State of Arizona
Senate
Fifty-sixth Legislature
First Regular Session
2023

SENATE BILL 1314

AN ACT

AMENDING SECTIONS 28-501 AND 28-505, ARIZONA REVISED STATUTES; RELATING TO TRANSPORTATION PLANNING.

(TEXT OF BILL BEGINS ON NEXT PAGE)
Be it enacted by the Legislature of the State of Arizona:

Section 1. Section 28-501, Arizona Revised Statutes, is amended to read:

28-501. Definitions
In this article, unless the context otherwise requires:

1. “ACCESSIBILITY” MEANS WITH CONSIDERATION FOR INDIVIDUALS WHO HAVE PHYSICAL DISABILITIES OR WHO ARE ELDERLY.
2. “AIR QUALITY” MEANS THE STANDARDS REQUIRED BY 42 UNITED STATES CODE SECTIONS 7401 THROUGH 7438.
3. “CONGESTION REDUCTION” MEANS ALLEVIATING RECURRENT TRAVEL IMPEDIMENTS THAT DIMINISH FREE FLOW SPEEDS.
4. “CONNECTIVITY” MEANS NUMEROUS DIRECT AND INDIRECT LINKAGES IN THE SYSTEM THAT MAXIMIZE THE FLOW OF PASSENGER AND FREIGHT TRAVEL.
5. “COST-EFFECTIVENESS” MEANS THE GAINS IN MOBILITY RELATIVE TO THE FINANCIAL SUBSIDIZATION TO PLAN, CONSTRUCT, OPERATE AND MAINTAIN.
6. “Division” means the transportation planning division established by section 28-332, subsection C.
7. “ECONOMIC BENEFITS” MEANS ALL OF THE NET GAINS THAT CAN BE QUANTIFIED IN MONETARY TERMS.
8. “ENVIRONMENTAL IMPACTS” MEANS CHANGES TO THE NATURAL AND BUILT ENVIRONMENT FROM A PROJECT.
9. “INTEGRATION” MEANS A SEAMLESS COMBINATION OF DIFFERENT TRANSPORTATION MODES THAT PRESERVES THE CAPACITY OF THE HIGHWAY SYSTEM AND MAJOR ARTERIALS.
10. “MOBILITY” MEANS THE ABILITY TO MOVE FREELY, EASILY AND EFFICIENTLY.
11. “OPERATIONAL EFFICIENCY” MEANS OPTIMIZING RESOURCE ALLOCATION FOR MAXIMIZING THE PERFORMANCE CRITERIA RELATIVE TO COST-EFFECTIVENESS.
12. “PROJECT READINESS” MEANS THE FEWEST IMPEDIMENTS PRESENT TO IMPLEMENT A PROJECT.
13. “SAFETY IMPROVEMENTS” MEANS PROJECTS THAT ARE PROVEN TO REDUCE THE NUMBER OF FATALITIES OR SERIOUS INJURIES BASED ON AN ANALYSIS OF CRASH DATA.

Sec. 2. Section 28-505, Arizona Revised Statutes, is amended to read:

28-505. Transportation system performance factors; weights
A. The division shall develop for presentation to the board standard transportation system performance factors that at least include all of the following variables:

1. System preservation.
2. Congestion relief REDUCTION.
3. Accessibility.
4. Integration and Connectivity with other modes.
5. Economic benefits.
6. Safety IMPROVEMENTS.
7. Air quality and other environmental impacts.
8. Cost-effectiveness of a project or service.
10. Project readiness.
11. MOBILITY.
12. INTEGRATION WITH OTHER MODES.

B. THE DIVISION SHALL:
1. DEVELOP METHODS TO MEASURE EACH PERFORMANCE FACTOR QUANTITATIVELY USING ANY RELEVANT AND AVAILABLE DATA TO THE EXTENT PRACTICABLE.
2. CONSIDER TECHNOLOGIES, NEW INNOVATIONS, DATA AND MARKET SOLUTIONS TO OPTIMIZE THE DELIVERY OF PERFORMANCE FACTORS.

C. The division shall develop for presentation to the board transportation system performance factor USE THE FOLLOWING weights:

1. FOR HIGHWAY PROJECTS:
   (a) CONGESTION REDUCTION, FORTY PERCENT.
   (b) INCREASE IN MOBILITY, FORTY PERCENT.
   (c) SAFETY IMPROVEMENTS, REDUCTION IN THE NUMBER OF FATALITIES ON ROADWAYS IN THE REGION, TWENTY PERCENT.
2. FOR TRANSIT PROJECTS:
   (a) EXCEPT AS PROVIDED IN SUBDIVISION (b) OF THIS PARAGRAP, RIDERSHIP ON EACH Route MAY NOT BE LOWER THAN SEVENTY PERCENT OF THE SYSTEM AVERAGE.
   (b) THE RIDERSHIP MINIMUM MAY BE DECREASED TO FIFTY PERCENT OF THE SYSTEM AVERAGE IF THE LINES ARE CONTRACTED OUT TO A PRIVATE OPERATOR.

D. The performance factors and weights established pursuant to this section shall be used by the department and the board to:
1. Select projects and services in the five year transportation facilities construction program pursuant to chapter 20, article 3 of this title and the long-range statewide transportation plan pursuant to section 28-307.
2. Allocate state and federal financial resources among the department's major program categories.

E. THE DIVISION MAY NOT CONSIDER OR ADOPT A MOTOR VEHICLE TRAVEL MILE REDUCTION TARGET OR ANY OTHER DEMAND MANAGEMENT POLICY OR PROJECT.

F. THE PERFORMANCE FACTORS ESTABLISHED PURSUANT TO THIS SECTION MAY NOT BE APPLIED IN A MANNER THAT PROMOTES DIFFERENTIAL TREATMENT OF OR PROVIDES SPECIAL BENEFITS TO INDIVIDUALS ON THE BASIS OF RACE, COLOR OR ETHNICITY.