



TRIP REDUCTION PROGRAM

Annual Report

2013

Maricopa County Air Quality Department

CLEAN AIR
MAKE
MORE



Trip Reduction Program

July 1, 2012 – June 30, 2013

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Maricopa County

Air Quality Department

SUBJECT: Travel Reduction Program – Fiscal Year 2013 Annual Report

DATES: July 1, 2012 – June 30, 2013
ADEQ Contract No. - EV11-00065, Amendments 3 & 4

EXECUTIVE SUMMARY

During the Fiscal Year 2012-2013 (FY13) grant year, Maricopa County continued the Travel Reduction Program (TRP) and outreach efforts in support of the voluntary “Clean Air Campaign”. Results were gathered from detailed statistical summary reports from each employee and student site participating in the program. During FY13, there were 2,965 sites in the TRP representing 1,174 companies. This year, the survey was administered to over 693,000 commuters. In addition, the TRP Task Force, along with the TRP staff, reviewed and approved 1,216 trip reduction plans. The following report tracks and analyzes the commuting habits of employees and students in Maricopa County.

The TRP is continually identifying new sites required to participate in the program. This on-going effort has resulted in 126 new employee and student sites incorporated into the TRP and completing their baseline year during FY13. While companies phased in and out of the TRP, the number of active sites remained approximately 3,000 throughout the year.

An aggregate analysis of the sites processed during FY13, for both employee and student participants, produced the following statistical results: 1) commuters in the TRP saved 13,219 tons of pollution by using an alternative mode of transportation; and 2) the TRP’s e-survey was used by more companies than ever before, an increase of 13% year-over-year.

The TRP has two forms of its online e-survey. Employers can choose either the intranet or internet version. Overall, 326 companies had their employees/students use the e-survey this year. Twelve companies programmed the intranet version onto their systems for their employees to use and 314 companies had their employees access the Maricopa County web-site for the internet form. Some of the larger companies used the intranet version, accounting for nearly one-sixth of all employees.

Companies that used the e-survey saved the TRP from providing over 317,000 paper forms; this was an increase of 10.1% more electronic surveys compared to last year. When the TRP first started administering the e-survey, its goal was to have a 35% usage by all employees. This year, 49.6% of TRP employees used the e-survey to complete their survey. This was the second year that the e-survey was made available to students; which resulted in 25.9% of them using it.

MARICOPA COUNTY REGIONAL TRAVEL REDUCTION PROGRAM 2013 Annual Report

INTRODUCTION

During Fiscal Year 2013, 2,965 employment sites were processed by the Travel Reduction Program (TRP). Of all the sites, 126 were baseline (first year sites). The TRP produces a detailed statistical summary report for each employment and student site. This year, the program administered the survey to over 693,000 employees and students. In addition, the TRP Task Force, along with the TRP staff, reviewed and approved 1,216 Trip Reduction plans. The following report tracks and analyzes the commuting habits of employees and students in Maricopa County.

The 1988 Omnibus Clean Air Legislation laid the foundation for the Maricopa County TRP. Employers with 100 or more employees were required to (1) reduce the single occupancy vehicle rate (SOV) by 5% annually, (2) name a transportation coordinator, (3) provide trip reduction information to all employees and/or students, (4) conduct an annual trip reduction survey and (5) submit an annual trip reduction plan.

The Trip Reduction Ordinance (TRO) adopted by the Board of Supervisors in September 1992 became effective January 1, 1993. This ordinance expanded the TRP by requiring employers with 75 to 99 employees to participate. The 1993 ordinance also established a SOV floor of 60%, and it improved SOV rate and SOV target calculations.

The TRO was amended May 26, 1994 with the following changes effective July 1, 1994; (1) employer SOV reduction goals were increased from 5% for the first five target years to 10% (employers in their sixth and subsequent target years have a SOV target of 5% annually), (2) employers with 50 to 74 employees were incorporated into the program and (3) employers were given credit towards SOV reduction goals for using Reduced Emission Vehicles (REV).

In May 1996, the TRO was amended and ten Equivalent Emission Reduction (EER) measures were implemented. The ordinance became effective in July 1997. The EER ordinance measures allow for credit to be given to companies toward meeting their trip reduction goals by implementing alternative air pollution reduction strategies. These strategies are listed on a separate form and submitted with their trip reduction surveys on an annual basis.

In the first program year of the TRP, approximately 500 employers and 800 employment sites were affected by the TRP. The implementation of the 1993 TRO added 300 employers and 700 sites to the program. With the implementation of the 1994 TRO, there are currently over 1,100 employers and 3,000 sites participating in the TRP.

PROGRAM OVERVIEW

The TRP's operational functions are divided into two sections: Operations/Research Data Analysis and Plan Review/Monitoring.

Operations / Research Data Analysis

Operations section's primary responsibilities are: 1) coordinating survey delivery and processing data; 2) monitoring new employers for incorporation into the TRP; 3) tracking effected employers to ensure that questionnaires and other requirements are submitted on schedule; and 4) developing policies and procedures.

The Research Data Analysis section is responsible for analyzing survey data and generating Summary Analysis reports for each employment site; analyzing and measuring the overall impact of the TRP on reducing single occupant commutes; and producing quarterly, annual and special reports for internal and external requests. In FY13, the Research/Data Analysis section sent out 3,413 summary analyses for employers and schools. In addition, they completed reports and supplied statistical data results for employers, researchers, city planners, news affiliates and individuals.

Plan Review/Monitoring

The Plan Review/Monitoring section reviews and evaluates all submitted TRP plans to determine if proposed strategies and/or incentives are adequate to achieve targeted SOV reductions. There were 1,216 TRP plans that were reviewed and approved by the Task Force and staff during FY13.

The Plan Review staff also monitors employers to ensure that trip reduction plans are implemented accordingly. Monitoring activities include on-site visits and phone calls to employers. This year there were 515 monitoring phone calls and 785 site visits completed. Employers not in compliance with TRP's policies and procedures can receive a Notice of Violation (NOV). During FY13, 65 NOV's were issued to employers who did not meet the statutory requirements. Of those referred to the TRP Task Force for enforcement, all were withdrawn following compliance by the respective employer.

Valley Metro/ RPTA

Both the Maricopa County TRP and the Valley Metro/Regional Public Transportation Authority (RPTA) provide staff to coordinate the benefits of both the TRP and the Clean Air Campaign. The RPTA is a sub-contracted organization that provides training, technical assistance and promotional material to all affected organizations. During the past year, 11 Introduction to the Trip Reduction Program training classes were conducted with a total of 168 attendees. In addition, 21 in-person Transportation Coordinator Association (TCA) meetings were held across the Valley; 248 people attended. Thirteen TCA webinars were held with a total of 1,146 in attendance. Nearly 13,000 technical assistance and consultative service contacts were made to Valley organizations. This year, RPTA facilitated 49 presentations and events for TRP employees, with approximately 2,639 employees in attendance. Now in its twenty-sixth year, awareness of the Clean Air Campaign continues to grow with the public.

ANNUAL REPORT METHODOLOGY

The Maricopa County Regional Travel Reduction Program's method for measuring employers' compliance with the program is based on an employer's current site year. This methodology allows for the aggregation of data by the current TRP program year. New employment sites are added on a continual basis. The total number of employees/students commuting patterns is measured to determine TRP's overall effectiveness on reducing single occupant vehicle trips and miles.

This year, aggregate data is only shown for the first program year (FY 1991) and the last five fiscal years. This is done to show how the TRP compares to the inaugural year and reflect the most recent trend of data. For purposes of maintaining consistency and tracking a company's historical data from one year to the next, data gathered for a company are based upon the company's anniversary date.

The regional calculation for the number of miles needed to generate one-pound of pollution, for an average vehicle, was 48.7 for the first and second quarters and 49.6 miles for third and fourth quarters of the fiscal year. This factor was used to calculate the amount of pollution saved annually in the program. The Maricopa Association of Governments (MAG) has provided the data, citing EPA's Mobile 6.2 as its source.

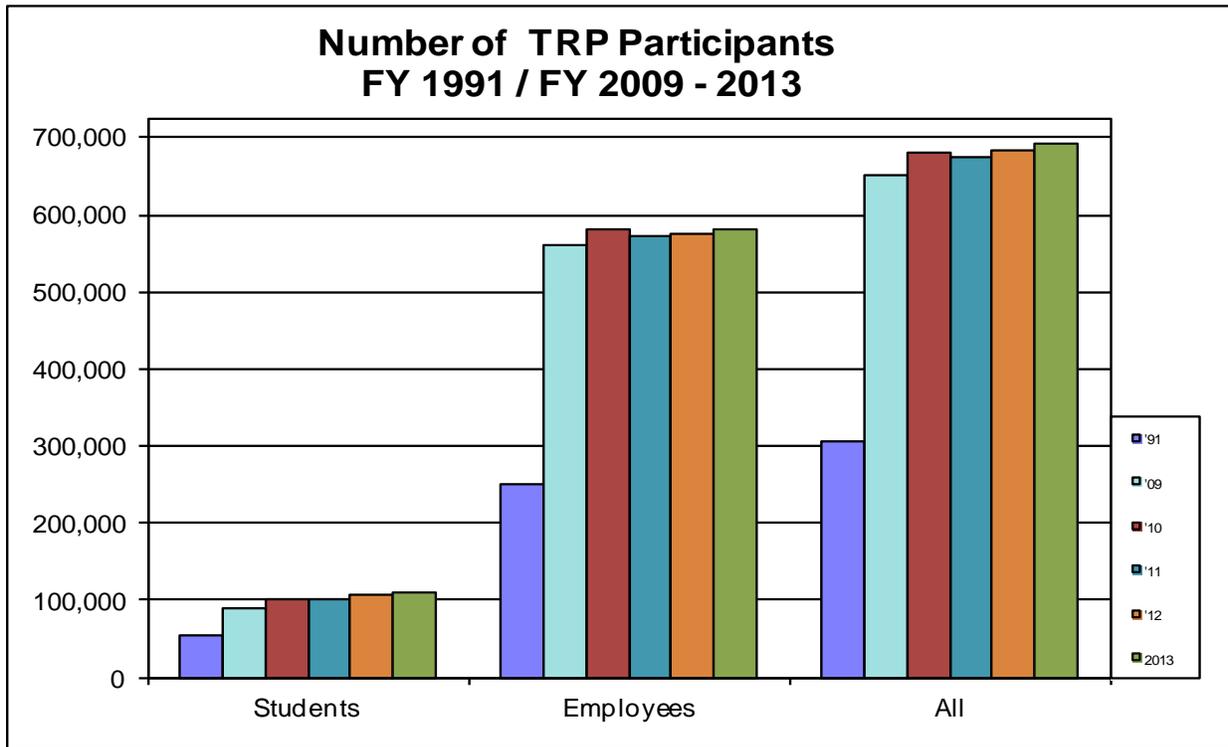
The staff members of the Maricopa County Travel Reduction Program and the Regional Public Transportation Authority (RPTA) work closely to the benefit of both the TRP and the Clean Air Campaign. The RPTA is sub-contracted by Maricopa County through the Air Quality Department to provide training, technical support and promotional materials to all organizations effected by the TRP.

The FY13 Travel Reduction Program Final Report is highlighted with samples of program material, aggregate results of the annual survey, and the calculation methodology. Questions or comments should be addressed to the Maricopa County Air Quality Department, Travel Reduction Program, 1001 N. Central Ave. #125, Phoenix, AZ 85004.

NUMBER OF TRP PARTICIPANTS

The Maricopa County region affected by the Travel Reduction Program (TRP) has recorded continual growth since the inception of the program in 1989. TRP's overall participation has increased 127% since the first program year.

Based on current DES estimates for the Greater Phoenix-Glendale-Mesa metropolitan Area non-farm workforce, there are approximately 1,772,700 employees. TRP employees account for over 32.8% of those Maricopa County residents. In addition, 'Student' sites contribute another 111,224 participants to the overall population tracked by the TRP.



The number of all TRP participants has steadily increased each year of the program. When compared to DES estimates for non-farm workforce, TRP employees increased by 0.8%, while the DES workforce showed an increase of 2.8% from the previous year. The student population has increased by 11% over the last four years, with a 4.8% this year alone. Total program participation shows an average annual rate increase of 1.6% since FY 2009.

Number of Participants

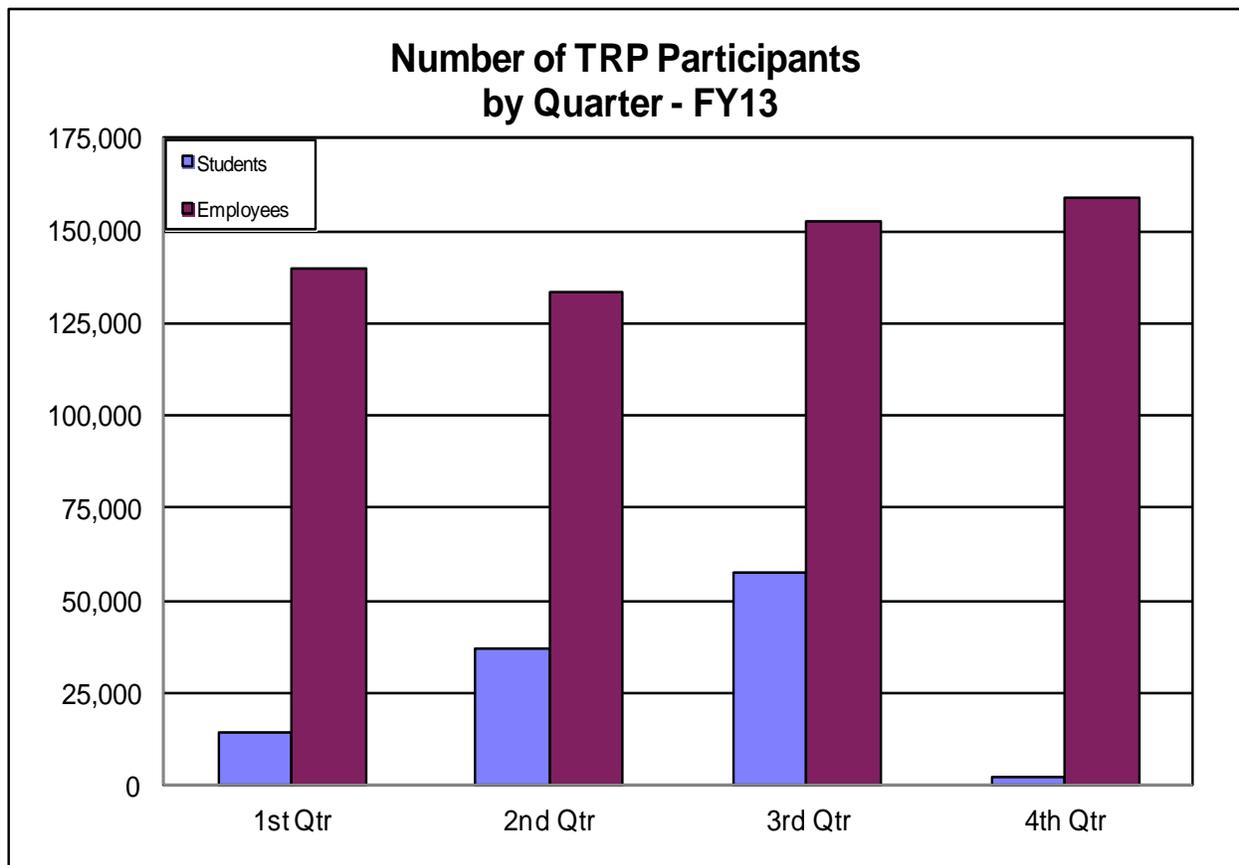
Site Type	FY 91	FY 09	FY 10	FY 11	FY 12	FY 2013
Students*	53,943	89,017	100,172	102,478	106,081	111,224
Employees	251,112	561,492	579,576	573,002	577,432	582,172
All	305,055	650,509	679,748	675,480	683,513	693,396

*Student population includes high school juniors and seniors, colleges, universities and vocational institutions.

TRP Participation by Quarter for FY 2013

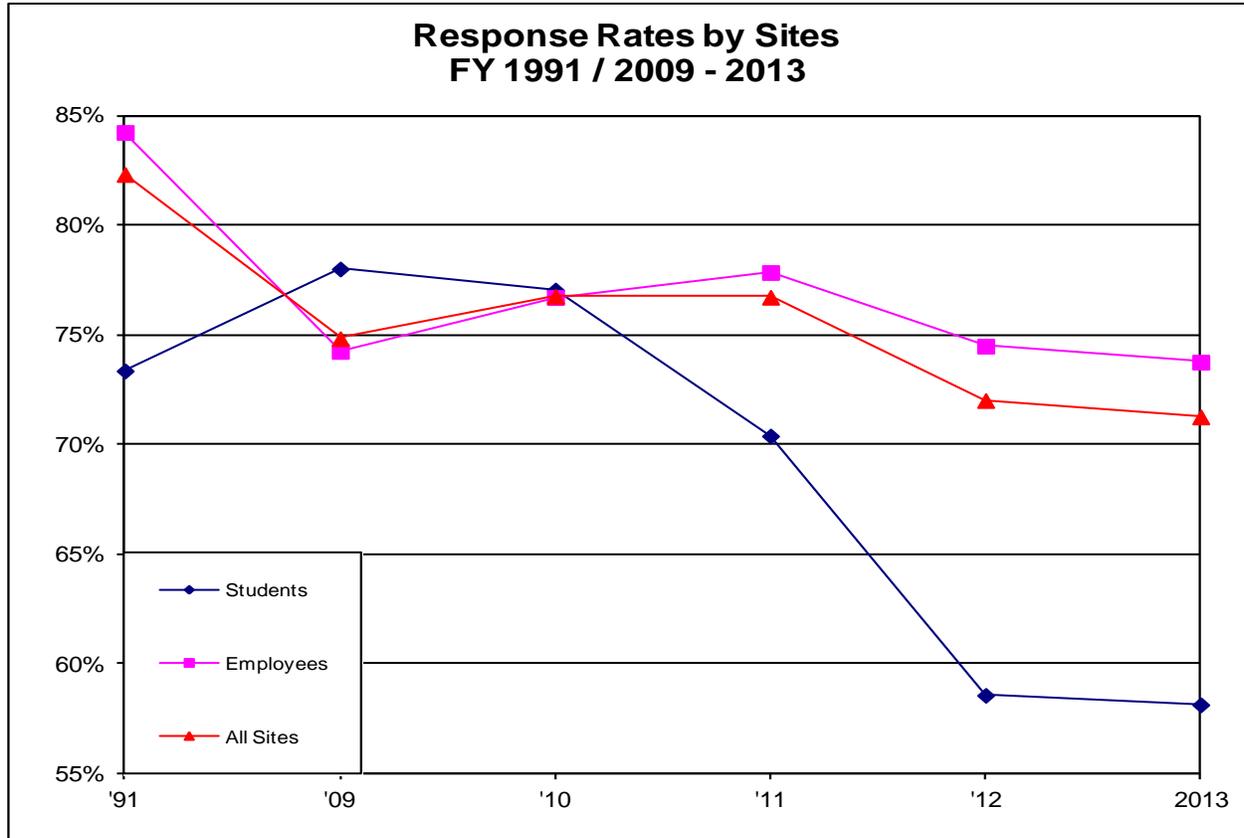
During the third quarter, the TRP surveyed many of the larger companies and high schools. Most secondary schools, which make up 70% of the student population, surveyed in the second and third quarters. This ensures that high schools will receive their survey results before the end of the school year and have time to implement their TRP plan before the end of its current school year. For employees, the least amount of surveys administered was during the second quarter, which is traditionally lower because employees are taking time off during the holiday seasons.

Site Type	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total Year
Students	14,572	37,210	57,348	2,094	111,224
Employees	139,814	131,255	151,691	159,412	582,172
All	154,386	168,465	209,039	161,506	693,396



TRP RESPONSE RATES

During FY13, 2,965 sites were analyzed. This included 2,842 'Employee' sites and 123 'Student' sites. The TRP questionnaire was administered to 693,396 employees and students this year with an overall response rate of 71.26%.



The response rate is calculated by dividing the number of questionnaires completed by the number of the employees at the site. If the response rate for an employer is less than the required 60%, a company is directed to resurvey that site. The TRP continues to achieve high response rates each year. Because of this, data collected by the TRP is very comprehensive, and is requested by numerous outside agencies and organizations for detailed analysis.

The response rate for 'All' site types decreased for this year. The student response rate was lower than the employee response rate, 58.13% and 73.77% respectively.

Response Rates

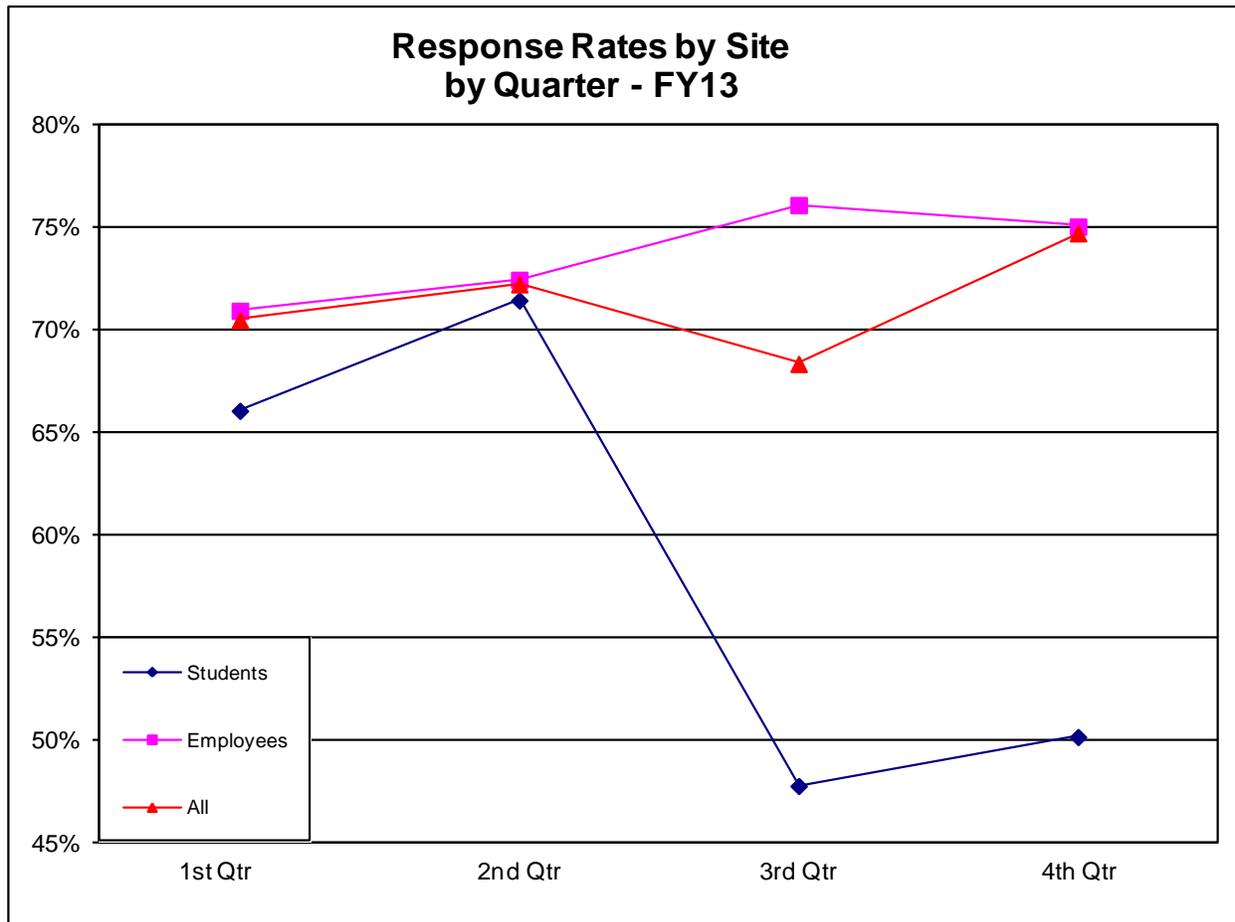
Site Type	FY 91	FY 09	FY 10	FY 11	FY 12	FY 2013
Students*	73.36%	78.01%	77.05%	70.39%	58.56%	58.13%
Employees	84.24%	74.25%	76.71%	77.85%	74.53%	73.77%
All	82.32%	74.83%	76.76%	76.72%	72.05%	71.26%

*Student population includes high school juniors and seniors, colleges, universities and vocational institutions.

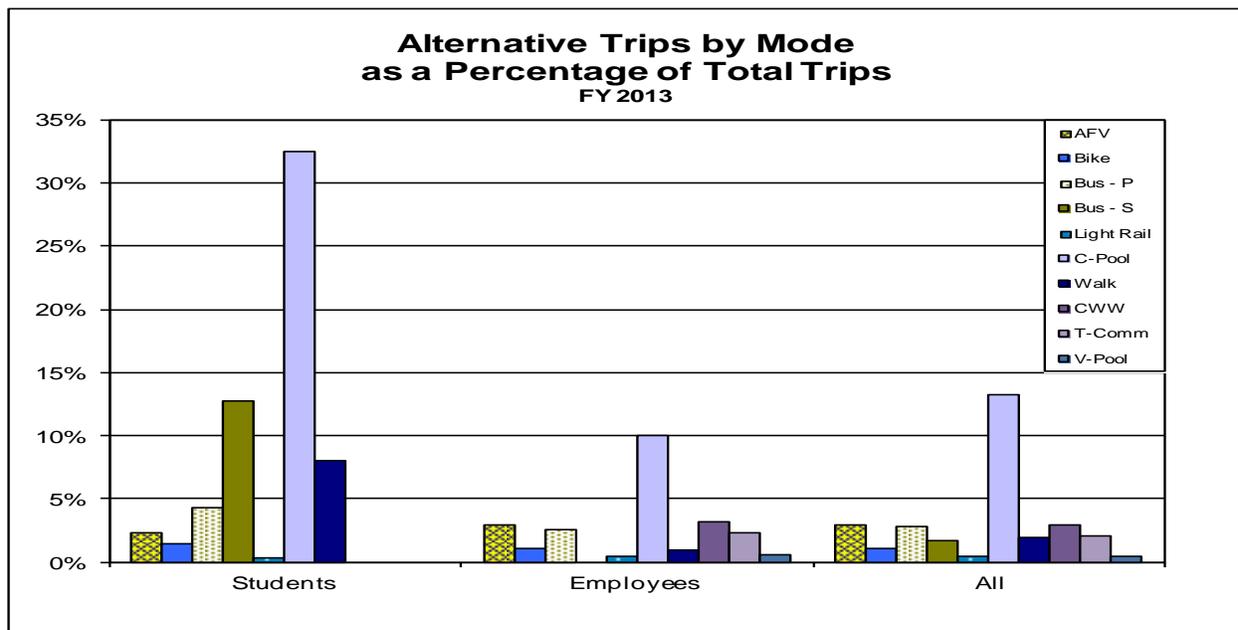
TRP Response Rates by Quarter for FY 2013

In FY13, the response rates fluctuated each quarter. Although there is no distinguishable pattern throughout the year, the fourth quarter had the highest response rates for 'All' sites. For 'Employee' sites, the third quarter had the highest response rates. 'Student' responses were their lowest during the third quarter, because Arizona State University conducted random sampling of students using the e-survey.

Site Type	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Current Year Average
Students	66.07%	71.45%	47.75%	50.14%	58.13%
Employees	70.95%	72.46%	76.11%	75.06%	73.76%
All	70.49%	72.24%	68.36%	74.73%	71.26%

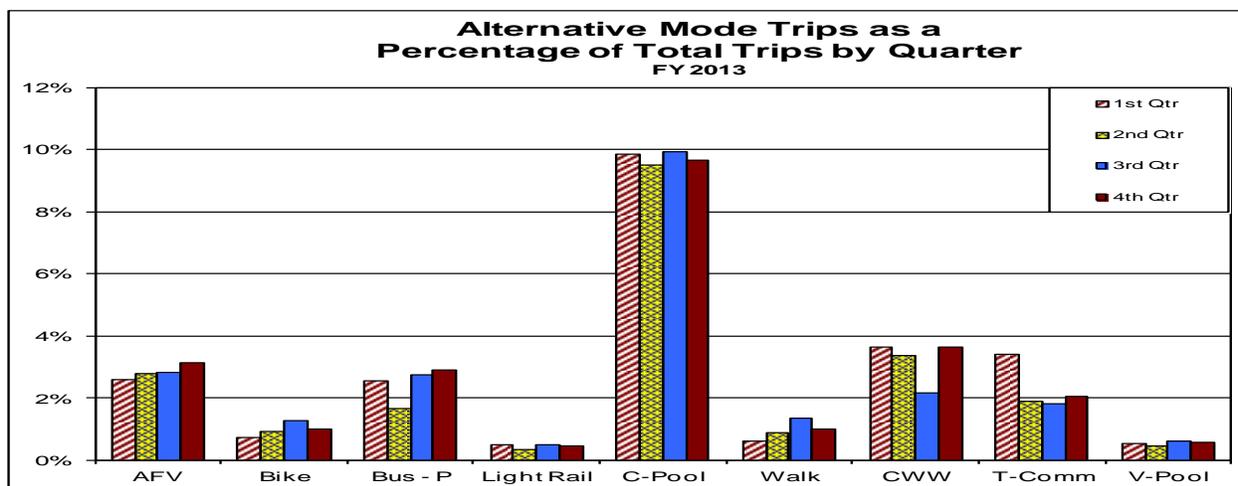


ALTERNATIVE MODE TRIPS



TRP participants continue to use alternative modes with more frequency each year. During this year, carpool usage continued to be the highest type of alternative mode used for ‘All’ site types. ‘Student’ and ‘Employee’ sites used carpooling as their primary alternative mode.

Students used carpooling for 32.5% of all their commuting trips. Other alternative modes used mainly by students were taking the bus (17.0%) and walking (8.0%). These three modes account for over 57% of commuting habits by students. Employees carpoled 10.0% of the time, while CWW accounted for 3.3% of alternative trips and taking the bus resulted in 2.6%.



Carpooling continues to be the highest percentage of trips taken by alternative mode users. The first and third quarters showed the largest use of carpooling. The two other alternative modes mostly used by commuters (compressed work week and public bus) were used in the fourth quarter.

POUNDS OF POLLUTION

TRP participants continue to use alternative modes of transportation for 33.7% of their commuting miles. In FY13, for 'All' sites, pounds of pollution saved daily totaled 101,685 pounds per day.

There were multiple circumstances that affected the results of the amount of pollution saved by the program: 1) because of newer and environmentally cleaner vehicles on the road, the pounds of pollution factor was recalculated mid-way through the year from 48.7 to 49.6 miles per one-pound of pollution, thus causing a decrease in pounds of pollution saved; and 2) the number of completed surveys returned by employers cause fluctuations in the aggregated results year over year.

Pounds of Pollution Saved by Mode

MODE	STUDENT SITES		EMPLOYEE SITES		ALL SITES	
	Miles Daily (Both - Ways)	Pounds of Pollution Saved Daily ¹	Miles Daily (Both - Ways)	Pounds of Pollution Saved Daily ¹	Miles Daily (Both - Ways)	Pounds of Pollution Saved Daily ¹
Generated SOV	376,334		9,460,762		9,837,096	
Saved						
AFV	22,344	455	374,348	7,608	396,692	8,063
Bike	4,328	88	47,610	967	51,938	1,055
Bus (Public)	34,467	704	322,117	6,539	356,584	7,243
Bus (School)	89,062	1,818			89,062	1,818
Carpool	357,383	7,276	1,802,226	36,646	2,159,609	43,922
Light Rail	3,785	77	51,660	1,050	55,445	1,127
CWW*			465,284	9,471	465,284	9,471
TeleComm*			372,187	7,579	372,187	7,579
Vanpool			1,017,884	20,716	1,017,884	20,716
Walk	14,626	298	19,410	393	34,036	691
Alternative Mode Total	525,995	10,716	4,472,726	90,969	4,998,721	101,685
Total Miles	902,329		13,933,488		14,835,817	

* Miles not driven

¹ To calculate the pounds of pollution saved daily, the "Miles Daily" was divided by 48.7 for the first and second quarters and 49.6 for the third and fourth quarters. Using the third and fourth quarters as an example, 49.6 is the number of miles driven needed to generate one pound of pollution using the most recent standards.

POLLUTION SAVED

TRP participants continue to save more pounds of pollution each year. This year alone, the amount of pollution potentially saved by the 693,396 employees/students responding to the survey was estimated at 18,430 tons.

Total Pounds of Pollution Saved

Site Type	Pounds of Pollution Saved Daily	Tons of Pollution Saved Weekly ²	Tons of Pollution Saved Annually ³	Potential Tons of Pollution Saved by TRP Annually ⁴
Students	10,716	26.8	1,393	2,357
Employees	90,968	227.4	11,826	16,033
All ⁵	101,684	254.2	13,219	18,430

Pounds of pollution saved are calculated by dividing the miles that were not driven by commuters using an alternative mode of travel by 49.6. Forty-nine and six-tenths is the number of miles that is calculated to be driven in order to produce one pound of pollution.

Below is the equation to calculate one pound of pollution:

$$\begin{array}{rcccc}
 \text{VOC} & + & \text{NO}_x & + & \text{CO} & + & \text{PM} & = & 1 \text{ lb. of pollution} * \\
 7.40\% & & 6.87\% & & 85.68\% & & 0.05\% & &
 \end{array}$$

² “Tons of Pollution Saved Weekly” is calculated by dividing the “Pounds of Pollution Saved Daily” by 2000, and then multiplying the result by the number of trips taken weekly by an average commuter, which is set to be five by the TRP, i.e. for students, $(10,716/2000) * 5 = 26.8$ tons.

³ Weekly tons are then multiplied by 52 to calculate “Tons of Pollution Saved Annually”, $26.8 * 52 = 1,393$ tons.

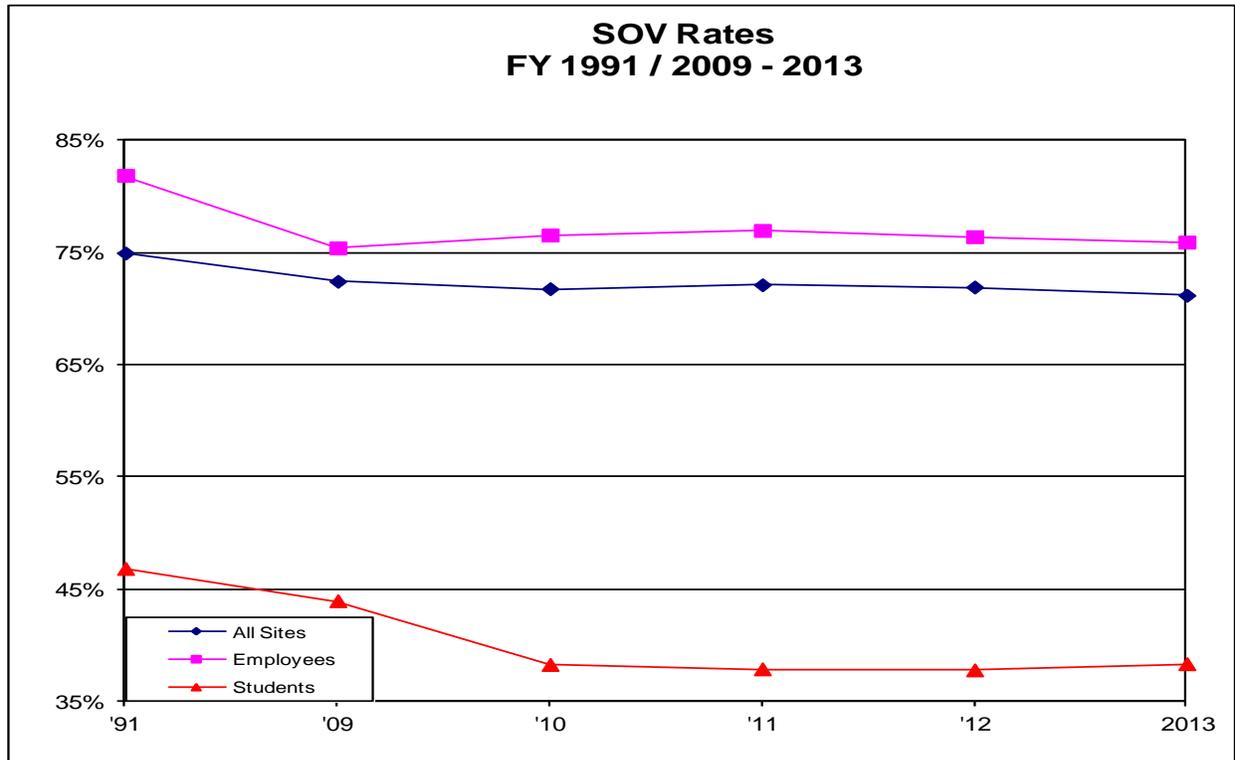
⁴ “Potential Tons of Pollution Saved by TRP Annually” is calculated by extrapolating out to the number of TRP participants who had the survey administered to them. The “Tons of Pollution Saved Annually” is divided by the response rate, i.e. 64,650 students answered the survey for a response rate of 58.13% (.5813); $1,393 / .5813 = 2,357$. All 111,224 TRP students could have saved 2,357 tons of pollution in FY 2013.

⁵ The numbers for ‘All’ site types is calculated by adding the totals from the ‘Student’ site and ‘Employee’ site rows.

SOV TRIP RATES

The Single Occupant Vehicle (SOV) trip and Single Occupant Vehicle Miles Traveled (SOVMT) rates indicate how well a company is doing at reducing employee/student trips and miles. In order for a company to achieve their reduction goal for the year it must meet or exceed either one of these target rates.

Of the 2,965 sites surveyed, 2,839 were analyzed this year for the purposes of the aggregate data. There were 126 first year sites (baseline year sites) that were processed.



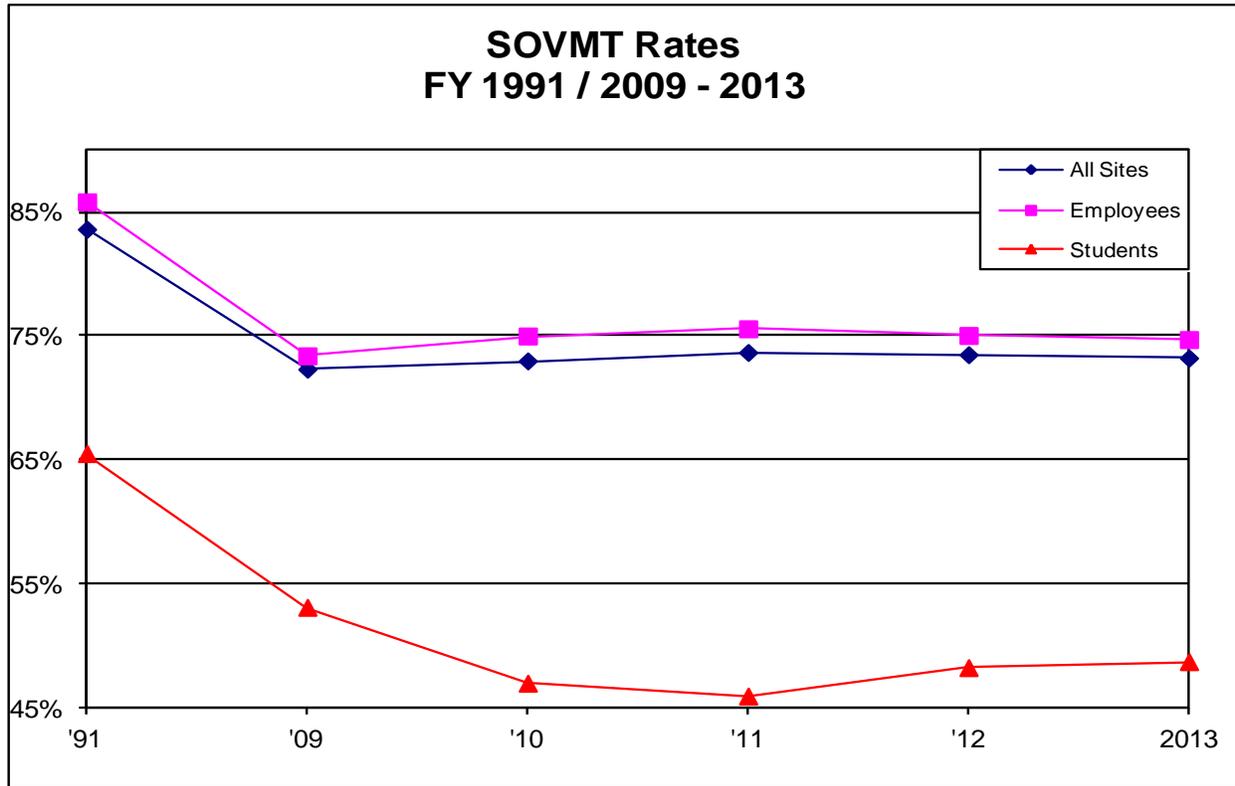
The SOV trip rate is calculated by dividing the number of SOV trips by the total trips taken for all commuters. This is also done separately for 'Employee' sites and 'Student' sites in order to compare their rate of change.

Single Occupancy Vehicle (SOV) Trip Rate

	Students		Employees		All	
		Change from Previous Year		Change from Previous Year		Change from Previous Year
FY 91	46.78%		81.86%		74.92%	
FY09	43.90%		75.38%		72.40%	
FY10	38.21%	-12.96%	76.53%	1.52%	71.44%	-1.32%
FY11	37.82%	-1.02%	76.94%	0.53%	72.09%	0.90%
FY12	37.73%	-0.23%	76.38%	-0.72%	71.89%	-0.28%
FY13	38.28%	1.45%	75.90%	-0.62%	71.15%	-1.02%

SOVMT RATES

This year the SOVMT showed a decrease of 0.36% for 'All' sites when compared to last fiscal year. 'Student' and 'Employee' sites also showed the following rate changes, 0.99% and -0.43% respectively.



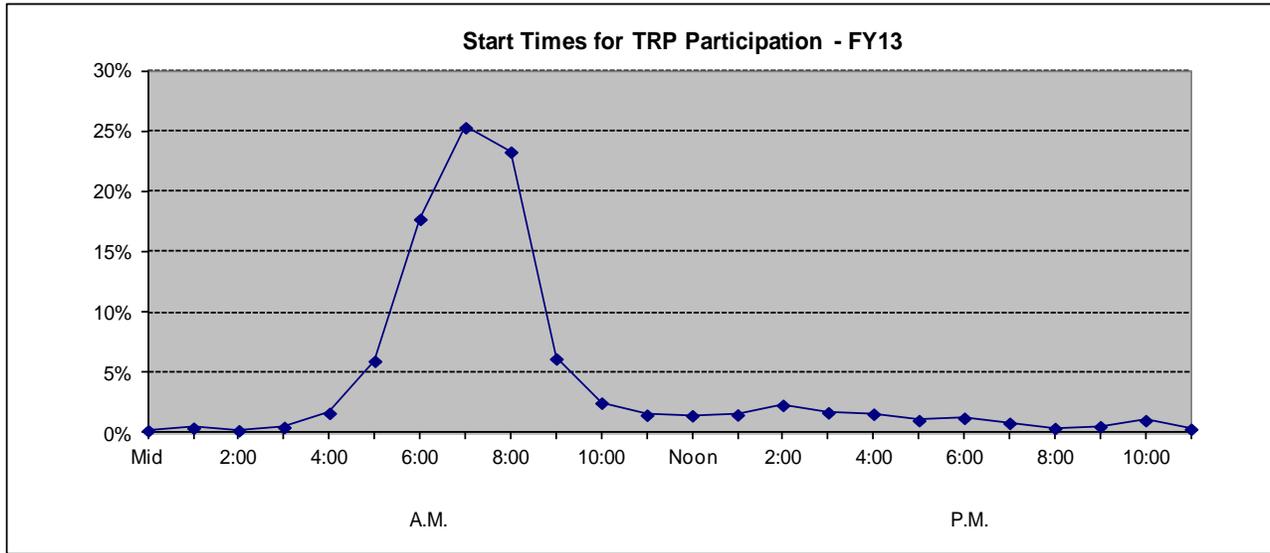
Similar to the methodology used for SOV trips, 2,965 sites were analyzed this year for the purposes of the aggregate data.

The SOVMT rate is calculated by dividing the number of SOV miles traveled by the total number of miles driven by all commuters. This is also done separately for 'Employee' sites and 'Student' sites in order to compare their rate of change.

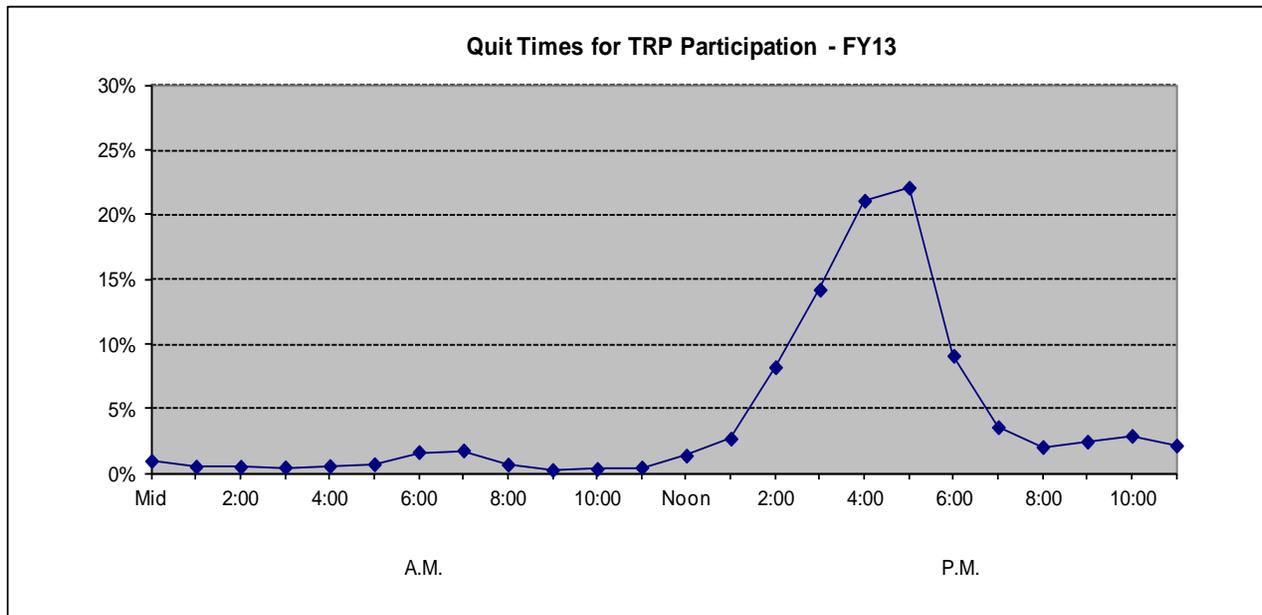
Single Occupancy Vehicle Miles Traveled (SOVMT) Rate

	Students		Employees		All	
		Change from Previous Year		Change from Previous Year		Change from Previous Year
FY 91	65.49%		85.78%		83.57%	
FY09	53.10%		73.37%		72.29%	
FY10	46.98%	-11.52%	74.97%	2.18%	72.96%	0.92%
FY11	45.95%	-2.19%	75.55%	0.77%	73.64%	0.93%
FY12	48.24%	4.98%	75.01%	-0.71%	73.46%	-0.24%
FY13	48.72%	0.99%	74.68%	-0.43%	73.19%	-0.36%

COMMUTING TO WORK

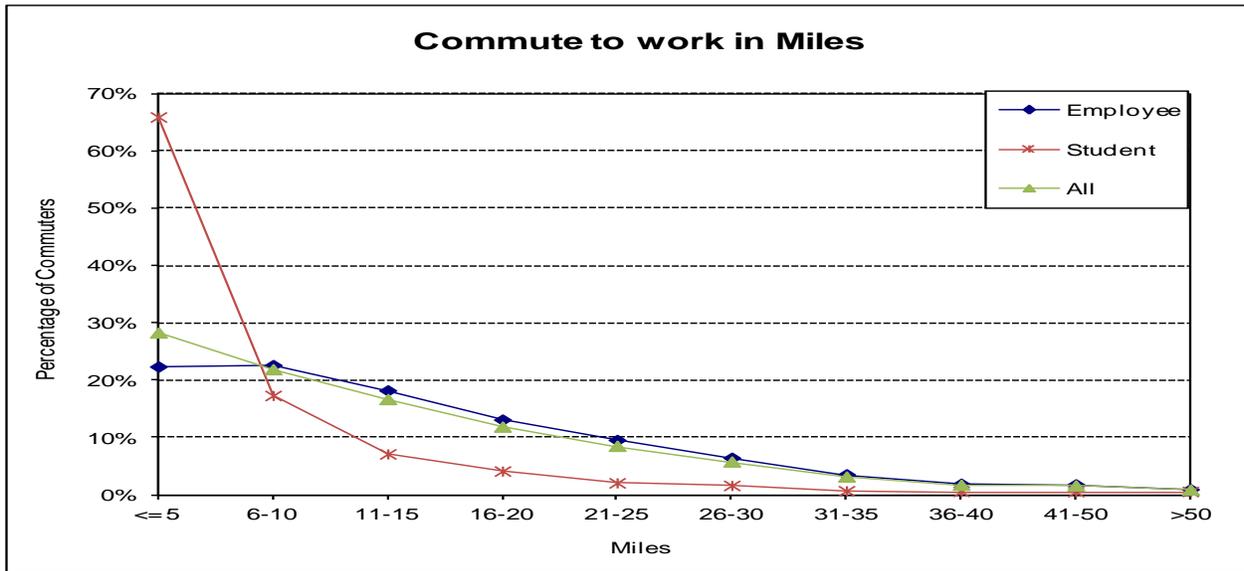


The peak hours for Maricopa County commuters traveling to work are between 5:00 a.m. and 9:00 a.m.; 72% of all commuters are on the road during this time. During the morning rush, the time between 7:00 a.m. and 8:30 a.m. is the most heavily traveled. There is also a second shift peak between 2:00 p.m. and 3:30 p.m. when commuters make their way to work.

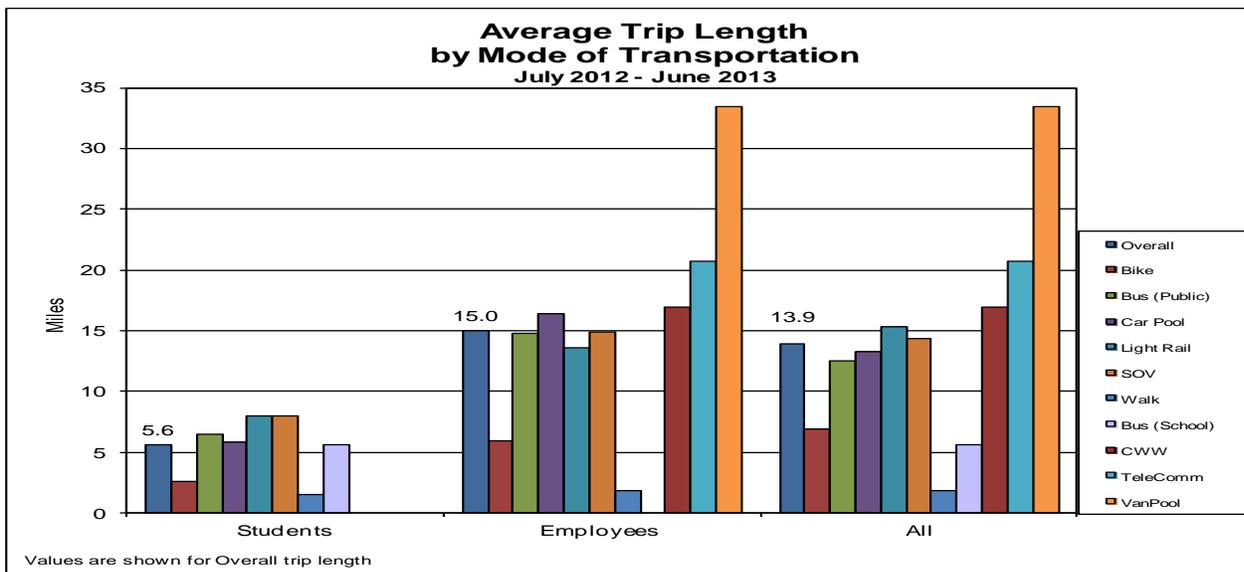


Conversely, quit times for commuters peak between 2:00 p.m. and 6:00 p.m.. Over 74% of all commuters are leaving the workplace during this time. However, the peak for departing workers is not as great as that of arrival times. This is caused by workers who complete their eight-hour shifts prior to the afternoon rush or those who put in extended hours. The time between 5:00 p.m. and 6:00 p.m. showed the largest numbers of commuters leaving from work.

HOW FAR IS THE COMMUTE?

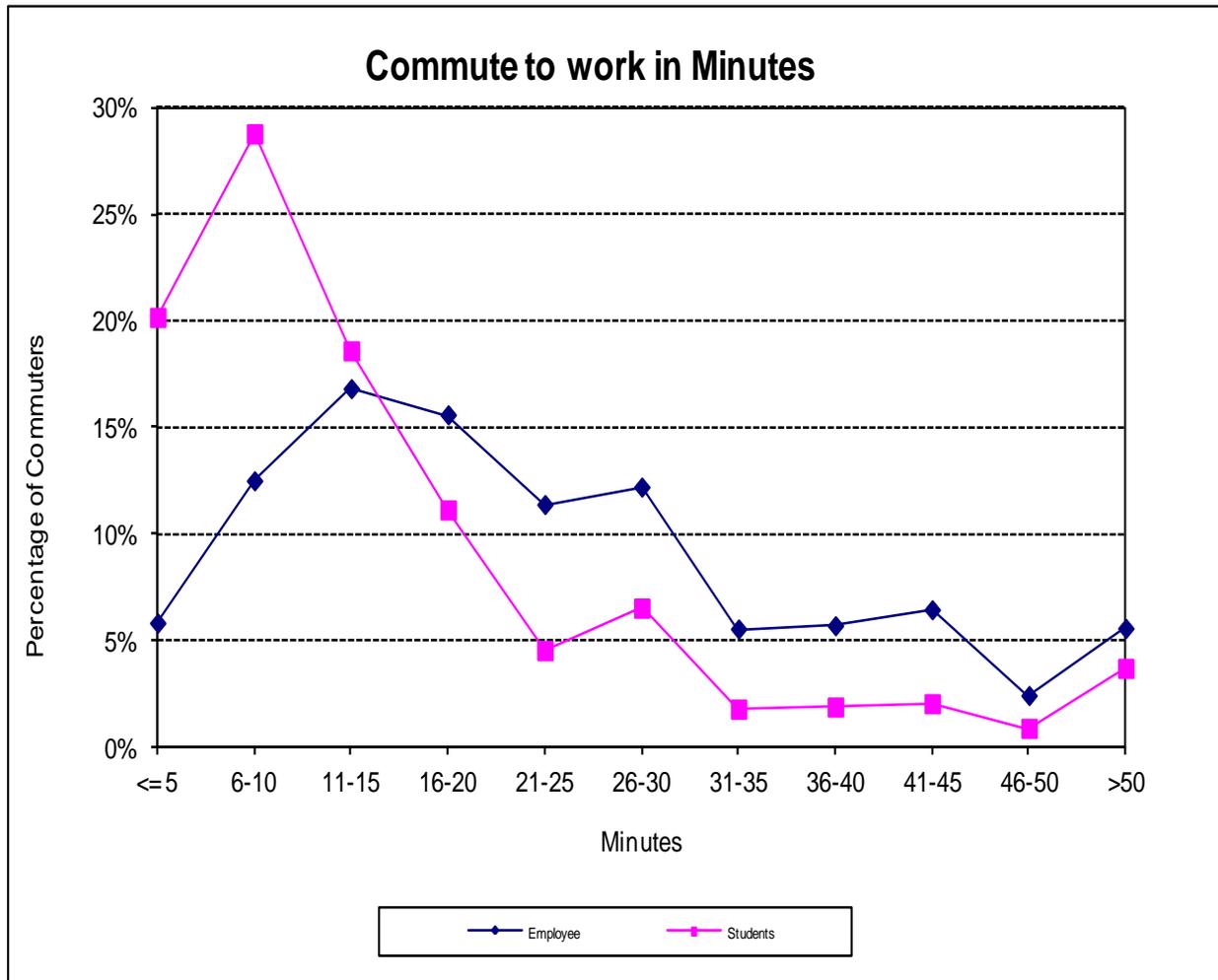


In FY13, the typical TRP commuter (employee or student) could have expected to drive, on the average, 14.8 miles one-way to work or school. While the average drive for an employee was 15.8 miles to work, students drove an average of 7.8 miles one-way to school. Overall, 28.3% of all TRP participants drive less than five miles to work/school. Another 42.7% of the commuters live between 11 and 30 miles from work. Over 7.2% of all commuters have a drive of over 30 miles.



The average trip length by mode split shows that employee trips on all accounts are longer than student trips. However, employees' longest commuting trips are taken using an alternative mode, not SOV's. The longest of these trips using alternative modes are vanpools (33.4 miles) and trips not taken (CWW's – 17.0 miles, and Telecommuting – 20.7 miles). This indicates that those commuters who live farthest from work are more likely to use these alternative mode types as their commuting method.

HOW LONG DOES THE COMMUTE TAKE?

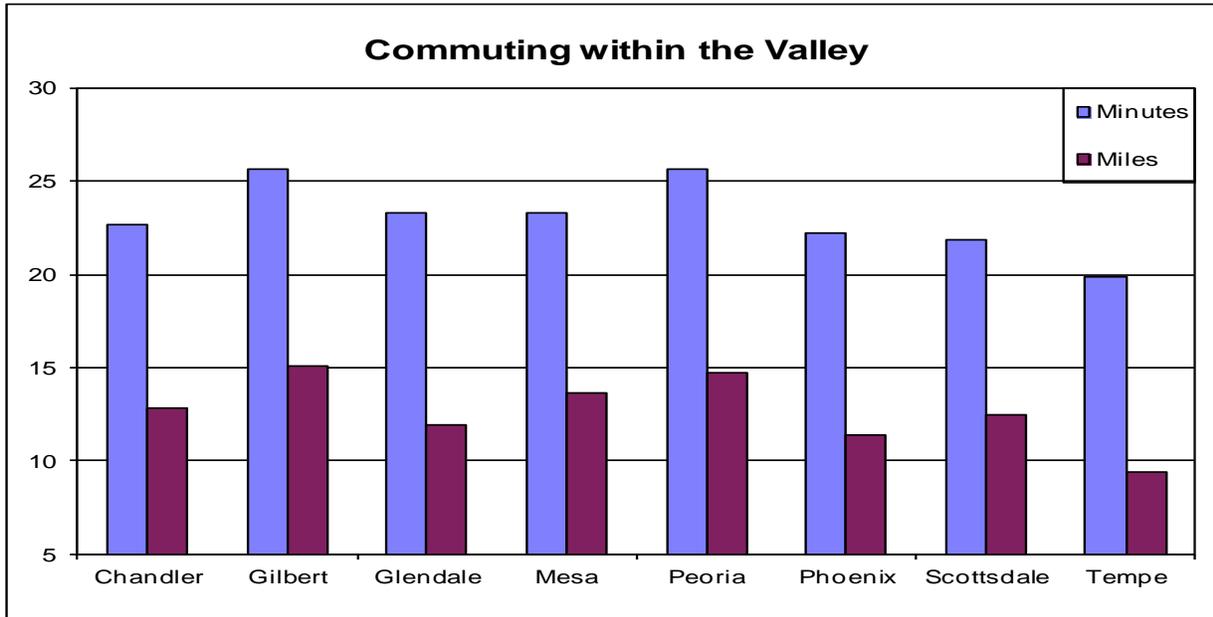


Typically, TRP participants can expect to spend an average of 24.5 minutes commuting to work or school. Students take an average of 17.3 minutes to get to school, while employees average 25.6 minutes to get to their worksite.

Approximately 54% of all commuters take less than 20 minutes to arrive at work/school. The largest group of all respondents is represented by those who take between 11 and 15 minutes to commute, while 23% of commuters take over 30 minutes or more to get to their worksite.

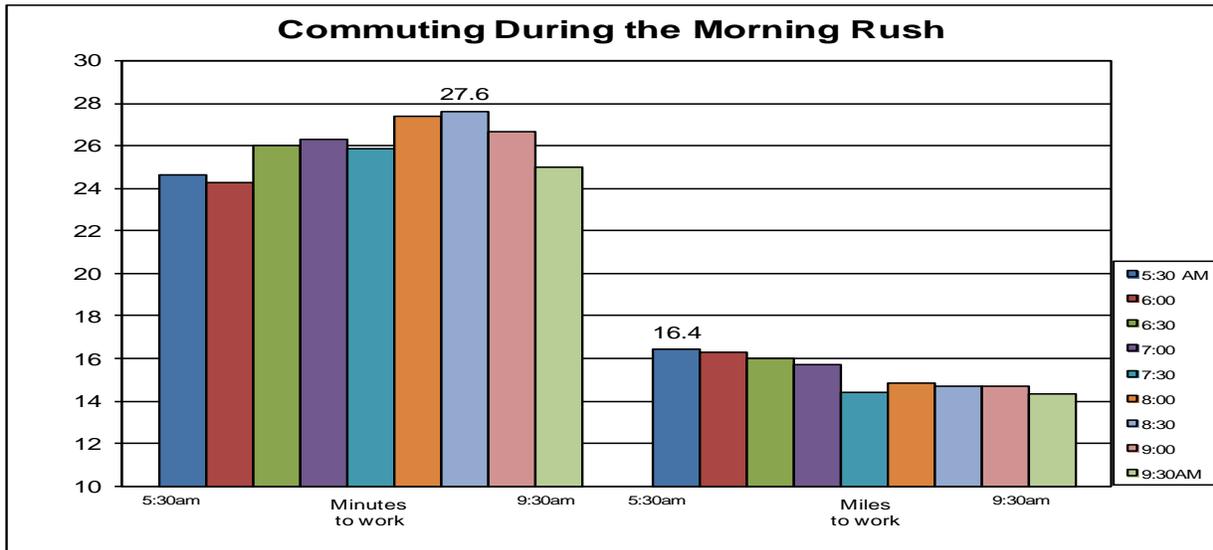
For students, 67% commute to school in 15 minutes or less. Nearly, 26% of all employees take more than 30 minutes to arrive at their workplace.

VALLEY COMMUTING PATTERNS



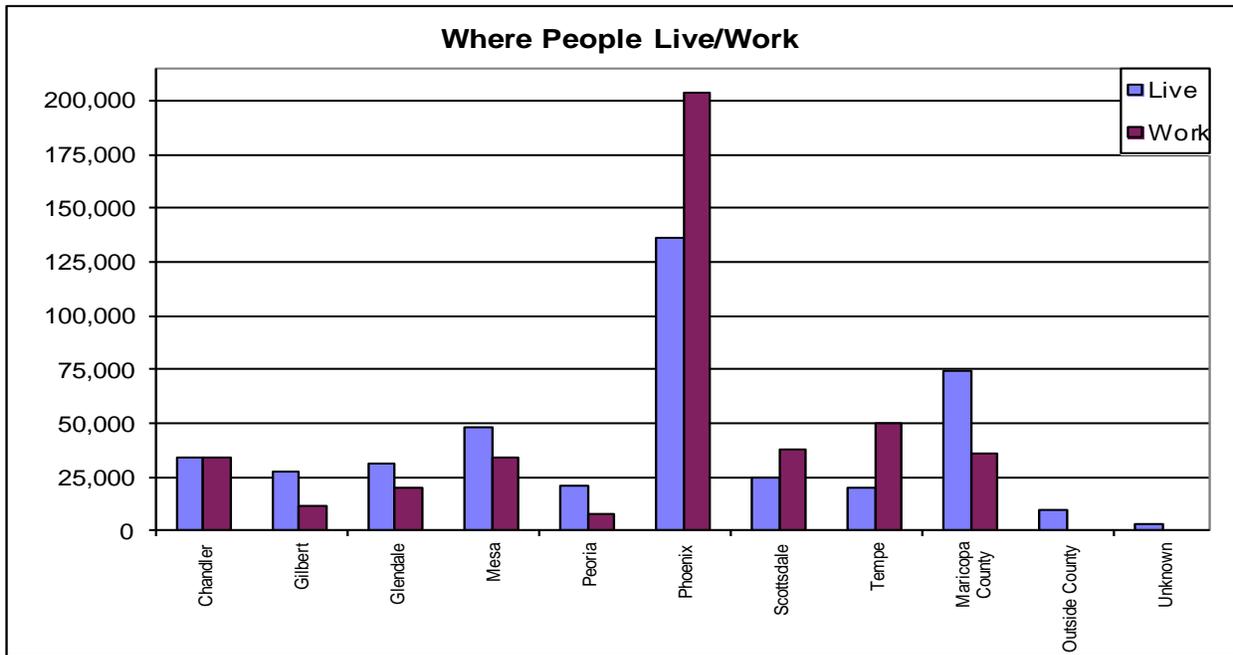
Of the eight largest municipalities in the Valley, the time and distance spent commuting to work can vary depending upon where one lives. For all communities, the time spent commuting correlates to the distance traveled to work.

The two Valley communities that have the longest commute in minutes and miles are Peoria and Gilbert. This may be that these commuters must travel outside of their area of residence to get to their worksite. For nearly all these major cities, TRP participants found that their distance traveled and time spent commuting decreased from last year.



For Valley commuters, the morning rush is worse during the later portion of the commute. The average morning commute takes about 26.4 minutes and is 15.3 miles long, both decreased from last year. A TRP commuter may experience, nearly a 28-minute drive if they begin work at 8:30 a.m., even though it is one of the shorter commute trips. It is also noted that those who have longer commutes depart for work earlier in the morning.

WHERE TRP EMPLOYEES LIVE COMPARED TO WHERE THEY WORK



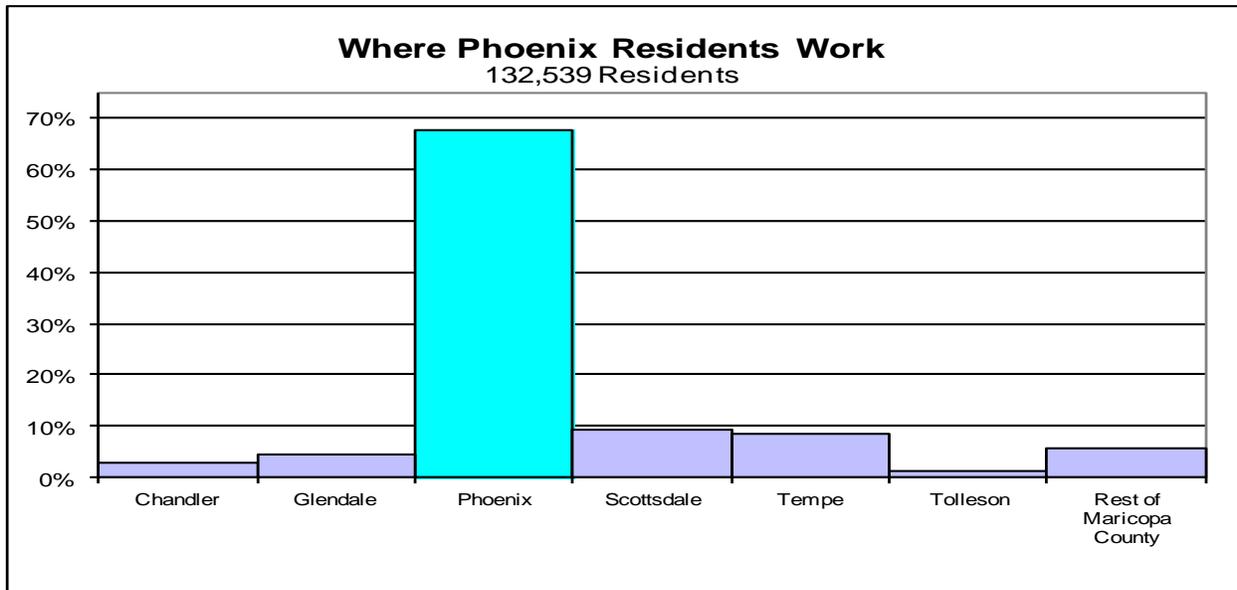
During FY13, 428,531 employees responded to the survey indicating their city of residence. For the purposes of this report, only those cities whose residents total 19,000 or more employees in the TRP for the year are listed.

As expected, the City of Phoenix is the largest contributor in both residents and number of employees in the workforce. While 136,260 residents live in Phoenix, 203,450 work within the city limits. Other cities that have a positive employee/resident ratio (more employees working in an area than live in that area) are Scottsdale, Tempe and Chandler (this is the first year Chandler had a positive employee/resident ratio). This trend indicates that these cities have to accommodate more commuters coming into their communities during the rush hours. Additional scheduling of alternative modes of transportation will be needed in order to reduce traffic congestion associated with commuters getting to their worksite.

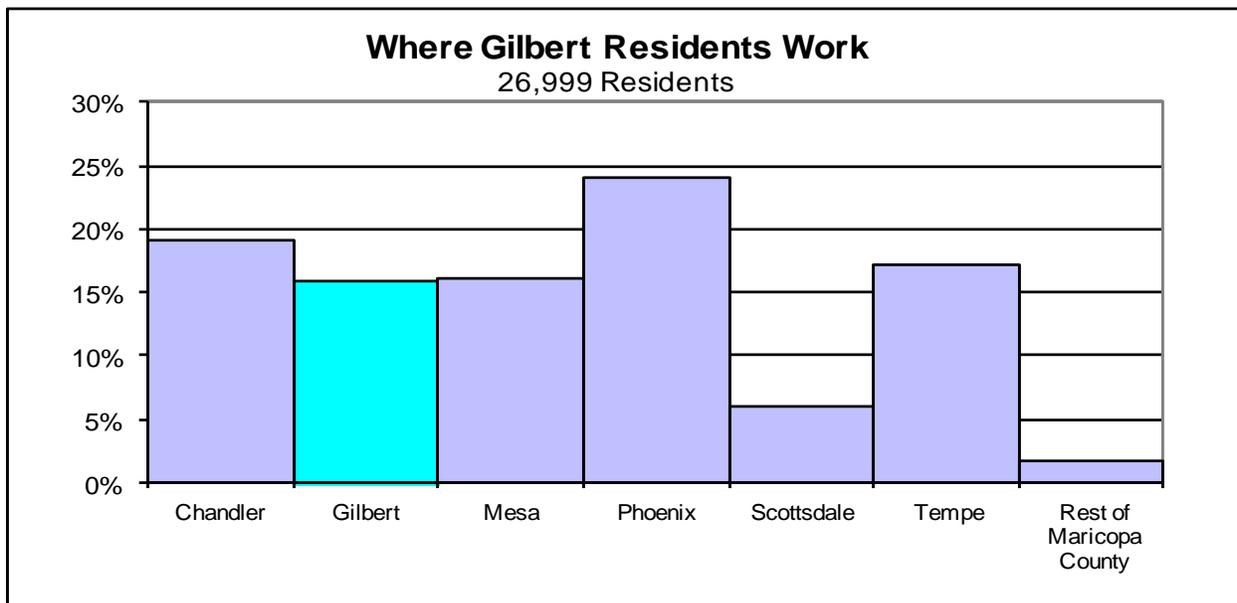
Conversely, all other major cities in the area have a negative employee/resident ratio (more resident live within the city, than work in that area). These communities also face the task of commuters returning to their residences. The Town of Gilbert shows true characteristics of a 'bedroom community'; while there are 27,240 residents in Gilbert who participate in the TRP, only 11,353 TRP participants work in Gilbert.

The following charts show two completely different examples of demographic trends here in the Valley. The city of Phoenix represents the typically large metropolitan area with major employers within the city limits, while the Town of Gilbert shows signs of being the suburban enclave where commuters live, but work in surrounding cities.

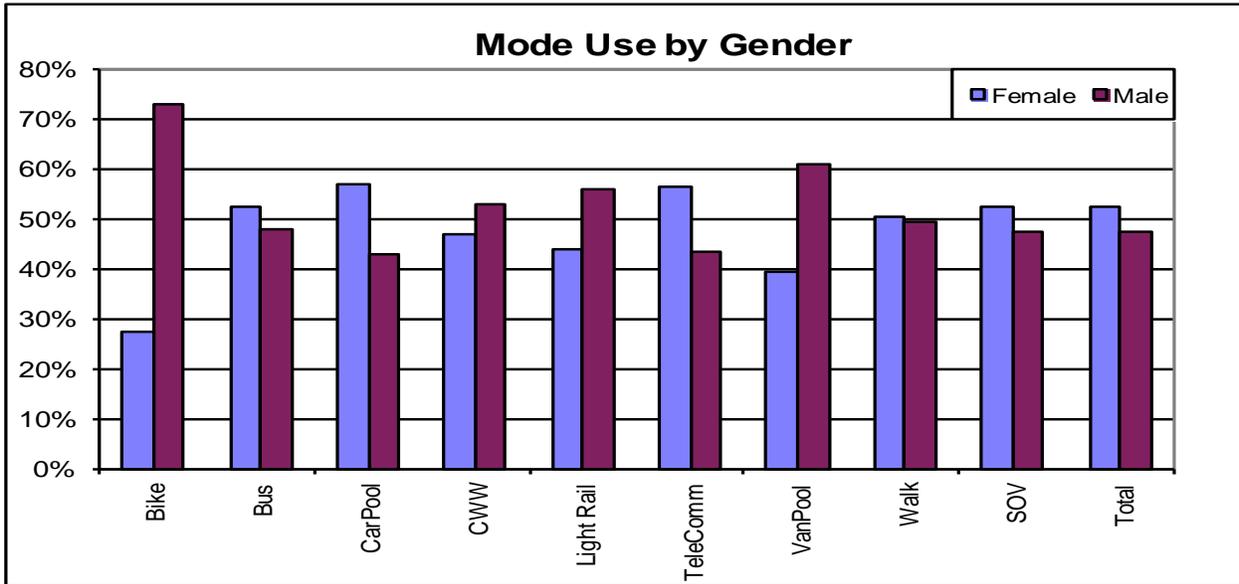
Of all Phoenix residents in the TRP, 67.9% (89,998) live and work within the city limits. Approximately 27% of all other Phoenicians work in adjoining major cities. While the rest of the city's residents work throughout the County, representing only 5.6% of Phoenix TRP residents.



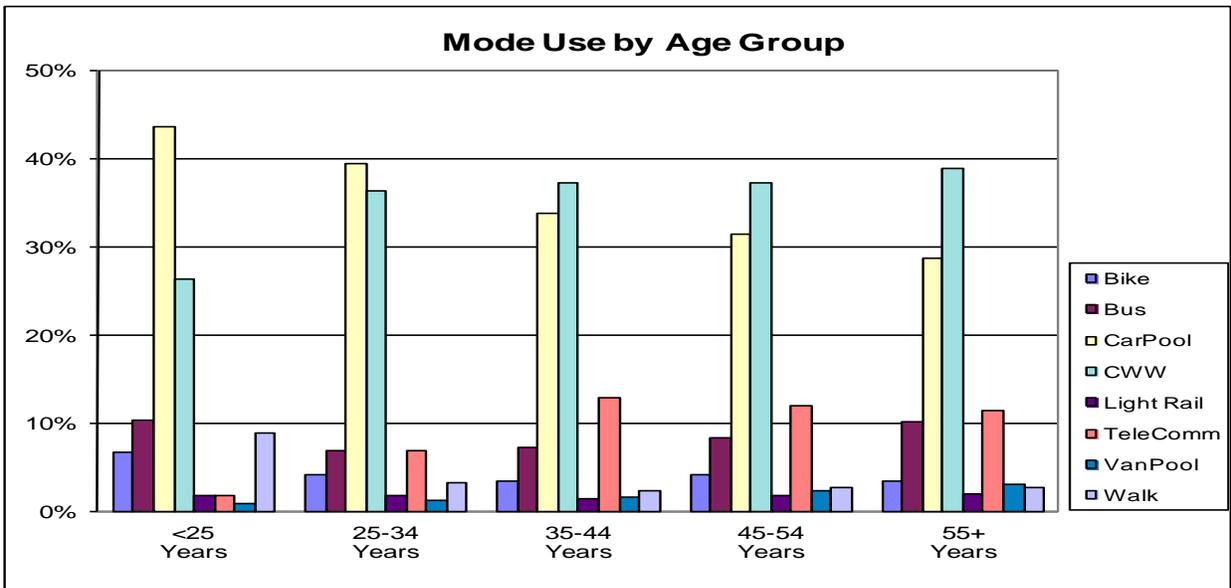
Representing the other side of commuter travel, the majority of the Town of Gilbert residents work in other cities in the Valley; over 84% work outside of Gilbert. Only 15.8% of the TRP participants (4,276) who live in Gilbert also work within the city limits. This indicates that Gilbert residents who participate in the TRP continue to seek work outside of the Town, resulting in a true bedroom community. Comparatively, for the other major cities in Maricopa County, the average percentage of residents who live and work in the same city is approximately 32% for TRP participants. The Town of Gilbert is substantially below the average for other major cities in Maricopa County.



DEMOGRAPHIC DATA



For this year, over 350,000 TRP participants answered the optional question on gender. Females account for 52.6% of the total responses. While women show a higher percentage than men do of carpooling and tele-commuting, men are more likely to use a light rail, compressed work week and vanpool. The greatest disparity is represented by bicyclists. Men are more likely to bike to work than women, by a 3:1 ratio.



For those who responded to the optional question on age, the older the age group in TRP, the more likely the commuter will use vanpooling and compressed work week (CWW) to get to their worksite. The younger age groups are more apt to use biking and walking when traveling to work. Those younger than 25 years old are more likely to use a bike, carpool, walk or bus than any other group and are the least likely to use telecommuting as an alternative mode by a greater disparity. The 35-44 year old group telecommutes more often than other groups. Those 55 years and older, typically use CWW, light rail or vanpools more than any other group.

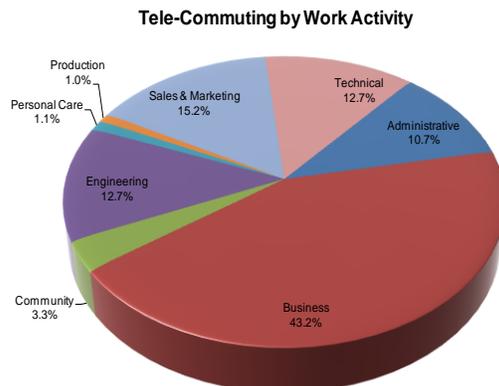
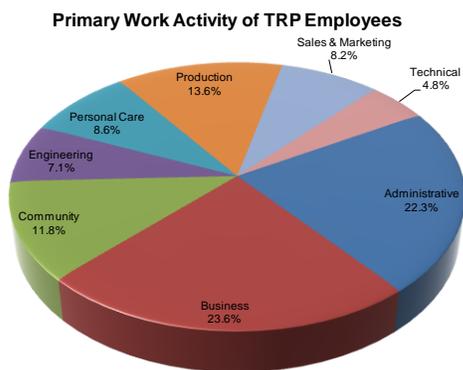
WORK ACTIVITY FOR TRP PARTICIPANTS

In recent years the TRP has monitored the work activity of employees by adding the following question. “What best describes your primary work activity on a regular basis?” The categories for work activity were chosen based upon demographic modeling tracked by the Maricopa Association of Governments (MAG). With a more detailed listing of each group described below. For brevity’s sake, all work activities are abbreviated on the pie charts.

Administrative	Administrative/Clerical/Retail
Business	Business/Financial/Professional
Community	Community Support/Teaching
Engineering	Engineering/Research/Design
Personal Care	Personal Care & Services
Production	Production/Construction/Transport
Sales & Marketing	Sales & Marketing
Technical	Technical Support

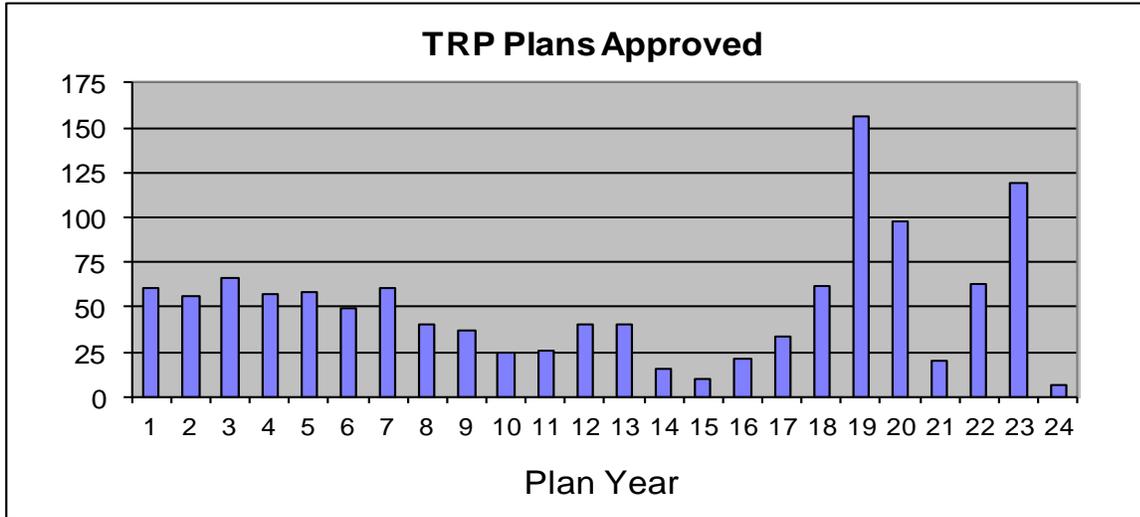
For an overall analysis of work activities by TRP employees, the chart on the left shows how commuters identify themselves in their jobs. Generally speaking, one of the largest number of respondents fall into the category of ‘Administrative’; over 22% of employees claim they perform some type of administrative function daily.

In order to give a contrast of what type of work activity an employee does and what type of alternative mode they may use, a side by side comparison is shown below. To limit charts and graphs, only one example of an alternative mode is shown, tele-commuting. Comparatively, 10.7% of all tele-commuters work an administrative job. This comparison makes perfect sense. Those in ‘Production’ and ‘Personal Care’ are less likely to have the opportunity to tele-commute, because their type of job does not allow for them to work from home.



TRIP REDUCTION PLANS

During Fiscal Year 2012-2013, the County received 1,216 plans and presented 1,260 plans to the Task Force for review and approval. Of those approved by the Task Force 60 of them were first year plans.



MONITORING

The TRP staff will follow-up with employer to confirm their approved plan has been implemented/documented. A substantial amount of monitoring occurs through written and verbal channels, with the balance accomplished by staff visiting the employer sites. During this year, 515 monitoring calls were made and 785 site visits were conducted. When an employer fails to implement or document one or more approved measure(s), staff will issue a 'Request for Documentation' (RFD) to resolve the matter. During this year, staff issued 393 RFDs.

ENFORCEMENT

Enforcement is initiated when an employer fails to respond to staff's outreach regarding a pending delinquency. Enforcement activities occurring during FY12 are as follows:

- Sixty-five (65) Notices of Violation (NOV) were issued for failure to submit a plan, supply documentation or appoint a Transportation Coordinator.
- No formal legal action was taken and no civil penalties were levied in FY13.

CONCLUSION

In FY13, the TRP is currently in its twenty-fourth year of operations. Analysis of the TRP data show that the employees/students participating in the TRP continue to be strong supporters of using alternative modes of transportation in order to get to work or school. Although the TRP has consistently shown an increase in the number of trips saved and pounds of pollution saved each year, there was a slight decrease in both this year.

A number of changes in methodology used to collect and calculate commuter miles, trips, modes and pollution saved impact this reporting period. The reporting outcome was affected by one or more of the following reasons: 1) credits for Alternative Fuel Vehicle (AFV) use were calculated for trips or miles driven. Full or partial credit was given to electric, hybrid and natural gas vehicles; 2) other external factors impacted commuter driving patterns, such as: the calculation factors used to determine how many miles are driven to produce one-pound of pollution. The regional miles/pound factor increased from 48.7 to 49.6; and 3) the number of completed surveys returned by employers cause fluctuations in the aggregated results year over year.

Alternative mode users in the TRP continue to support the program by showing a substantial amount of miles driven weekly in order to reduce Valley pollution. The total amount saved this year was 26.6 million miles weekly for alternative mode commuters. Carpool and vanpool miles accounted for 65.9% of all miles saved. The miles saved by TRP commuters resulted in 13,219 tons of pollution not being produced. Even though commuting distances and time traveled to the worksite have decreased this year, TRP participants continue to make environmentally sound decisions by choosing to use an alternative mode in order to lessen their SOV trips.

The employees who participate in the program continue their support of the TRP as shown by a high survey response rate, 73.77%. Employee's contribution to the amount of pollution saved annually accounted for 89.4% in the TRP. The e-survey continued to be a successful format for TRP employers to survey their employees. The number of companies using the e-survey this year increased from 288 to 326, 49.6% of all employees used the e-survey this year.

The miles saved by alternative mode use for students was 1,393 tons of pollution annually. In addition, this was the second year where students used the e-survey. The number of students filling out the web-based survey increased to 25.8% of all students. Since new high school driving-age students enter the TRP annually, RPTA's efforts to educate students on the program's environmental benefits represent an ongoing training opportunity. Educating students on the use of alternative modes to commute will only increase the probability that once the students are out in the workplace they will continue with their learned environmental commuting practices.

Near Term Goals:

- Continue to increase the number of TRP companies that use the e-survey, so that the majority of their employees use the electronic version, where 50% of all employees and 50% of all students are using the e-survey, while continuing to move toward a paperless work environment.
- Complete the TRP data migration; move all systems to Windows 7 OS.
- Develop a Spanish version of the employee and student e-survey.
- Implement additional online training modules for TRP Transportation Coordinators.