



PRIORITY GOAL: SMART TRANSPORTATION

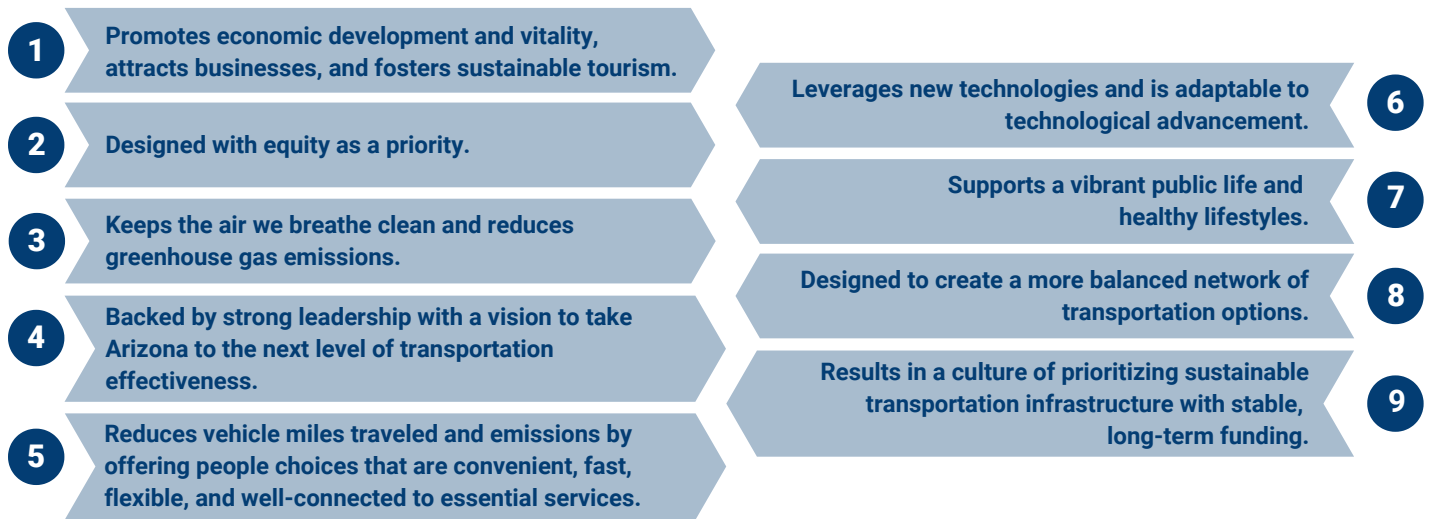
OVERVIEW

Transportation is now America’s number one source of carbon pollution, with greenhouse gas emissions from cars, trucks, buses, airplanes, trains and other vehicles surpassing every other source. This is particularly true for Arizona as it continues to grow and prosper, resulting in more cars on the road and pollutants in the air. Since that is an outcome we cannot afford, Arizona Forward advocates for innovative solutions to drive the state’s mobility transformation.

VISION

The **Statewide Sustainability Roadmap** envisions Arizona leading the nation in integrated, smart transportation systems for all modes with robust, convenient, and safe walking, biking, public transit, and alternative mobility options.

Our Mobility Transformation Vision



This vision results in a culture of supporting sustainable transportation infrastructure with stable, long-term funding, and reduces congestion, carbon emissions, and transportation-related deaths; attains better health and well-being; and improves access to jobs, health care, education, and social networks.

GOALS & POTENTIAL ACTIONS

Achieving better transportation systems and cleaner air requires education, technology advancements and transportation policies and planning changes. The **Statewide Sustainability Roadmap** identifies seven different goal areas and potential actions to help achieve those goals.

1 Mode Shift

Increase mode shift across the state, starting by identifying baseline data.

2 Affordability

Average total transportation cost is 15% or less of the regional typical household income.

3 Safety

Have a year-over-year decrease in the number of serious injuries and deaths in transportation system across all modes.

4 Air Quality & Climate Change

- Develop a statewide plan that identifies strategies for achieving a 75% reduction in transportation emissions by 2050.
- Demonstrate an annual decrease in vehicle miles per capita traveled year over year

5 Funding

- Establish dedicated multimodal funding.
- Reestablish state funding for public transit outside of Maricopa County.
- Establish financial incentives for walking, biking, and transit-friendly land-use development.
- Increase the gas tax.

6 Equity

- Distribute transportation investments equitably across the state and prioritize enhancements for the transportation disadvantaged all mode users.
- Ensure development of new roadways do not disproportionately negatively impact communities of color or low-income communities.

7 Land Use & Transportation

Strengthen land-use and transportation planning requirements for Cities, COGS and MPOS.



Light Metro Rail Train, Phoenix



The TuGo bike share system, Tucson



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GOALS & POTENTIAL ACTIONS

Potential Actions

- 1 Reestablish state investment in transit (Goals 1 and 5) and develop a statewide transportation demand management program. (Goal 7)
- 2 Develop incentives, educational opportunities, and marketing campaigns to encourage people to try new modes (Goals 1, 2, and 6).
- 3 Increase roadway users' fees and taxes, particularly for single occupancy automobiles (Goals 2, 5, and 6).
- 4 Establish legislation requiring new development to participate in the development of sustainable transportation infrastructure and transportation demand management, not just roadway investment (Goals 5 and 7).
- 5 Support EVs infrastructure through incentive programs, by creating rates that make EVs cost competitive with their traditional fossil fuel powered equivalents (Goal 4).
- 6 Leverage advantages of autonomous vehicles and set policies to protect against negative impacts (Goal 3).
- 7 Prioritize culture of active transportation (Goals 1, 2, and 6).
- 8 Invest in high-capacity transit options, such as light rail, commuter rail, and bus rapid transit (Goals 1, 2, and 6).
- 9 Revise engineering standards and requirements to prioritize the safety of transportation's most vulnerable users: pedestrians and bicyclists (Goal 3).
- 10 Explore opportunities to encourage land-use development that reduces urban sprawl and supports density and economic centers (Goal 7).

Sources of funding available to support these actions include:

- Investment by private development.
- State and local taxes and new user fees.
- Federal investment in surface transportation.
- Utility rate structures.
- Increased and indexed gas tax.

CHALLENGES & ISSUES

Key Challenges To Address

- Lack of safe, convenient, and affordable alternatives to driving available across all socioeconomic tiers.
- Increasing social acceptance of alternative modes of transportation across all socioeconomic tiers.
- Insolvency of gas tax and lack of other funding options.
- Insufficient economic and financial incentives for development to invest in sustainable transportation and transportation demand management strategies.
- Reducing transportation emissions to improve air quality and counter climate change.
- Complexity in balancing competing needs, such as transportation and climate action, affordable living, and land use and development.
- Current planning/zoning practices, incentives, and laws do not adequately promote shorter trips and the provision of sustainable transportation choices.
- Land use patterns designed around the automobile.



CHALLENGES & ISSUES

Costs Of Our Current System

- Approximately 1,000 transportation-related deaths annually across the state (ADOT Crash Facts, 2019), pedestrian deaths nationwide have increased 45% in the last decade, and the last four years have been the most deadly since 1990.
- Commuters in Phoenix spend an average of 62 hours a year stuck in traffic, costing the region a total of \$3.01 billion (Texas A&M Transportation Institute, 2019).
- Increased reliance on single-occupancy automobiles as the preferred method of transportation and status, with communities primarily planned around the automobile.
- Decreased ability for the state to deliver needed maintenance on roads and highways. Over a nine-year period, the share of pavement considered in good condition has fallen from 44% to 19% on state highways and is expected to worsen with time. Among the state highway system's 4,800 bridges, the share rated in good condition has fallen from 78% to 59% in recent years.
- Increased impacts of climate change and air-borne pollution to residents including impacts of increasing levels of ozone which especially harms children, older adults, and those with asthma and other lung disease.
- Inability for many Arizonans to access basic services, jobs, and education or to enjoy the company of friends and family, particularly for disadvantaged populations.

STAKEHOLDERS & PARTNERS

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Potential Partners

- Arizona Department of Transportation
- State Transportation Board
- Local COGS, MPOs, cities, towns and counties
- Federal Transit Administration
- Federal Highway Administration
- Arizona Transit Association
- Transit Agencies: Valley Metro, SunTran, Mountain Line, and city transportation departments
- Arizona Corporation Commission
- Salt River Project
- Arizona Public Service
- Tucson Electric Power
- Congressional Delegation



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