storage
Piles. (MAG NONE)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF PILES:

SIZE IN ACRES:

NUMBER OF COVERED OR TREATED PILES:

SIZE IN ACRES OF TREATED PILES:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

**CONTROL MEASURE 13: Storm waters drainage to prevent water erosion
onto paved roads. (MAG 3)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

**EXTENT OF NEW STORM WATER DRAINAGE PROJECTS BEGUN OR COMPLETED
BETWEEN JANUARY 1, 1989 AND DECEMBER 31, 1994:**

TONS OF EROSION PREVENTED PER YEAR:

COMMENTS:

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Date of Report:

**CONTROL MEASURE 14: Revegetation, chemical stablization, or other
abatement of wind erodile soil. (MAG 5, 14)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

ACREAGE OF LAND FOR EACH METHOD OF TREATMENT:

LEVEL OF TREATMENT:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

**CONTROL MEASURE 15: Soil Conservation Requirements of U.S. Food
Security Act. (MAG 9)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

COMMENTS: APPLIES ONLY TO AGRICULTURAL LANDS

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Date of Report:

**CONTROL MEASURE 16: Eposide curtailment program for residential
wood combustion (Areawide Strategy) (MAG 11)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

TONS OF WOOD BURNED FOR HEAT AND RECREATION:

APPLICABLE COVERAGE OF PROGRAM:

NUMBER OF EPA CERTIFIED WOOD BURNING UNITS:

NUMBER OF NON-CERTIFIED UNITS:

AVERAGE WOOD BURNED PER DAY:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

CONTROL MEASURE 17: Public information program on wood stoves and wood heat. (MAG 11)

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER AND TYPE OF WOOD BURNING STOVES AND FIREPLACES:

NUMBER OF EPA CERTIFIED WOOD BURNING UNITS:

NUMBER OF NON-CERTIFIED UNITS:

AVERAGE WOOD BURNED PER DAY:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

**CONTROL MEASURE 18: Improved performance of wood burning devices
(areawide strategy). (MAG 10)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER OF TYPE OF STOVES AND FIRPLACES:

METHOD OF BURNING:

NUMBER OF EPA CERTIFIED WOOD BURNING UNITS:

NUMBER OF NON-CERTIFIED WOOD BURNING UNITS:

AVERAGE WOOD BURNED PER DAY.

COMMENTS:

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Date of Report:

CONTROL MEASURE 19: Inducements to reduce the number of stoves and fireplaces (areawide strategy).

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

NUMBER AND TYPE OF STOVES AND FIREPLACES:

COMMENTS:

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Date of Report:

**CONTROL MEASURE 20: Establishment of a smoke management program
(Not applicable)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

COMMENTS:

PM10 REPORT FORM - 1993

Date of Report:

**CONTROL MEASURE 21: Application of reasonably available control technology to existing stationary sources.
(Not Applicable)**

CITY/AGENCY:

CONTACT PERSON:

TITLE:

PHONE NUMBER:

FUNDING:

COMMENTS: