

Senate Engrossed

transportation system performance; ADOT

State of Arizona
Senate
Fifty-seventh Legislature
First Regular Session
2025

SENATE BILL 1086

AN ACT

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

(TEXT OF BILL BEGINS ON NEXT PAGE)

1 Be it enacted by the Legislature of the State of Arizona:

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

4 28-501. Definitions

5 In this article, unless the context otherwise requires: ~~;~~

6 1. "ACCESSIBILITY" MEANS WITH CONSIDERATION FOR INDIVIDUALS WHO
7 HAVE PHYSICAL DISABILITIES OR WHO ARE ELDERLY.

8 2. "AIR QUALITY" MEANS THE STANDARDS REQUIRED BY 42 UNITED STATES
9 CODE SECTIONS 7401 THROUGH 7438.

10 3. "CONGESTION REDUCTION" MEANS ALLEVIATING RECURRENT TRAVEL
11 IMPEDIMENTS THAT DIMINISH FREE FLOW SPEEDS.

12 4. "CONNECTIVITY" MEANS NUMEROUS DIRECT AND INDIRECT LINKAGES IN
13 THE SYSTEM THAT MAXIMIZE THE FLOW OF PASSENGER AND FREIGHT TRAVEL.

14 5. "COST-EFFECTIVENESS" MEANS THE GAINS IN MOBILITY RELATIVE TO THE
15 FINANCIAL SUBSIDIZATION TO PLAN, CONSTRUCT, OPERATE AND MAINTAIN.

16 6. "Division" means the transportation planning division
17 established by section 28-332, subsection C.

18 7. "ECONOMIC BENEFITS" MEANS ALL OF THE NET GAINS THAT CAN BE
19 QUANTIFIED IN MONETARY TERMS.

20 8. "ENVIRONMENTAL IMPACTS" MEANS CHANGES TO THE NATURAL AND BUILT
21 ENVIRONMENT FROM A PROJECT.

22 9. "INTEGRATION" MEANS A SEAMLESS COMBINATION OF DIFFERENT
23 TRANSPORTATION MODES THAT PRESERVES THE CAPACITY OF THE HIGHWAY SYSTEM AND
24 MAJOR ARTERIALS.

25 10. "MOBILITY" MEANS THE ABILITY TO MOVE FREELY, EASILY AND
26 EFFICIENTLY.

27 11. "OPERATIONAL EFFICIENCY" MEANS OPTIMIZING RESOURCE ALLOCATION
28 FOR MAXIMIZING THE PERFORMANCE CRITERIA RELATIVE TO COST-EFFECTIVENESS.

29 12. "PROJECT READINESS" MEANS THE FEWEST IMPEDIMENTS PRESENT TO
30 IMPLEMENT A PROJECT.

31 13. "SAFETY IMPROVEMENTS" MEANS PROJECTS THAT ARE PROVEN TO REDUCE
32 THE NUMBER OF FATALITIES OR SERIOUS INJURIES BASED ON AN ANALYSIS OF CRASH
33 DATA.

34 14. "SYSTEM PRESERVATION" MEANS THE RECURRING MAINTENANCE OF THE
35 FEDERAL HIGHWAY SYSTEM.

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

38 28-505. Transportation system performance factors; weights

39 A. The division shall develop for presentation to the board
40 standard transportation system performance factors that at least include
41 all of the following variables:

42 1. System preservation.

43 2. Congestion ~~relief~~ REDUCTION.

44 3. Accessibility.

45 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.
9. Operational efficiency.
10. Project readiness.
11. MOBILITY.
12. INTEGRATION WITH OTHER MODES.

B. THE DIVISION SHALL:

1. DEVELOP METHODS TO QUANTITATIVELY MEASURE EACH PERFORMANCE FACTOR 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.

~~B. C.~~ 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 PARAGRAPH, 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.

~~C.~~ 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.