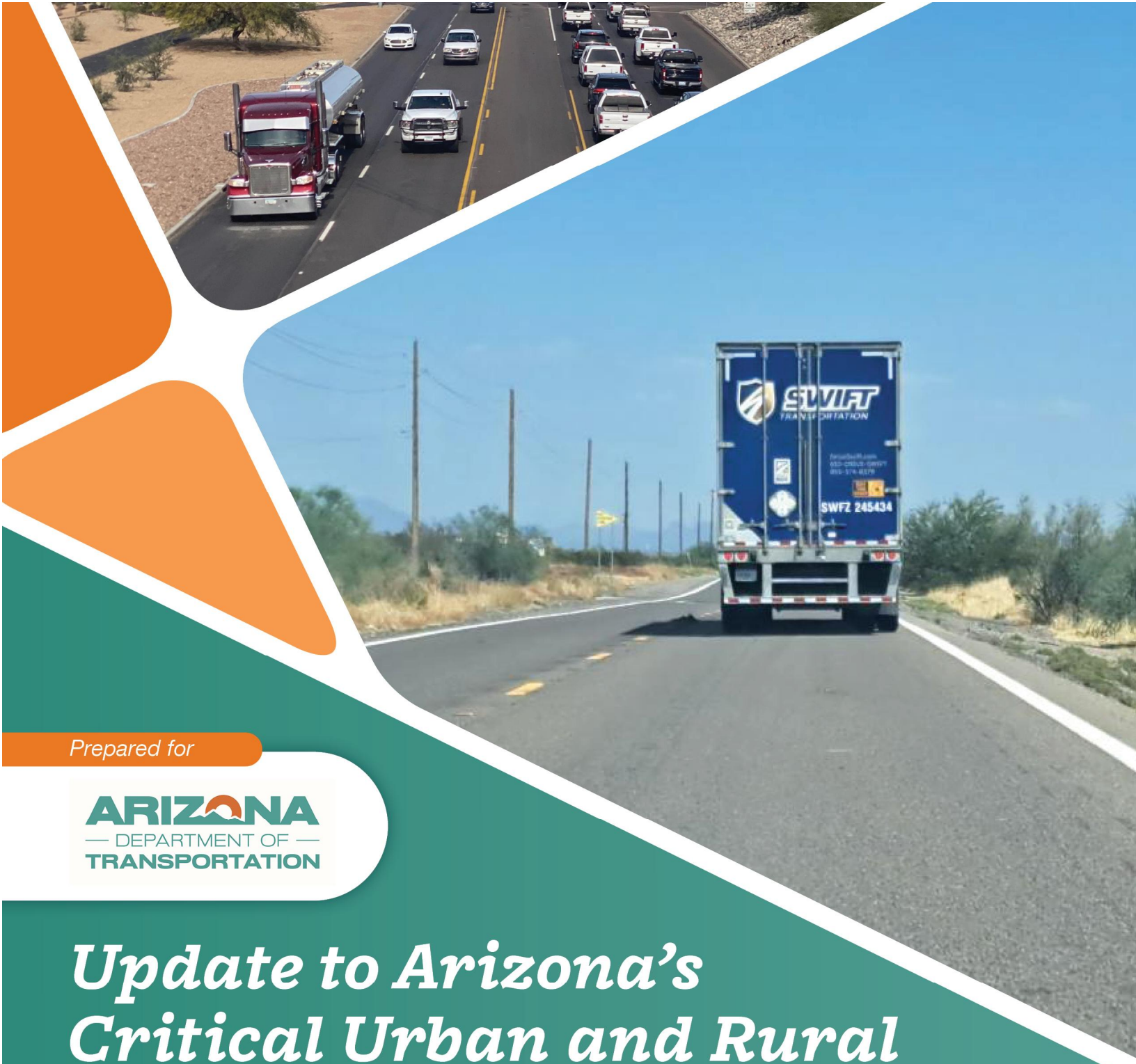


Prepared for

ARIZONA DEPARTMENT OF TRANSPORTATION

Update to Arizona's Critical Urban and Rural Freight Corridor Networks

DRAFT FINAL REPORT

JUNE 2025

Kimley»Horn

CAMBRIDGE SYSTEMATICS

Table of Contents

List of Figures

List of Tables

List of Acronyms

AADT	Average Annual Daily Traffic
AADTT	Average Annual Daily Truck Traffic
ADOT	Arizona Department of Transportation
ATRI	American Transportation Research Institute
BIA	Bureau of Indian Affairs
BHCMPO	Bullhead City Metropolitan Planning Organization
BIL	Bipartisan Infrastructure Law
CAG	Central Arizona Governments
Caltrans	California Department of Transportation
CBRE	Coldwell Banker Richard Ellis
CDOT	Colorado Department of Transportation
CFA	Competitive Freight Program
COG	Council of Government's
CRFC	Critical Rural Freight Network
CUFC	Critical Urban Freight Network
CYMPO	Central Yavapai Metropolitan Planning Organization
DOT	Department of Transportation
FAC	Freight Advisory Committee
FAST	Fixing Americas Transportation Surface
FASTLANE	Fostering Advancements in Shipping and Transportation for Long-Term Achievement of National Efficiencies
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
GDP	Gross Domestic Product
HIN	High Injury Network
IDOT	Illinois Department of Transportation
IIJA	Infrastructure Investment and Jobs Act
INFRA	Infrastructure for Rebuilding America
ITS	Intelligent Transportation Systems
LaDOTD	Louisiana Department of Transportation
LHMPO	Lake Havasu Metropolitan Planning Organization
LRTP	Long-Range Transportation Plan
MAG	Maricopa Association of Governments
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
NACOG	Northern Arizona Council of Governments
NDOT	Nevada Department of Transportation
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NMPRDS	National Performance Management Research Data Set
ODOT	Oregon Department of Transportation
P2P	Planning to Programming
PAG	Pima Association of Governments
PHFS	Primary Highway Freight Systems
SCMPO	Sun Corridor Metropolitan Planning Organization
SEAGO	SouthEastern Arizona Governments Organization
SR	State Route

SVMPO	Sierra Vista Metropolitan Planning Organization
TAC	Technical Advisory Committee
TEU	Twenty-Foot Equivalent Unit
THFN	Texas Highway Freight Network
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TTTR	Truck Travel Time Reliability
TWG	Technical Working Group
TxDOT	Texas Department of Transportation
USC	U.S. Code
USDOT	United States Department of Transportation
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
WACOG	Western Arizona Council of Governments
WSDOT	Washington Department of Transportation
YMPO	Yuma Metropolitan Planning Organization

Notices

This report was funded in part through grants from the Federal Highway Administration (FHWA), U.S. Department of Transportation (USDOT). The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data, and for the use or adaptation of previously published material, presented herein. The contents do not necessarily reflect the official views or policies of the Arizona Department of Transportation (ADOT) or the FHWA, USDOT. This report does not constitute a standard, specification, or regulation. Trade or manufacturers' names that may appear herein are cited only because they are considered essential to the objectives of the report. The U.S. government and the State of Arizona do not endorse products or manufacturers.

Pursuant to 23 U.S. Code (USC) §407: Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or rail-way-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

EXECUTIVE SUMMARY

Project Overview

This project is to update the designation of ADOT's freight network for Critical Urban Freight Corridors & Critical Rural Freight Corridors (CUFC & CRFC). This is to add additional corridors in the state to the existing National Highway Freight Network currently comprised of interstates in Arizona.

Designation on the National Highway Freight Network allows for corridors in the state to be eligible for National Highway Freight Program (NHFP) funds that have been distributed to the states annually since the Fixing America's Surface Transportation (FAST) act was enacted. Original designations occurred in 2017 per federal requirements at the time. New federal requirements from the Bipartisan Infrastructure Law (BIL) as part of the 2021 Infrastructure Investment and Jobs Act (IIJA) have increased mileage allowances per state of the number of corridor miles that can be part of the designated critical urban and rural corridors. Arizona's increase in mileage limits is shown in **Table ES-1**.

Table ES-1. Existing and Eligible CUFC and CRFC Miles

Mileage	CUFC Miles	CRFC Miles
Existing Mileage	102.56	205.12
Updated Guidance Eligible Mileage Limits	150	600

This project does not determine freight routes or where freight should travel in the state. Nor does it dedicate funding specifically to corridors that are designated, as that is determined through the state's regularly updated State Freight Plan.

Outcomes

The outcomes of designation allow for ADOT's freight planning efforts to allocate funding using the NHFP toward investments that improve freight mobility and safety beyond the interstates on corridors that are of significance to the areas of the state determined by stakeholder input and freight data evaluation.

Objectives

- Review the methodology that was conducted during the previous State Freight Plan development
- Review FHWA's updated designation guidance on CUFC/CRFC and other peer states' documentation on their critical corridor designation process and identify the advantages and disadvantages of each
- Develop a methodology for selecting the corridors that solicit input statewide regarding the process to applicability and usefulness across the state
- Engage agencies throughout the state in this updated process
- Identify and reprioritize critical freight corridors for future programming of federal funds

ADOT Need to Update Designations

ADOT's original CUFC and CRFC designation process was finalized in the 2017 State Freight Plan and then confirmed in the 2022 State Freight Plan. The previous designation was data-driven, based on truck tonnage, value, counts, traffic percentage, number of freight variables a roadway qualifies as CRFC, planning time index, and daily truck delay.

The requirements for a compliant State Freight Plan are set by 49 U.S.C. 70202 and have been amended by the BIL. The BIL changed the update cycle of state freight plans to require that plans be updated not less frequently than every 4 years from the prior requirement of every 5 years. (See 49 U.S.C. 70202(e)(1)). This means that the Arizona State Freight Plan will need to be updated in 2026 to stay within the 4-year window.

As noted in the federal guidance, there is no deadline for designating the CUFCs/CRFCs, and designations will be on a rolling needs-based assessment. The re-designation process being handled by this task will be incorporated into the update of the State Freight Plan.

State and Regional Best Practices

A literature review was conducted of best practices from peer agency states that have conducted the CUFC/CRFC re-designation process in recent years to inform ADOT's re-designation process. Following the review, three peer agencies (Florida DOT, Illinois DOT, and Colorado DOT) were selected based off the best practice findings to proceed with direct consultation to solicit additional information that may help ADOT with determining the process that best suits ADOT's needs. Key takeaways were used to support ADOT's effort in designation to inform a robust and replicable process for updating designation in future years.

Stakeholder Involvement

Technical Advisory Committee. A *TAC (Technical Advisory Committee)* was formed to provide technical guidance and input throughout the study regarding existing and planned conditions, data analysis, prioritization methodologies, recommendations, and interim study documents. The members included public agency representatives from COG, MPO, Counties, ADOT, Engineering Districts, and Tribes

Freight Advisory Committee. A *FAC (Freight Advisory Committee)* was formed to invite representatives of a wide variety of the private freight industry in Arizona to provide input throughout the study. Previous FAC invite lists were bolstered with updated contact information and additional private sector industry partners. Over the course of the study, the FAC were invited to the TAC meetings to continue to participate in the development of project components.

Individual Consultations. Individual one-on-one consultations were conducted with each of the COGs and MPOs as well as a joint meeting of Tribes and a discussion at an Arizona Trucking Association quarterly meeting. These additional consultation meetings were to identify corridors of freight priority and needs in their respective regions. This resulted in an "Agency Suggestions" corridor map that became an important component during the weighting and scoring of potential designated corridors. Metropolitan Planning Organizations in urban areas with populations of 500,000 or more individuals are able to designate CUFC themselves, so it was important to have additional discussions with MAG and PAG to confirm approach.

Data Collection Framework

Roadway Base Network. The roadway base for CUFC/CRFC designation typically includes U.S. highways and alternates, as well as state routes and alternates. Arizona's State Highway System (SHS) will be the primary roadway base for designation evaluation. The system includes interstate highways, U.S. highways, and state routes, which support Arizona's economic development, provide regional connectivity, and ensure efficient movement of goods and people. Interstates are already included in the NHFN, so they do not need to be considered as possible CUFCs or CRFCs.

FHWA Provided Criteria for Data Evaluation. FHWA's CUFC and CRFC designation criteria are comprehensive. They emphasize roadway roles in economic growth, goods movement, market connectivity, and industry links. A State may designate a public road as a CRFC if it is outside an urbanized area and meets one or more of FHWA provided criteria. Data was collected following FHWA provided criteria to be able to analyze corridors throughout the state.

Methodology Overview

Phase 1: A baseline network was identified, including corridor segments that are important for freight mobility as defined by data or stakeholder input. Average annual daily truck traffic (AADTT) greater than an average of 100 trucks per day for a full year was used in addition to "Agency Suggestion" corridors developed previously as part of stakeholder involvement. ***The rural baseline network resulted in 3,344 miles of corridors to evaluate. The urban baseline network resulted in 1,928 miles of corridors to evaluate.***

Phase 2: A comprehensive scoring and prioritization evaluation was conducted for both rural and urban baseline networks. This process incorporated stakeholder input, weighting of criteria, prioritization of corridors, and urban mileage allocation. Metric groups were created for each data set and then weights were applied to each metric group to score the corridors. Stakeholder input was used to refine the weighting, ensuring that the scoring process reflected the priorities and perspectives from key stakeholders. This collaborative approach helped to capture the nuances and priorities that might not be fully represented by data alone. Points were applied based on how each data set for a particular segment of corridor ranked in terms of if that data described a concerning condition or not. All points added up across all metric groups for a single corridor segment resulted in the score for that segment.

Table ES-2. Metrics Evaluated in Metric Groups for Scoring and Prioritization

Metric Group	Key Metric
Goods Movement and Mobility	Average Annual Daily Truck Traffic (AADTT)
	Percentage of truck volumes
Economic Competitiveness and Market Access	Access to freight generating facilities (Pipeline terminals, mines, rail intermodal facilities, border crossing, and freight-generating industries)
	Key commerce corridors
Freight Hot Spot	Stakeholder identified corridors
	Crash hot spots
	Pavement condition
	Travel time reliability

Analysis and Findings: Rural Freight Corridors

The 3,343-mile rural baseline network was scored and categorized into three priority levels: high (600 miles), medium (600 miles), and low (2,144 miles).

Analysis and Findings: Urban Freight Corridors

To achieve a balanced distribution of urban mileage statewide, initial CUFC mileage allocations for each MPO/COG were recommended by ADOT. This involved prioritizing the top 150 miles from the 1,928-mile urban baseline network to focus designation efforts and align with the 150-mile CUFC requirement. As MAG and PAG are the only two urbanized areas in the state that exceed a population of 500,000, those two urban areas had explicit consultation to determine the best approach for the state. All other urban areas were understood to be important to designate within some of the mileage limits, although those area determinations are to be determined as a result of the State Freight Plan effort.

The resulting allocation recommendations, following additional agency discussions to confirm, are shown below:

- **MAG: 91.5 miles** (61% of the 150-mile urban limit supported by population)
  - MAG will conduct CUFC designation and will inform FHWA directly of the corridors to designate as CUFC in their region. This allocation was confirmed with MAG for this effort and is justified in scale by Maricopa County's 62% share of the state's population in 2024 and its urban baseline road network share of approximately 63% of Arizona's total baseline road network.
- **PAG: 33.5 miles** (22% of the 150-mile urban limit)
  - PAG confirmed that designation has adequately occurred for their region through this ADOT process.
- **Non-MAG/PAG Allocation:** 25 miles (17% of the 150-mile urban limit)
  - The results are categorized as 25 miles of high priority, 25 miles of medium priority, and 495 miles of low priority. Priority designation will be given to corridors identified for freight project investments from the State Freight Plan process.

The summary of baseline and scoring mileages by each urban area is shown in **Figure ES-2**.

ADOT Designation Process

ADOT will take the results of this project as an input for the next ADOT State Freight Plan Update process to be adopted in 2026. This is important because ADOT recognizes the need to designate corridors based on intentional freight funding allocation recommendations that result from a State Freight Plan effort. ADOT will factor in the resulting projects from the Freight Plan with the high, medium, and low corridor scoring completed by this project to complete the ultimate designation to FHWA following the Freight Plan adoption in 2026.

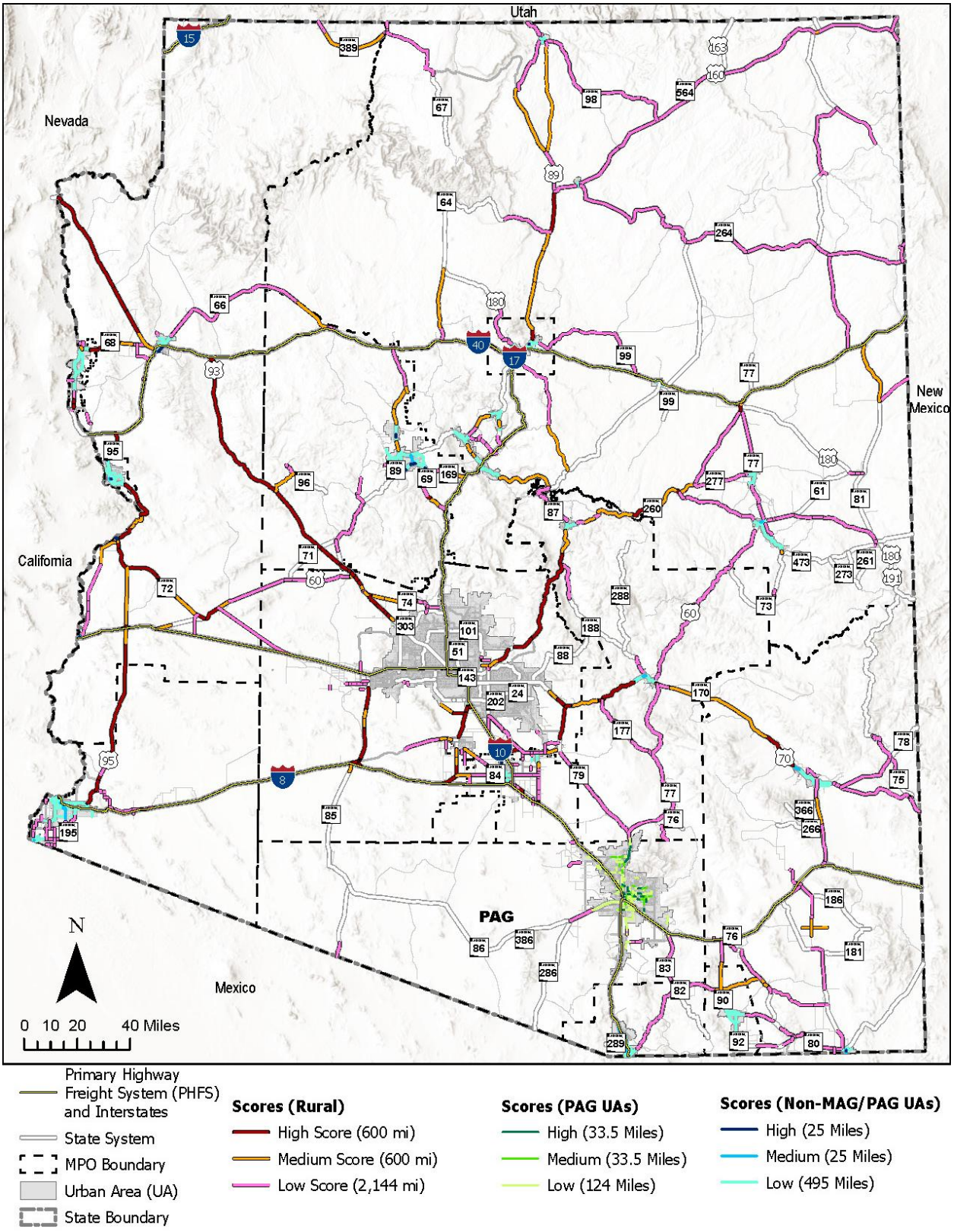


Figure ES-2. Urban Scoring Results and Group

1. Project Overview

ADOT is seeking to update the designation of their statewide system for Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) on the National Highway Freight Network (NHFN). The difference in the designation types comes down to location of the corridors, with CUFC associated with the urbanized areas of the state and CRFC placing its focus on the rural areas of the state.

CUFC/CRFC was first designated by the state in 2017 as part of the Arizona State Freight Plan (2017) and was later revisited in the 2022 update of the plan. ADOT has not updated their freight corridor designation since the 2017 study, and designations were only revisited in the 2022 study with no updates to the existing corridors designated.

This project was segmented out from the upcoming update to the Arizona State Freight Plan and given its own dedicated task for updating the existing designations statewide. Since the 2017 study, the federal requirements for designated corridors have expanded, allowing ADOT the opportunity to review the potential for additional miles for CUFC/CRFC designations. A table of the allocation of existing and newly eligible miles of critical freight corridor designation is provided below in **Table 1**.

Table 1. Existing and Eligible Designation Mileage

Mileage	Critical Urban Freight Corridor Miles	Critical Rural Freight Corridor Miles
Existing Mileage	102.56	205.12
Eligible Mileage	150	600

Critical urban/rural freight corridors are a part of the NHFN and eligible for National Highway Freight Program (NHFP) funds that have been distributed to the states annually since the Fixing America's Surface Transportation (FAST) act was enacted. Newer provisions in the Bipartisan Infrastructure Law (BIL) as part of the 2021 Infrastructure Investment and Jobs Act (IIJA) increased the state's mileage caps for CUFCs and CRFCs, which allows the state to expand its existing designations, if warranted.

Goals

This project aims to understand what the options are in terms of corridor designation, what the advantages and disadvantages might be of corridor designations, and to develop and implement an approach that best meets the needs of ADOT and its partners. This project is looking to evaluate whether a change is needed to the state's CUFCs/CRFCs for the inclusion of the new maximum miles allowed for both designation types.

Objectives

Guidance for identifying these critical corridors is evolving under IIJA and has no set or direct method that can be applied to the state of Arizona. Therefore, IIJA leaves it to the states to select their corridors for the funding opportunities. Because of the ambiguity of the process, the project objectives reflect the process that ADOT is most interested in pursuing and are:

- **Understand** the methodology that was conducted during the previous State Freight Plan development
- **Review** FHWA's designation guidance on CUFC/CRFC and other peer states' documentation on their critical corridor designation process and identify the advantages and disadvantages of each
- **Develop** a methodology for selecting the corridors that solicits input statewide regarding the process to ensure its applicability and usefulness across the state
- **Engage** agencies throughout the state in this updated process
- **Identify** and reprioritize critical freight corridors for future programming of federal funds

Data Analysis and Stakeholder Input

Identifying critical freight corridor designations first occurred in 2017 when ADOT originally completed the activity for FHWA approval. A formal process had not yet been established for ADOT to utilize for maintaining and updating designations over time. Error! Reference source not found. shows how collecting input from both a qualitative and quantitative perspective will support the development of a sustainable approach for ADOT to utilize for updating corridor designations over time.

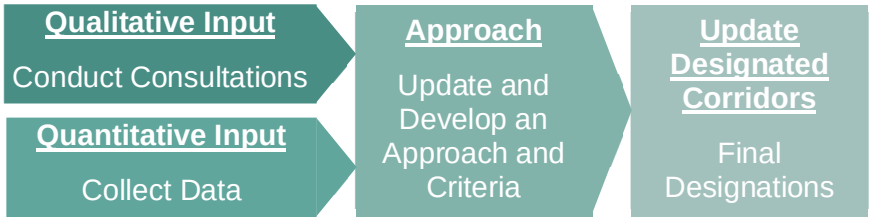


Figure 1. Qualitative and Quantitative Input Process

2. Federal Guidance Review

To understand the components that make up the ADOT freight corridor designation process, a look at the national standards and their components is necessary for ADOT to continue with an update to the designation process.

Federal guidance documents that summarize updates to the designation process since 2017 were reviewed and consolidated for ADOT consideration in this section. These documents include:

- *National Highway Freight Program, FAST Act Section 1116 Implementation Guidance*
- *Memorandum to the Implementation Guidance for the National Highway Freight Program*

National Freight Highway Network

The FAST Act required FHWA to establish a NHFN to strategically direct federal resources and policies towards improving the performance on the NHFN. The NHFN acts as the main recipient of the National Highway Freight Program (NHFP) funding. The USDOT and FHWA designate routes on the NHFN separately from the individual States. The following make up the structure of the NHFN:

USDOT/FHWA
- Primary Highway Freight System (PHFS)
- All other Interstates not designated on the PHFS

States/Metropolitan Planning Organizations (MPOs)
- Critical Urban Freight Corridors
- Critical Rural Freight Corridors

Primary Highway Freight System – Includes mostly Interstate routes and a few non-Interstate routes that are a main route for travelling freight. These would include Interstates like I-10, I-15, I-17, and I-40.

All other Interstates not designated on the PHFS – USDOT later amended the NHFN to include all Interstates, not only those designated on the PHFS. This primarily includes I-8 through the state.

Critical Urban Freight Corridors – Consists of roads in urbanized areas that are designated by the local MPOs in a partnership with the state.

Critical Rural Freight Corridors – Consists of roadways outside of the urban areas and are designated solely by ADOT.

The NHFP funds are to be used to improve the efficient movement of freight on the NHFN. The designation of CUFC and CRFC increases the number of miles that can utilize NHFP funds within a state. There are nuances to eligibility for funding including:

- Cap increase from 10% to 30% on the amount of NHFP funding a state may use on freight intermodal or freight rail projects [§ 11114(3)(A); 23 U.S.C. 167(h)(5)(B), as redesignated]
- Continues prior NHFP eligibility and adds new freight intermodal eligibility up to a 30% allowance for a project involving:
    - Modernization or rehabilitation of a lock and dam
    - Marine highway corridor, connector, or crossing
- The project is functionally connected to the NHFN and likely to reduce on-road mobile source emissions

The NHFN mileage will fluctuate with additions and deletions of roadways. States are allowed to designate CUFCs, with the consultation of MPOs, and solely designate CRFCs, on a rolling basis and must certify to the FHWA Administrator that the designated corridors meet the requirements of the applicable provisions for CUFCs and CRFCs.

A state with PHFS mileage less than two percent of the national total PHFS mileage may obligate NHFP funds for projects on any component of the NHFN. Arizona is one of 18 states whose proportion of the PHFS mileage exceeds two percent of the national total. Having greater than two percent of the PHFS means that Arizona may only obligate NHFP funds for projects on the PHFS, CUFCs, or CRFCs.

Re-Designation Timing

ADOT's original CUFC and CRFC designation process was finalized in the 2017 State Freight Plan and then confirmed in the 2022 State Freight Plan.

The requirements for a compliant State Freight Plan are set by 49 U.S.C. 70202 and have been amended by the BIL. The BIL changed the update cycle of state freight plans to require that plans be updated not less frequently than every 4 years from the prior requirement of every 5 years. (See 49 U.S.C. 70202(e)(1)). This means that the Arizona State Freight Plan will need to be updated in 2026 to stay within the 4-year window.

As noted in the federal guidance, there is no deadline for designating the CUFCs/CRFCs, and designations will be on a rolling needs-based assessment. The re-designation process being handled by this task will be incorporated into the update of the State Freight Plan.

Each re-designation is limited to a maximum three percent increase in the total mileage of the PHFS system (23 U.S.C. 167(d)(2)). States and MPOs may designate CUFCs and CRFCs and submit the designated corridors to the FHWA Administrator on a rolling basis.

Corridor Designation Criteria

The criteria for designating CUFCs and CRFCs are set by the FHWA Implementation Guidance for the NHFP as revised by the Bipartisan Infrastructure Law in 2022 (23 U.S.C. 167(e)(2) and 167(f)(4)).

Critical Urban Freight Corridors (CUFC)

These are public roads in an urbanized area that provide access and connection to the PHFS and the Interstates along with important ports, public transportation facilities, or other intermodal freight facilities. In an urbanized area with a population of 500,000 or more, the MPO, in consultation with the State, is responsible for designating the CUFCs. A CUFC must be a public

road in an urbanized area that meets one or more of the following four elements as updated by the BIL:

- **KEPT ELEMENT:** The road connects:
  - The PHFS
  - The Interstate System, or
  - An intermodal freight facility
- **KEPT ELEMENT:** Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
- **KEPT ELEMENT:** Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
- **KEPT ELEMENT:** The road is important to the movement of freight within the region, as determined by the MPO or the State (23 U.S.C. 167(f)(3)).

The FAST Act set the number of miles that corridors can be designated as CUFCs at 75 miles, or 10 percent of PHFS miles, whichever is greater. In Arizona, 10 percent of the PHFS mileage is 102.56 miles, which is greater than 75 miles and allowed the state to utilize the 102.56 mileage. The BIL increased the CUFC miles available for designation up to a maximum of 150 miles or 10 percent of the PHFS mileage in the state, whichever is greater. In Arizona, 10 percent of the PHFS mileage is 102.56 miles. As 150 miles is greater than 102.56 miles, the maximum allowable CUFC mileage in Arizona is 150 miles.

Critical Rural Freight Corridors (CRFC)

These are public roads not in an urbanized area that provide access and connection to the PHFS and the Interstates along with important ports, public transportation facilities, or other intermodal freight facilities. A CRFC must be a public road not in an urbanized area that meets one or more of the following seven elements as updated by the BIL:

- **CLARIFIED ELEMENT:** Rural principal arterial roadway with trucks comprising at least 25 percent of the Average Annual Daily Traffic (AADT) of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13)
- **KEPT ELEMENT:** Provides access to energy exploration, development, installation, or production areas
- **CLARIFIED ELEMENT:** Connects the PHFS or Interstate System, or a road qualifying under the two bullets above, to a facility handling more than 50,000 Twenty-Foot Equivalent Unit (TEU)/year or 500,000 tons per year of bulk commodities
- **KEPT ELEMENT:** Provides access to:
  - Grain elevator
  - Agricultural facility
  - Mining facility
  - Forestry facility, or
  - Intermodal facility
- **KEPT ELEMENT:** Connects to an international port of entry
- **KEPT ELEMENT:** Provides access to significant air, rail, water, or other freight facilities in the State
- **KEPT ELEMENT:** Determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

The FAST Act set the number of miles of corridors that can be designated as CRFCs at 150 miles, or 20 percent of PHFS mileage in the state. The BIL increased the CRFC miles available

for designation up to a maximum of 300 miles or 20 percent of the PHFS mileage in the state, whichever is greater, for the states that fall below two percent of total national PHFS mileage. States that have a national PHFS mileage total greater than two percent were granted 600 miles total. In Arizona, 20 percent of the PHFS mileage is 205.12 miles. As Arizona has a national PHFS mileage total greater than two percent, the maximum allowable CRFC mileage in Arizona is 600 miles.

Freight Performance

Under Moving Ahead for Progress in the 21st Century (MAP-21), a requirement was established to identify and monitor performance of a highway network supporting the safe and efficient movement of trucks (now called the NHFN). The performance measure to assess freight movement on the Interstate System is the Truck Travel Time Reliability (TTTR) Index. Performance reports are required to describe ways in which the State is addressing congestion at freight bottlenecks.

In redesignating the primary highway freight system, to the maximum extent practicable, the FHWA Administrator is required to use measurable data to assess the significance of goods movement, including consideration of points of origin, destinations, and linking components of the United States global and domestic supply chains.

The BIL did not modify these existing freight performance requirements or introduce any new freight performance requirements beyond those outlined already under 23 CFR 490.607.

Funding Apportionment

The use of NHFP funds and the transferability of those NHFP funds to other programs was also amended by the BIL and should be referred to during the development of the updated Arizona State Freight Plan. This amendment continues many of the requirements that applied to NHFP under the FAST Act, including having FHWA apportion funding as a lump sum for each state, and then divides the total among apportioned programs as well as apportionment being calculated based on a ratio specified in 23 U.S.C. 104(b)(5). The calculation used in the apportionment programs is highlighted in **Table 2**.

Table 2. BIL Funding Apportionment

Formula	National Total		Specified Ratio
	Fiscal Year	$ Billion	
National Total for Program (*) Specified Ratio	22	1.37	$\frac{\text{State's Total Apportionment for FY}}{\text{All State's Total Apportionment for FY}}$
	23	1.40	
	24	1.43	
	25	1.46	
	26	1.49	

3. ADOT CUFC/CRFC Designation

This section reviews the initial 2017 ADOT CUFC/CRFC designation process and its application through the ADOT programming process.

Previous Designation Effort

The state of Arizona has 1,025.62 miles of PHFS. To designate for CUFC, a maximum of 75 miles of highway or 10 percent of PHFS mileage in state, whichever is greater, was the basis for urban designation in 2017. For CRFC, a maximum of 150 miles of highway, or 20 percent of PHFS mileage in the state, whichever is greater, was the basis for designation in rural areas in 2017. This resulted in Arizona being eligible for 102.56 miles of CUFC and 205.12 miles of CRFC in 2017. A map of the existing NHFN, along with the designated CUFCs and CRFCs, is provided in **Figure 2**.

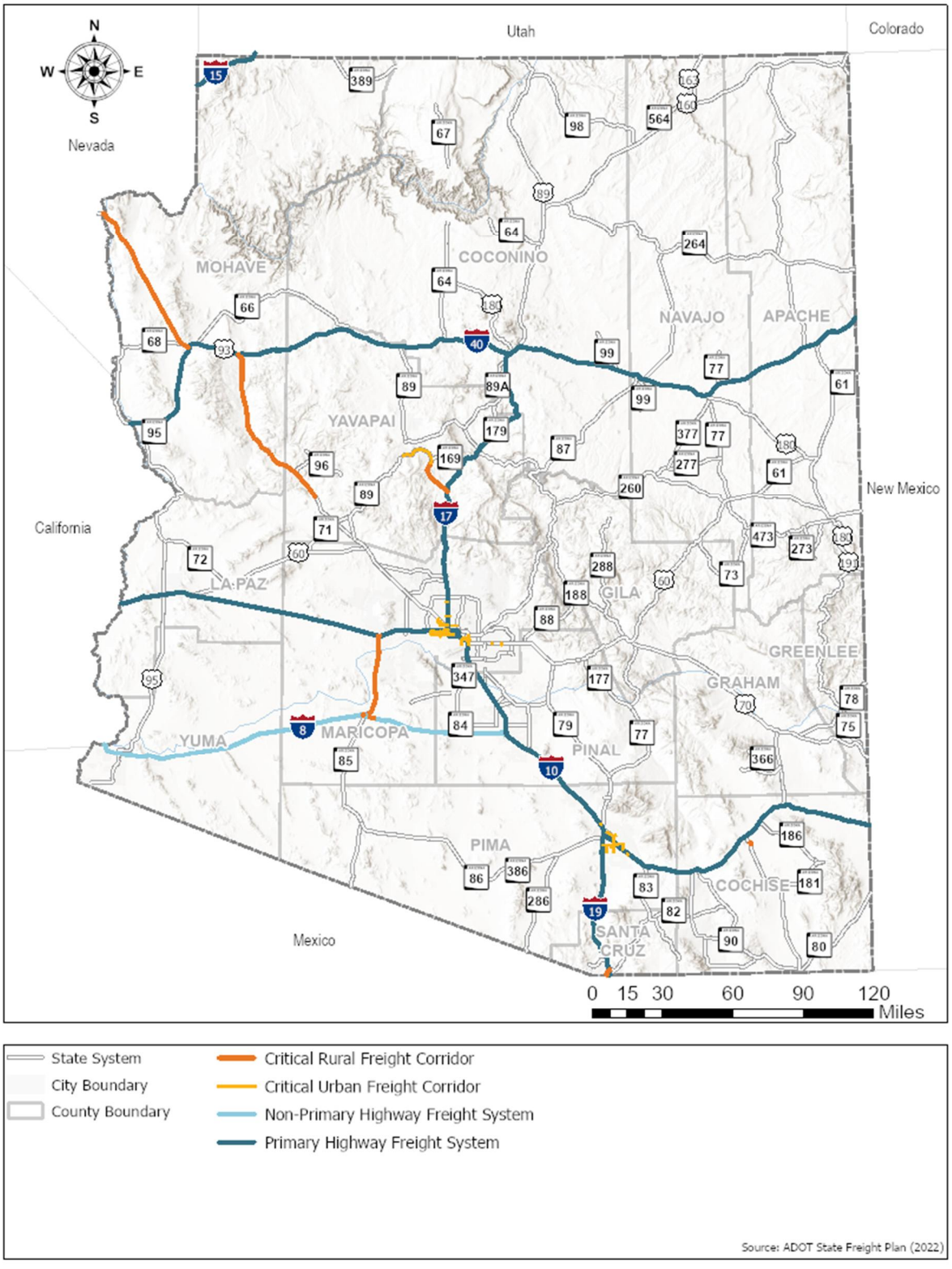


Figure 2. Existing CUFCs and CRFCs in Arizona from 2022 ADOT State Freight Plan

Components

In the 2017 Arizona State Freight Plan, the process for designation was largely data-driven. In **Table 3** for CUFCs and in **Table 4** for CRFCs, the data that was used in the plan, the data source, and the purpose, or use case for the data, are shown.

Table 3. 2017 CUFC Data Components

Data	Data Source	Purpose
Tonnage	Transearch	Inbound, outbound, and within Arizona freight flows tonnage (All commodities) Inbound, outbound, and within Arizona freight flows by tonnage (retail removed)
Value	Transearch	Inbound, outbound, and within Arizona freight flows by monetary value where Gross Domestic Product (GDP) is greater
Truck Counts	ADOT 2015	Number of trucks present on roadway
Truck Planning Time Index	Truck Speed Data	Truck speed data
Warehousing	CBRE	Warehousing inventory and stock

Table 4. 2017 CRFC Data Components

Data	Data Source	Purpose
Tonnage	Transearch	Inbound, outbound, and within Arizona freight flows tonnage (All commodities) Inbound, outbound, and within Arizona freight flows by tonnage (retail removed)
Value	Transearch	Inbound, outbound, and within Arizona freight flows by monetary value where GDP is greater
Truck Counts	ADOT 2015	Number of trucks present on roadway
Truck Percentage	ADOT 2015	Percentage of trucks on the roadway
Delay	American Transportation Research Institute (ATRI) and ADOT	Annual hours of delay experienced
Warehousing	Coldwell Banker Richard Ellis (CBRE)	Warehousing inventory and stock

Designation Process/Approach

When ADOT had performed the original designation effort, a vision was established for what designation meant to the agency and how it would be utilized in the state. The process that was recorded as part of the original freight critical corridor designation effort in 2017 follows an allocative, symbolic, and regulatory approach that kept the agency aligned with the focus for the designation efforts of the corridors. The visioning process that was followed includes:

Allocative – Receive funding for the most important freight corridors

- Criteria reflects both project needs and demand
- Corridors should be re-designated when roadway issues have been addressed

Symbolic – Show the most important freight corridors for communication purposes

- Designation should be demand-centric
- Corridors should be re-designated when shipping patterns change or new trends emerge

Regulatory – Classify corridors and apply different design or policy criteria

- Built on demand-centric approach by adding in regulatory requirements

Critical Urban Freight Corridors

ADOT proceeded with coordination with the Pima Association of Governments (PAG) and the Maricopa Association of Governments (MAG) to develop an approach to urban designations. The PAG and MAG regions have jurisdiction over Arizona's two urbanized areas of over 500,000 inhabitants (Tucson and Phoenix, respectively) and are responsible for leading the effort in urban areas. The population of the two major urban areas were evaluated using U.S. Census Bureau data for population totals and U.S. Bureau of Economic Analysis data for gross domestic product (GDP) nominations. **Table 5** outlines the benchmarks of the two approaches in 2010.

Table 5. 2010 Urban Designation Benchmarks

Urbanized Area	Population	Percent of Urban Area over 50,000+	GDP ($ Billion)	Percent of MSA Total
Phoenix	3,826,155	75%	$215.2	78%
Tucson	843,168	16%	$35.7	13%
Other Areas (50,000 – 499,999)	448,460	9%	$23.7	9%

This evaluation resulted in MAG receiving 60 miles (59% of total possible), PAG receiving 30 miles (29% of total possible), and the rest of the state was left with 12.56 miles of allocation, or 2% of the total 102.56 miles possible. MAG and PAG had developed their own process of identifying corridors and prioritizing them before providing ADOT with their designations to nominate. The remaining 12.56 miles were granted to Prescott Valley along State Route (SR) 69 north of Phoenix. As this would leave a CUFC corridor stranded in the middle of the state with no adequate designation that would connect SR 69 to the NHFN, the southern reaches of SR 69 (approximately 15 of the total CRFC 205.12 miles) were designated as CRFC to resolve the issue.

In total, 20% of all designations were in the Phoenix metropolitan area, 10% in Tucson, and the remaining 70% was for the remainder of the state.

Critical Rural Freight Corridors

Rural corridors were under the direction of ADOT for the designation process from start to finish. Utilizing the data that was collected, data was compiled and presented to the Freight Advisory Committee (FAC) for input with going forward on designation.

Methodology

As CUFCs and CRFCs utilize different data points for the analysis, the methodology was divided into two separate pieces that came together at the end of the 2017 State Freight Plan development process. The first step in the process identified all who would need to be involved

in the designation process and how they would be consulted. **Table 6** shows the designation criteria from the 2017 Arizona State Freight Plan.

Table 6. Designation Population Criteria

Population	Lead
< 50,000 Residents	ADOT
50,000 – 499,999 Residents	ADOT with Council of Governments (COG)/MPO Consultations
> 500,000	MPO with ADOT Consultation

Once data was collected, roadway segments were divided into one-mile increments and were filtered down to the top 200 roadway segment miles for each of the data points. The data was compiled and overlapping segments between each of the filtered criteria were highlighted. The criteria involved:

- Truck Tonnage
- Truck Value
- Truck Counts
- Truck Traffic Percentage
- Total Number of Freight Variables a Roadway Qualifies as CRFC
- Truck Planning Time Index
- Daily Truck Delay

Segments that featured the most overlap ended up becoming the candidate corridors presented to the FAC where a discussion was held on the preliminary results and any comments were accounted for in the analysis.

ADOT P2P Process

Planning to Programming (P2P) is ADOT's internal annual process that categorizes and prioritizes nominated projects into the three Program Investment Categories identified in the statewide Long-Range Transportation Plan (LRTP): **Preservation**, **Modernization**, and **Expansion**. This effort helps establish an implementation and decision-making process that is performance-based and data-driven. The P2P methodology allows for the project prioritization process to be repeatable and defensible year-to-year. ADOT can then implement projects with the Five-Year Construction Program.

Individual MPOs, COGs, Tribes, and Districts can initially nominate projects under each category in the April timeframe of each year toward the P2P planning process. Both internal and external Greater Arizona expansion project nominations must be finalized and submitted to ADOT's P2P Manager by May 31 of each year to be considered in the following year's P2P process.

P2P Project Nominations

The P2P process as outlined in the *ADOT Planning to Programming Guidebook* is shown in **Figure 3**.

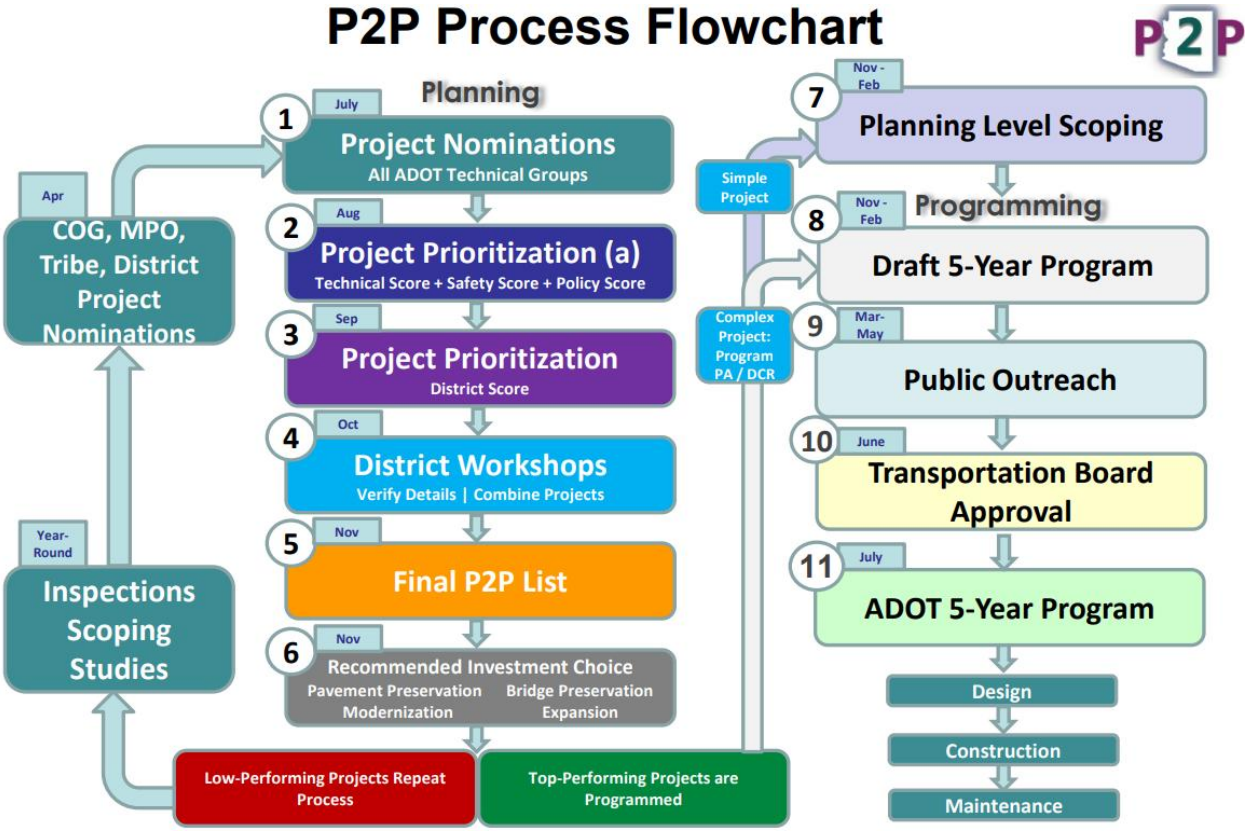


Figure 3. P2P Process Flowchart

The P2P process involves a structured evaluation process that considers nominated projects based on technical, safety, policy, and district scoring criteria. **Figure 4** provides an overview of the scoring process for each type of category of projects.

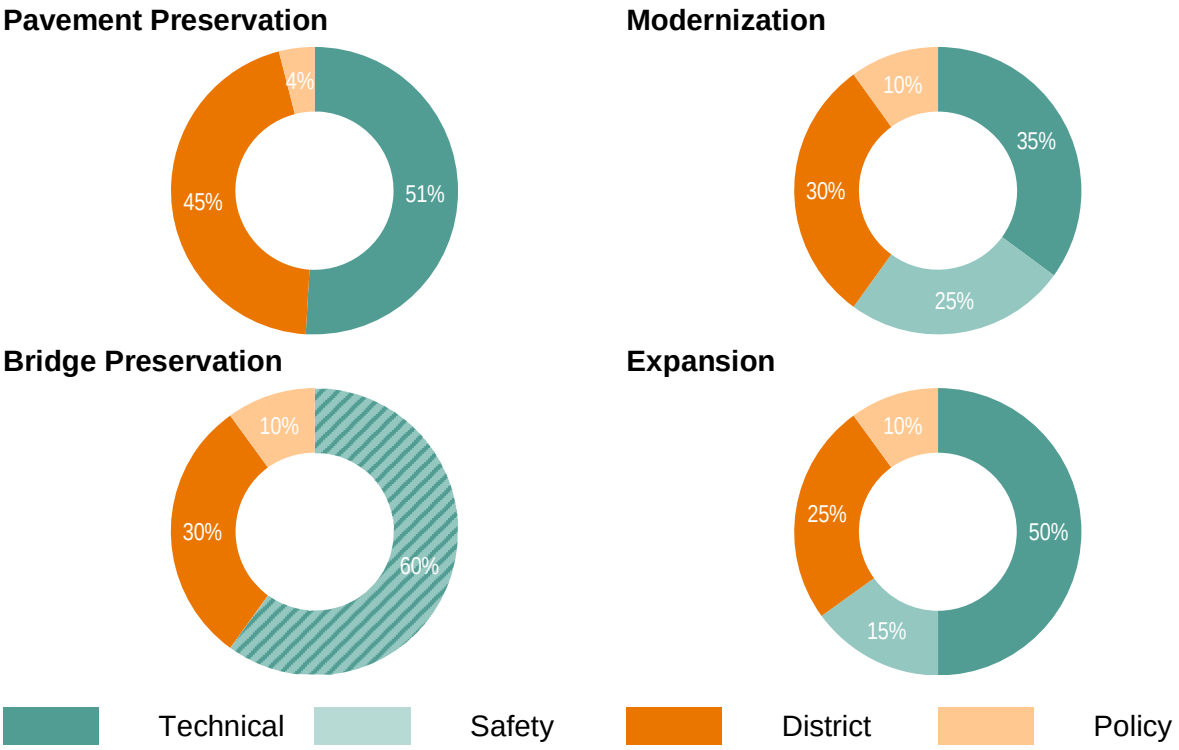


Figure 4. P2P Scoring Overview

P2P Data

MAP-21 included requirements and expectations for addressing freight within the planning process. This also includes establishing freight-related metrics. Freight metrics are utilized under the **Preservation**, **Modernization**, and **Expansion** categories. The two specific metrics that are calculated to score and weighed within the overall P2P scoring process are:

Technical Score: Freight System Reliability Score (TTTR)

The Freight System Reliability Score is determined by identifying the Truck Travel Time Reliability (TTTR) ratio which is calculated by measuring the 95th percentile travel time of freight vehicles compared to the 50th percentile travel time of vehicles. A ratio of 1.0 represents completely reliable (i.e., uncongested) conditions for the represented roadway segment, whereas a ratio of 1.5 or higher represents unreliable (i.e., unacceptable congestion) conditions for the represented roadway segment. The following formula is used to determine this scoring component: Freight System Reliability Score = TTTR ÷ 1.5 × 10.

Policy Score: Freight Flow Score (T-Factor)

Freight Flow, the percentage of existing AADT that is truck traffic, serves as a proxy for measuring existing freight volumes. Future Freight Flow, the estimated percentage of future AADT expected to be truck traffic, serves as a proxy for expected future freight volumes. The Policy score makes up 10 percent of the overall P2P final score. The Policy Score is composed of three criteria: freight flow, corridor significance/functional classification, and local funding contributions. The Freight Flow Score is a measurement based on T-Factor values reported in the annual *AADT: Traffic Counts* report produced by ADOT. The T-Factor measures the percentage of the overall AADT volumes that trucks represent. A T-Factor greater than 25

percent receives a score of 3; a T-Factor between 10 and 25 percent receives a score of 2; and a T-Factor below 10 percent receives a score of 1. Where project milepost limits do not align directly with the T-Factor reporting segmentation, the T-Factor is determined using a weighted average (by segment length) of all segments fully or partially within the project limits.

Correlation between P2P and CUFCs/CRFCs

The CUFC/CRFC designation process relates to the ADOT P2P process in the following ways:

- **Project Nominations** – When an entity nominates projects for P2P consideration, it is helpful to understand which locations are CUFCs/CRFCs, and therefore eligible for NHFP funding, as funding availability is a factor in project prioritization, and not all projects are eligible for all of the various funding programs.
- **Data** – Some of the data utilized for the P2P process is the same data that has historically been used in ADOT's CUFC/CRFC designation process.

4. State and Regional Best Practices

A literature review was conducted of best practices from peer agency states that have conducted the CUFC/CRFC re-designation process in recent years to inform ADOT's re-designation process. Following the review, two peer agencies will be selected based off the best practice findings to proceed with direct consultation to solicit additional information that may help ADOT with determining the process that best suits ADOT's needs.

An evaluation of peer regions was conducted across twelve total agencies including:

- Alaska – Department of Transportation (DOT)
- California – DOT
- Colorado – DOT
- Florida – DOT, Hillsborough Transportation Planning Organization (TPO), and MetroPlan Orlando
- Illinois – DOT
- Louisiana – DOT
- Nevada – DOT
- Oregon – DOT
- Texas – DOT
- Washington – DOT

The agencies' CUFC/CRFC processes were reviewed through their freight planning documentation and findings were recorded in the summary sections below. A condensed summary of the findings can be found in **Table 7**.

Alaska Department of Transportation and Public Facilities

The Alaska Department of Transportation and Public Facilities manages transportation in Alaska, which is the largest state in the country by land area. Per the *Commodity Flow Survey* (2017), Alaska's primary mode of transporting freight into the state is by air or a combination of air and other. Total tonnages in the state carried by air are expected to increase by 83 percent, with a 66 percent increase for freight moved by truck by 2050 per the *Alaska Moves 2050 Statewide Freight Plan* (2022).

Alaska's initial CUFC/CRFC designation was completed in December 2017 in their *Let's Keep Moving 2036: Freight Element Implementation Guidance*. Because Alaska is so large, selection of mileage was strategically targeted to highway segments with near-term critical needs or for identified project opportunities where NHFP funding will likely be applied. Alaska currently has 15 miles of designated CUFC and 235 miles of designated CRFC.

Alaska has a CUFC allowable cap of 150 miles and a CRFC allowable cap of 600 miles. There were 33.9 miles of proposed new CUFCs and 72.5 miles of proposed new PHFS in Alaska's 2022 Statewide Freight Plan.

Alaska's Statewide Freight Plan referenced two measures of freight system performance: TTTR (federally required); and an expanded use of the National Performance Managements Research Data Set (NPMRDS) to identify travel times of trucks along key road segments. The document also noted potential future freight measures could relate to availability (whether a modal service is available to a community), utilization (cargo volumes moving through freight facilities and networks), infrastructure condition, infrastructure safety and security, reliability and resiliency, cargo safety and security, and environmental measures.

Data types that were utilized for CUFC/CRFC designation included:

- Vehicle miles traveled (VMT)
- AADT
- Truck volumes
- Truck travel time
- Truck operating speeds
- Number of oversize and overweight permits
- Emissions reductions
- Pavement status and condition
- Average annual delay

California Department of Transportation (Caltrans)

Caltrans manages transportation in the state of California, which is the most populous state in the country and is the third largest in area. California has an international border with Mexico. California's location along the west coast of the United States is important for international freight coming across the Pacific to serve many shipping ports. Per the *Commodity Flow Survey* (2017), California's largest mode of freight transportation in terms of total tonnage is by water.

Per the *California Freight Mobility Plan (2023)*, California has a CUFC cap of 311 miles and a CRFC cap of 623 miles.

Every quarter a Technical Working Group (TWG) meets to review the status of the network and update the guidance. Per the *California Freight Mobility Plan (2023),* the plan focused on evaluation rather than CUFC/CRFC designation as the TWG reviews CUFC/CRFC designation quarterly.

TTTR is the major performance measure used for CUFC/CRFC designation by Caltrans. California also looks at the following additional measures when assessing CUFC/CRFC designation:

- VMT
- AADT
- Truck volumes

- Truck travel time and operating speeds
- Average annual delay
- Grade
- Intelligent Transportation Systems (ITS)

CUFC "On" Process

Each MPO is provided a certain initial target allocation out of the state's total CUFC allowance. MPOs can increase their allocation by trading miles with donor agencies based on needs facilitated by Caltrans. For CUFCs, the target allocations are based on a formula with 75 percent weighted to the urbanized areas, and the remaining 25 percent to the rest.

MPOs identify needed CUFC miles and apply those miles to a project for funding allocation or Infrastructure for Rebuilding America (INFRA) grant eligibility. Miles are assigned to a project by the MPO when the project is approved and obligates the funds. MPOs then advise Caltrans about it and request concurrence. Once the MPO gets a concurrence letter back, they submit nominations directly to FHWA for urbanized areas of over 500,000 people, nominations for urbanized areas of less than 500,000 people get submitted first to Caltrans. Target miles then get adjusted by Caltrans.

CUFC "Off" Process

MPOs can de-designate miles from a project's CUFC target allocation once a project's funding has been allocated. Caltrans then adjusts the CUFC scoreboard.

CUFC "Swap" Process

Caltrans must approve of a swap of miles and update the CUFC scoreboard. An official letter requesting the swap must go to Caltrans, followed by an official response by Caltrans.

CRFC Process

There is no regional target allocation for CRFCs. Caltrans has 623 designated CRFC miles, however the "need" for CRFC projects is estimated to be much less than the miles allocated to California. If the "need" was more than the allocated miles, there is a specific assignment process. The project's sponsor needs to measure the distance on the mainline segment that corresponds to the largest project "footprint."

Colorado Department of Transportation (CDOT)

CDOT manages transportation in the state of Colorado located in the center of the country with a large amount of truck and rail traffic. The state has an important position between the West Coast and Midwest regions, with the largest freight mode in the state by total tonnage being by truck per the *Commodity Flow Survey* (2017).

From the latest *Colorado Freight Plan* (2024), the state has a CUFC cap of 150 miles and a CRFC cap of 600 miles. As of December 2023, Colorado has 5.02 miles of designated CUFCs and 127.99 miles of designated CRFCs.

Based on an assessment of the freight system performance and needs, the Freight Plan identified the following freight investment plan emphasis areas: truck safety, freight operations, and clean transportation. Projects were nominated and prioritized for addressing those emphasis areas. The corridor segments that correspond to the prioritized projects for the freight investment plan are all CUFCs or CRFCs.

Colorado's Freight Plan focused on evaluation of freight issues rather than CUFC/CRFC designation. Designation and de-designation in Colorado happen continuously, and the process includes stakeholders and the FHWA. This means that CDOT is constantly swapping out roadway corridors once one has fulfilled its intended purpose or project completion.

Colorado follows federal guidance for designation of corridors and uses the following data to support their process:

- VMT
- AADT
- Truck volumes
- Truck travel time and operating speeds
- Average annual delay

Florida

Florida Department of Transportation (FDOT)

FDOT manages transportation in the state of Florida, which is located in the far southeastern U.S. between the Gulf of Mexico and the Atlantic Ocean. Despite having one of the longest coastlines in the nation, the primary mode of transporting freight is by truck for the state per the *Commodity Flow Survey* (2017).

Per *Florida's Freight Mobility and Trade Plan* (2024), the state is eligible for 160.07 miles of CUFCs and 320.14 miles of CRFCs. Per the *Miami-Dade County Freight Plan Update* (2024), the state has currently designated 159.86 miles of CUFCs and 309.89 miles of CRFCs. FDOT follows direct federal guidance when designating a corridor. FDOT regularly exchanges segments for corridor designation. *Florida's Freight Mobility and Trade Plan* (2024) is focused on evaluation of freight issues rather than designating new CUFCs/CRFCs in the report.

Ranked tiers are established for corridors based on functionality:

- **Tier 1** is for roadways with the highest priority in freight investment and support critical freight movement nationally and regionally; this includes all roadways that are on the NHFN.
- **Tier 2** is for roadways that are prioritized by state funding including all limited access facilities as well as all roadways that are not in Tier 1 but are functionally classified as principal arterial-interstate and freeways/expressways.
- **Tier 3** is for roadways that are important regional corridors connecting to lower tier roadways; these are generally roadways with higher capacity, volume, speed, and multiple lanes with principal arterial/other classification.
- **Tier 4** is for local roadways that support freight circulation, connect to intermodal facilities and origins/destinations; these are generally roadways that have relatively low capacity, speed, and volume and are classified as minor arterials, major/minor collectors, and local roads.

The corridor selections are then checked for continuity and reasonableness. This check involves manually adding and removing from the CUFC/CRFC designated networks to ensure the designated network is integrated and connected. This process makes sure that higher tier roadways are supported by lower tier roadways. Stakeholder input was also geocoded and overlaid on the freight network to identify potential gaps. Code compliance analysis was then conducted for every municipality. Roads were then designated into the four tiers.

Florida follows federal guidance for CUFC/CRFC designation, which includes:

- VMT
- AADT
- Truck volumes
- Truck travel time and operating speeds
- Average annual delay

Hillsborough TPO

Hillsborough TPO is located on the west coast of the Florida peninsula, encompasses the city of Tampa, and is crossed by I-4 and I-75. Two corridors in Hillsborough County were selected for CUFC designation as there were already Transportation Improvement Program (TIP) priority projects identified along these corridors, and CUFC designation would ideally help with competing for federal grants. For the corridors to be eligible for funding, FDOT swapped segments that no longer required the designation and applied them to Hillsborough TPO.

MetroPlan Orlando

MetroPlan Orlando is the MPO for Orange, Osceola, and Seminole counties in central Florida. Metroplan Orlando had evaluated a regional freight network utilizing roads that support national, regional, and local freight movement. FDOT functional classification data was used to determine road roles in regional and local freight movements, first/last mile access, and intermodal facility access.

There is a quantitative and qualitative component to the process of designating CUFCs/CRFCs. The quantitative component has analysis based on objective data such as truck traffic volumes and patterns, while the qualitative component adds additional context to support the quantitative data. The final step MetroPlan Orlando undertook was a code compliance review to make sure designation of CUFCs/CRFCs adhered to regulations and standards from municipalities.

Illinois Department of Transportation (IDOT)

IDOT manages transportation in the state of Illinois, which is strategically located between the Northeast, the West, and the South, and includes the city of Chicago as one of the nation's premier freight hubs. Because of the importance of Chicago, Illinois is the third busiest freight state by value and the fourth busiest by tonnage. Illinois' primary mode of transporting freight is by truck; however, rail is still a significant freight mode in the state per the *Commodity Flow Survey* (2017).

Per the *Illinois State Freight Plan* (2023), Illinois has a CUFC cap of 168.54 miles and a CRFC cap of 337.08 miles. Illinois' CUFC and CRFC designations were originally developed in the 2017 Illinois State Freight Plan and updated in the 2022 Illinois State Freight Plan. Illinois distributes these miles of designated CUFC/CFRC roadways through a competitive freight program, where applicants can submit an application. Per the *Illinois 2023 Competitive Freight Program* (2022), the applications are evaluated and then ranked through a committee where members can voice their thoughts on the selected projects and decide what moves forward for funding. The *Illinois State Freight Plan* (2023) includes an evaluation of freight issues rather than the CUFC/CRFC designation process.

Illinois follows the federal guidance for designating a corridor, which includes using the following data:

- VMT
- AADT
- Truck volumes
- Truck travel time and operating speeds
- Truck safety
- Average annual delay

Louisiana Department of Transportation (LaDOTD)

LaDOTD manages transportation in the state of Louisiana, which holds an important position on the Gulf of Mexico and at the delta of the Mississippi for maritime trade. Per the *Commodity Flow Survey* (2017), the primary mode of freight transportation in Louisiana is by water, with truck transport also being very significant, but a less vital role for the state overall. According to the *Louisiana State Freight Plan* (2024), Louisiana has a CUFC cap of 150 miles and a CRFC cap of 300 miles, with those miles primarily designated on corridors for travelling east-west through the state. The *Louisiana State Freight Plan* (2024) focused on evaluating freight issues and not designation of new CUFCs/CRFCs.

Louisiana follows the federal guidance for designating a corridor, which includes using the following data:

- VMT
- AADT
- Truck volumes
- Truck travel time and operating speeds
- Truck safety
- Average annual delay
- Bottleneck data

Nevada Department of Transportation (NDOT)

NDOT manages transportation in the state of Nevada, which is positioned between the west coast ports and border crossings with Mexico and makes freight investment an important focus being at the crossroads of the Pan-American Freeway (I-15) and the future I-11 that will connect to the state of Arizona. Per the *Commodity Flow Survey* (2017), the primary mode of freight transportation in Nevada is by truck, with little rail activity present.

Per the *Nevada Freight Plan Update* (2022), the state had a CUFC cap of 150 miles and 300 miles for CRFC, and the state utilized its entire allotment designation. Recently in 2023, Nevada's CRFC cap was updated to 600 miles. NDOT discussed proposed CUFCs with the MPOs in the state and revised them as requested.

In Nevada, CUFC-designated segments are those that include the project limits of projects that are good candidates for federal funding. Further studies are to be done on corridors that have unmet freight needs to determine potential projects that could justify designating those roadways. The Nevada Freight Plan evaluated freight issues and did not focus on CUFC/CRFC designation.

With Nevada being such a large state, two additional corridor categories were added to Nevada's freight plan to help prioritize funding: Critical Multi-state Freight Corridors, which are major US highways that traverse Nevada and neighboring states, and Other Nevada Freight Corridors which are additional highways that serve regional and local freight mobility.

Selection for Nevada's Highway Freight Network utilizes the Multi-Objective Decision Analysis tool (MODA). Criteria used for defining the components of Nevada's Highway Freight Network were selected from a combination of criteria:

- Truck volume— measured from the average annual daily truck traffic (AADTT) estimates that NDOT calculates each year, supplemented with truck GPS data from ATRI
- Access to multimodal facilities
- Access to freight-dependent employment centers
- Potential role in advancing the development of the I-11 corridor

Corridor segments were then separated into urban and rural and sorted by MODA score to identify the most important CUFCs and CRFCs.

Oregon Department of Transportation (ODOT)

ODOT manages transportation in Oregon in the Pacific Northwest of the U.S. Per the *Commodity Flow Survey* (2017), the dominant freight mode in Oregon is through truck, with rail also being a significant mode in the state. The *Oregon Freight Plan* (2023) states that Oregon has a CUFC cap of 150 miles and a CRFC cap of 600 miles. ODOT has designated 77 miles of CUFCs and 155 miles of CRFCs and has not updated its CUFCs/CRFCs since the 2017 Freight Plan.

Oregon follows the federal guidance for designating a corridor, which includes using data for:

- VMT
- AADT
- Truck volumes
- Truck travel time and operating speeds
- Truck safety
- Average annual delay

Grade also played a factor in CUFC and CRFC designation for ODOT.

Texas Department of Transportation (TxDOT)

TxDOT manages transportation in Texas, which is the second largest state by land area, and second largest economy in the country. Texas has a unique position being located centrally in the U.S. with proximity to the West Coast, Gulf Coast, and the breadbasket of America to the north. Per the *Commodity Flow Survey* (2017), the dominant freight mode in Texas is trucking, in both tonnage and value.

When evaluating corridors for CUFC/CRFC, Texas established additional criteria for designating roads that measure a road's role in supporting:

- Economic competitiveness
- Goods movement
- Strategic supply chain

- Market access
- Connectivity

TxDOT has also identified its own independent freight network, separate from the NHFN. For corridors to qualify in the Texas system, the corridors are evaluated internally by TxDOT and then prioritized for incorporation. Per the *Texas Delivers 2050* (2023) plan, Texas has a CUFC cap of 382 miles and a CRFC cap of 745 miles. This plan evaluates freight issues rather than proposing new corridors for CUFC/CRFC designation. TxDOT bases its CUFC/CRFC designation process on federal guidance for designating a corridor, which includes utilizing data for:

- VMT
- AADT
- Truck volumes
- Truck travel time and operating speeds
- Truck safety
- Average annual delay

Washington Department of Transportation (WSDOT)

WSDOT manages transportation in Washington in the Pacific Northwest of the U.S. and shares an international border with Canada. Per the *Commodity Flow Survey* (2017), the primary mode of freight transport in Washington is by truck, with water and pipeline making up a significant share of modal balance.

Per the *Washington State Freight System Plan* (2022), WSDOT utilizes 63.5 miles of Washington's 150 allocated CUFC miles and 291 miles of Washington's 300 allocated CRFC miles. WSDOT divides the CUFC allocation equally among the urbanized areas. WSDOT allows partnering agencies to apply for designation for both CUFC and CRFC routes through an application. Partnering agency requests are limited to 5.8 miles of CUFC and 17.1 miles of CRFC routes.

Washington's State Freight Plan evaluates freight issues and does not designate CUFCs/CRFCs.

Washington follows the federal guidance for designating CUFCs/CRFCs, which includes using data for:

- VMT
- AADT
- Truck volumes
- Truck travel time and operating speeds
- Truck safety
- Average annual delay

Key Takeaways

- FHWA guidelines are most commonly used by states to guide the CUFC/CRFC designation process
- Freight volume and truck percentages are the most commonly used measures for evaluation of potential roadways for CUFC/CRFC designation
- Allocation process of CUFC mileage to each urban area varies by state.

- Most states have evaluation processes outside of the State Freight Plan for designating/redesignating CUFCs/CRFCs
- Many states do de-designate corridors once the need for identified corridor improvements is addressed

Table 7. Peer Region Summary Matrix

State	Methodology	Allocated CUFC Mileage	Used CUFC Mileage	Allocated CRFC Mileage	Used CRFC Mileage	Advantages	Disadvantages
Alaska	• Operates using federal guidance standards and recommendations	150	15	600	235	• Follows federal guidance	• None
California	• Operates using federal guidance standards and recommendations • Allows MPO's to trade mileage in their region • MPO's granted CRFC designation on a 75/25 urban/rural balance	311	311	623	623	• Follows federal guidance • Gives power to MPO's to trade mileage as needed	• State has less direct involvement with process
Colorado	• Operates using federal guidance standards and recommendations • Designates only when needed, fluid in allocation and based on greatest need • Designates around projects they want to fund with NHFP	150	5	300	128	• Does not require complicated process for prioritizing corridors • Not problematic that a project might not be located on a designated corridor.	• None
Florida	• Operates using federal guidance standards and recommendations • De-designate as needed • Prioritization process for different segment selection	160	160	320	310	• Follows federal guidance • Fluid in designation • Prioritizes segments	• None
Illinois	• Operates using federal guidance standards and recommendations • Competitive program established so MPO's can apply for designation	168	168	337	337	• Follows federal guidance • Allows cities/MPO to apply for designation	• Competitiveness may discourage some from applying
Louisiana	• Operates using federal guidance standards and recommendations	150	150	300	300	• Follows federal guidance	• None

State	Methodology	Allocated CUFC Mileage	Used CUFC Mileage	Allocated CRFC Mileage	Used CRFC Mileage	Advantages	Disadvantages
Nevada	• Utilized established criteria and data for corridor selection and prioritization. • Solicited input from MPOs for CUFCs	150	150	600	600	• Corridor selection done once • Have defined corridors useful for other planning purposes	• Risk needing NHFP funding for a project not located on the NHFN
Oregon	• Operates using federal guidance standards and recommendations	150	77	300	155	• Follows federal guidance	• None
Texas	• First, designate freight corridors important to the state, without mileage limits, based on economic competitiveness, goods movement, strategic supply chain factors, market access, and connectivity factors • Designate CUFC/CRFC as a subset of the broader Texas Highway Freight Network (THFN) • Based on economic competitiveness, goods movement, strategic supply chain factors, market access, and connectivity factors	382	382	745	745	• THFN is useful for other state planning purposes • Strategic to growth in the state	• None
Washington	• Operates using federal guidance standards and recommendations • Allocated miles equally across primary districts • Allows primary districts to apply for designation through application	150	64	300	291	• Follows federal guidance • Allows districts to apply for designation	• Total mileage is equally distributed

5. Stakeholder Involvement

This section reviews the method of collaborating with and gaining input from stakeholders consulted for their unique perspective of the designation of critical freight corridors from their region of the state or interest in corridor investments.

Regular Committee Meetings

The project team utilized the Arizona State Freight Plan 2022 stakeholder list and updated current contacts for partner agencies to identify representatives for participation in a Technical Advisory Committee (TAC) or Freight Advisory Committee (FAC) for the study.

Technical Advisory Committee (TAC)

The TAC was formed to provide technical guidance and input throughout the study regarding existing and planned conditions, data analysis, prioritization methodologies, recommendations, and interim study documents. The members include public agency representatives from Councils of Governments (COG), Metropolitan Planning Organizations (MPO), Counties, ADOT Engineering Districts, and Tribes. The public agency members invited to participate in the three TAC meetings in the study are identified in **Table 8**.

Table 8. TAC Invited Representatives

Agency	Representative(s)
Arizona Department of Transportation	• Andrew Roth • Anthony Brozich • Anthony Casselman • Brenden Foley • Don Sneed • Jason James • Paul Patane • Paula Brown • Randy Everett • Todd Emery • Todd Steinberger • Ruth Garcia • Will Randolph • Jennifer Hobert
Federal Highway Administration (FHWA)	• Romare Truly
California Department of Transportation (Caltrans)	• Eric Fredericks
Nevada Department of Transportation	• Kevin Verre
New Mexico Department of Transportation	• Nathan Wagliardo
Rural Transportation Advocacy Council	• Kevin Adam

Agency	Representative(s)
Central Arizona Governments (CAG)	• Steve Abraham • Andrea Robles
Northern Arizona Council of Governments (NACOG)	• Nate Reisner (Coconino County) • Pedro Rodriguez • Ken Krebs (Town of Camp Verde)
SouthEastern Arizona Governments Organization (SEAGO)	• Chris Vertrees
Western Arizona Council of Governments (WACOG)	• Roland Hulse • Steven Latoski (Mohave County)
Bullhead City Metropolitan Planning Organization (BHCMPO)	• Travis Pruitt (City of Bullhead City) • Edigar Kajirwa (City of Bullhead City) • Danielle Bruch
Central Yavapai Metropolitan Planning Organization (CYMPO)	• Bryn Stotler • Vincent Gallegos
Flagstaff MPO (MetroPlan)	• David Wessel
Lake Havasu Metropolitan Planning Organization (LHMPO)	• Tommy Martin • Sarah Lojewski
Pima Association of Governments (PAG)	• Jeanette DeRenne • James Tokishi
Maricopa Association of Governments (MAG)	• Tim Strow • Brian Rubin
Sierra Vista Metropolitan Planning Organization (SVMPO)	• Karen Lamberton
Sun Corridor Metropolitan Planning Organization (SCMPO)	• Irene Higgs • Jason Bottjen
Yuma Metropolitan Planning Organization (YMPO)	• Crystal Figueroa • Fernando Villegas
Tribes	• Ak-Chin Indian Community – Sandra Shade • Cocopah Indian Tribe – Arturo Durazo and Gary Magrino • Fort McDowell Yavapai-Apache Nation – Orlando Moreno and Erika McCalvin • Fort Mojave Indian Tribe – David Fass and Wayne Nelson

Agency	Representative(s)
Tribes	• Gila River Indian Community – DeWayne Badonie • Hopi Tribe – Michael Lomayaktewa • Hualapai Tribe – Philip Wisely, Cleve Lewis, and Kevin Davidson • Tonto Apache Indian Tribe – Farrell Hoosava and Michael Royer • Navajo Nation – Darryl Bradley, Leanne Roy, and Shelby Dayzie • Kaibab Band of Paiute Indians – Carmen M. Brandley and Ken Ohman • Pascua Yaqui Tribe – Jason S. Bahe • Colorado River Indian Tribes – Marty Pretends Eagle and Jesse Garza • Pueblo of Zuni – Malcom Bowekaty and Royce Gchachu • Fort Yuma Quechan Tribe – Brian Golding, Sr. • San Juan Southern Paiute Tribe – Hon. Candelora Lehi and Keenan Barlow • Salt River Pima-Maricopa Indian Community – Jennifer Jack • Tohono O'odham Nation – Yuriko B Toro and Marilyn Celestine • White Mountain Apache Tribe – Lareesa Sanchez and Marco Burnette • San Carlos Apache Tribe – Barney Bigman and Marvin Mull Jr. • Havasupai Tribe – Hon. Armando Marshall • Yavapai-Apache Nation – Robert Mills and Franklyn Couyancy • Yavapai-Prescott Indian Tribe – Peter Bourgois

Freight Advisory Committee (FAC)

The FAC was formed to invite representatives of the private freight industry in Arizona to provide input throughout the study. The members invited to participate in the three FAC meetings in the study are identified in **Table 9**.

Table 9. FAC Invited Representatives

Group	Representative	
FAC	• Arizona Trucking Association (ATA) • Fresh Produce Association of the Americas • Walmart • Swift Transportation • FedEx • Knight Transportation • Bashas	• AZ Rock Products • Arizona Commerce Authority • UPS • Lowes • T Force Freight • Freeport-McMoRan

Individual Agency Consultations

Individual one-on-one consultations were conducted with each of the COGs and MPOs as well as a joint meeting of Tribes to identify corridors of freight priority and needs in their respective regions.

COGs are defined by ADOT as a regional body with voluntary membership to provide a forum for regional transportation planning, collaboration, and decision-making that make up the entity. COGs include urbanized populations that are below 50,000 permanent residents. There are four COGs in the state:

- CAG
- NACOG
- SEAGO
- WACOG

An MPO is defined as a governmental entity that represents an urbanized area with a population of 50,000 permanent residents or greater. MPOs are charged with providing a comprehensive regional transportation planning process and work with ADOT or other partner agencies to develop the federal and state required transportation plans and programs for the region. There are nine MPOs in the state:

- BHCMPO
- CYMPO
- MetroPlan
- LHMPO
- MAG
- PAG
- SVMPO
- SCMPO
- YMPO

Two separate meetings were held with ATA and with Native American Tribes in Arizona to collect additional input. The ATA is a non-profit trade association that represents trucking companies and truck drivers in Arizona that serves as an industry voice on transportation and public policy issues. Native American Tribes have their own tribal governments and are often involved in transportation planning and infrastructure projects within their tribal lands and have been included in consultations for this project.

Figure 5 identifies the most current boundaries of the COGs, MPOs, and Tribal lands in the state.

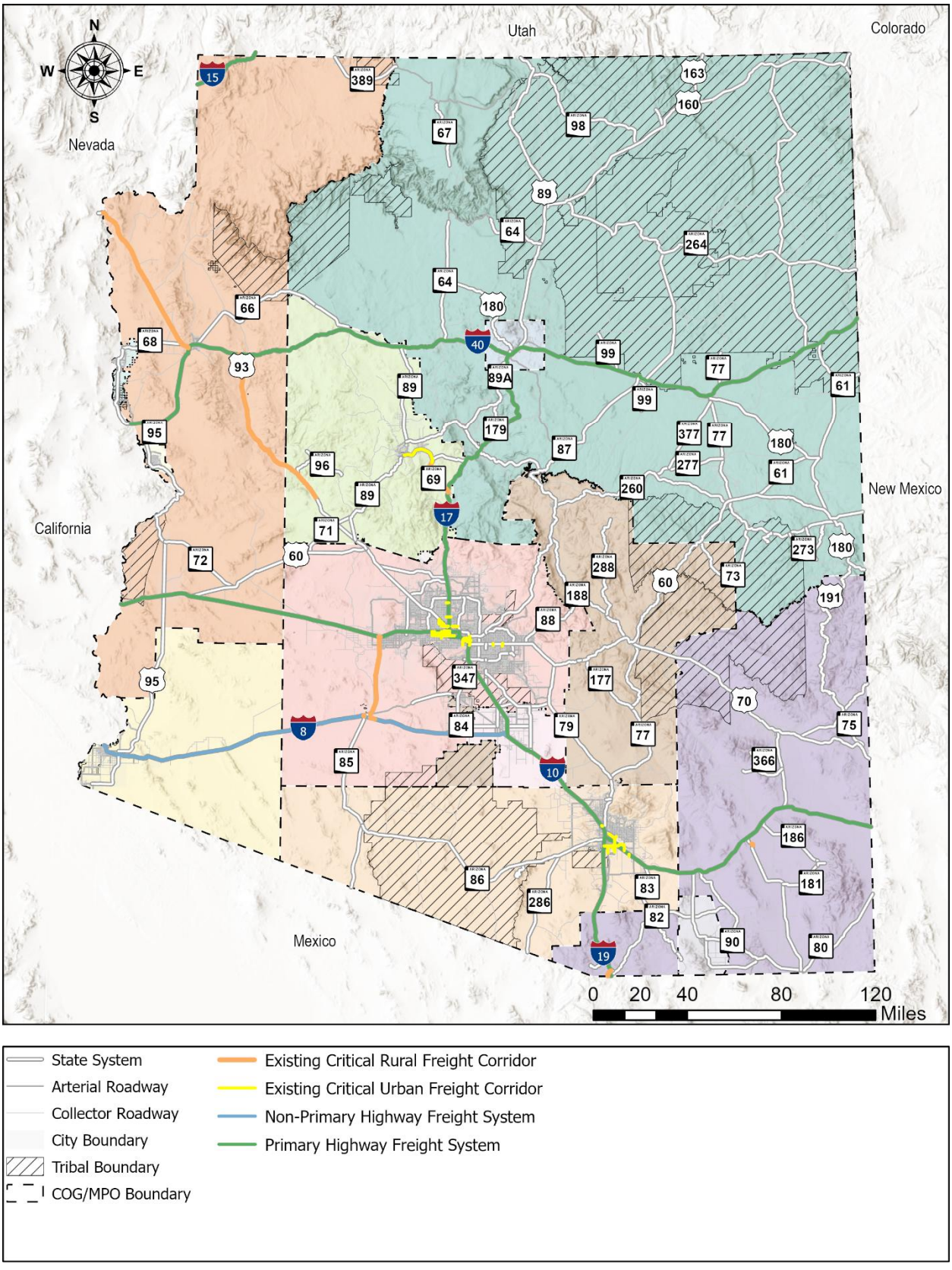


Figure 5. Arizona Statewide COGs, MPOs, and Tribe Boundaries

Individual Agency Key Takeaways

Appendix A provides information for each consultation including personnel involved, a detailed summary of the consultation, and a figure for each specific region's corridor suggestions for the study to consider for Critical Urban Freight Corridor (CUFC)/Critical Rural Freight Corridor (CRFC) designation.

A summary of key takeaways for all consultations is provided below and is corresponding to **Figure 6**:

- Each region experiences a significant freight problem in some capacity that could benefit from additional investment focused on corridors that commonly carry freight.
- COG suggestions include entire routes or a series of routes to create a corridor.
- MPO suggestions were more targeted within their region and in most cases cited specific cases or instances along major corridors.
- Tribal suggestions included recommending that the entire I-11 future corridor is accounted for as well as emphasizing that high speeds, heavy truck traffic along corridors entering smaller communities, improving pavement conditions, and the safety of school bus movement around schools continue to be primary concerns.
- Agency suggestions were presented in two ways:
    - Planned freight movement – this includes wide load permitting, industrial uses like mining operations or manufacturing on a defined truck route.
    - Unplanned freight movement – this includes detours due to adverse weather, crashes, or roadway conditions, bypass routes to existing roadways due to travel time reliability or a problem with undesignated truck parking.
- Pavement condition and safety were the two most common concerns mentioned regarding the reasoning behind the suggestions.
- Lack of passing opportunities is a common concern, with many acknowledging that travelers are moving at higher speeds compared to previous years, creating a safety concern.
- Intersection suggestions were primarily made where a city or county road intersects an ADOT-owned roadway or where ADOT is the owner of the entire junction.
- All MPOs provided suggestions in their most urbanized areas, indicating that freight movement challenges are present in densely populated areas.
- Agencies recognize that freight movement issues are statewide and not focused on any one specific point, with many agencies making suggestions outside of their jurisdiction.
- Large warehousing and manufacturing facilities are being constructed in areas that have not historically experienced regular freight movement, which is changing the use of existing local roadways.
- Truck parking has become a recent problem in many regions and causes safety issues by having trucks parked on the shoulder or off the road.
- Agencies recognize that many solutions to their concerns deal with enforcement of existing rules or laws.

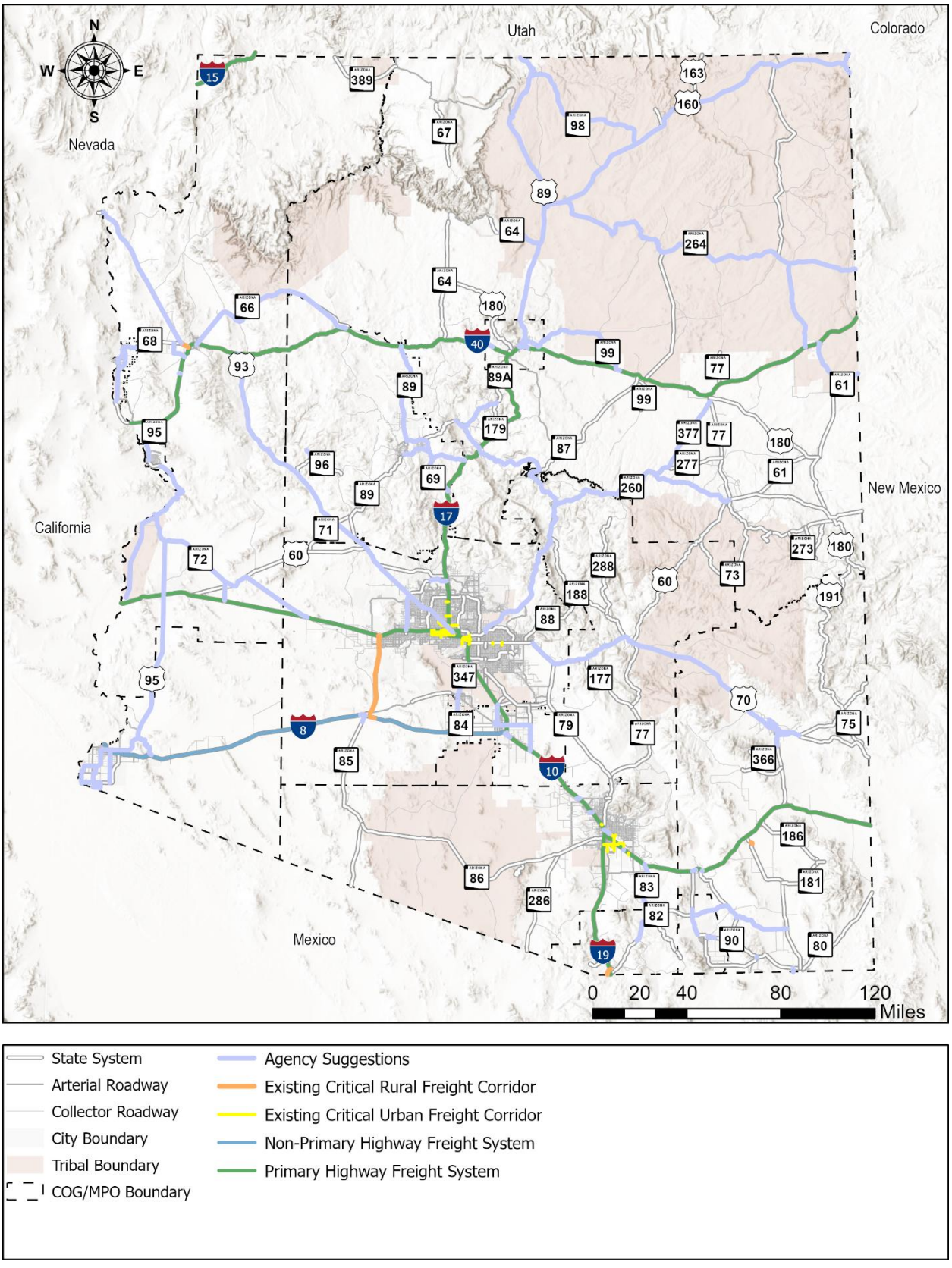


Figure 6. COG, MPO, and Tribe CUFC/CRFC Suggestions

Peer State Consultations

The documents reviewed for the peer review portion of the project provide insights into how other states have managed the CUFC/CRFC designation process. As part of the peer review process that was conducted earlier in the project, three individual states were interviewed specifically to further evaluate the decisions and findings for their CUFC/CRFC designation process that can inform ADOT in the development of their own process. The three states involved in peer interviews were:

- Florida Department of Transportation (FDOT)
- Illinois Department of Transportation (IDOT)
- Colorado Department of Transportation (CDOT)

All consultations were conducted virtually. Full consultation notes can be found in **Appendix B**.

Peer State Key Takeaways

A summary of key takeaways from the peer state consultations includes:

- A well-established planning-to-engineering process results in more effective participation and feedback from those who would provide suggestions to their respective DOT.
- All states consulted handle the data analysis in-house with minimal outside help from consultants outside of facilitation of consultations to garner qualitative feedback.
- Each agency has more project needs than the funding available to address those project needs.
- The agencies all have different frequencies for how often they update designations and submit those updates to FHWA.
- Qualitative approaches are considered by all three agencies consulted.
- FAC involvement occurs in different manners with each of the three agencies, although recurring meetings of a FAC with agenda items relevant to regular conversations is recommended and not just for involvement related to updates of corridor designations and the State Freight Plan.
- Data-driven analysis assists with corridor evaluation.
- All agencies identified applicable projects prior to submitting their updated freight corridor designations.
- The approach to education and transparency in the process has helped with FAC engagement.

6. Data Collection Framework

The data collection process for selecting CUFC/CRFC requires data that is available to ADOT and that aligns with FHWA guidance and criteria. Peer-state best practice review was incorporated to provide additional insights and context to inform the data collection. The purpose of this framework is to outline the criteria for selecting CUFC/CRFC, identify a reasonable set of methods and data that could support the criteria, and indicate which are available to ADOT.

This section outlines the analysis geography, evaluation criteria, and data sources that provide an initial framework for data collection. The data collection framework is implemented through data collection and analysis using ADOT-provided data sources.

Analysis Geography

Roadway Base

The roadway base for CUFC/CRFC designation typically includes U.S. highways and alternates, as well as state routes and alternates. Arizona's State Highway System (SHS) will be the primary roadway base for designation evaluation. The system includes interstate highways, U.S. highways, and state routes, which support Arizona's economic development, provide regional connectivity, and ensure efficient movement of goods and people. However, local roads (such as freight connectors) can be included in the roadway base, allowing for tailored adaptability to regional priorities.

It should be noted that the National Highway Freight Program (NHFP) incorporated the entire Interstate System into the National Highway Freight Network (NHFN). Interstates not included in the Primary Highway Freight System (PHFS) were designated as non-PHFS. Therefore, interstates need not be considered as possible CUFCs or CRFCs.

Urban Boundaries

The urbanized boundary is required to distinguish CUFCs and CRFCs and ensure compliance with NHFN definitions. The most up-to-date urbanized areas (UZA) adjusted by ADOT are used to define urban and rural boundaries.

Criteria and Measures

FHWA's CUFC and CRFC designation criteria are comprehensive. They emphasize roadway roles in economic growth, goods movement, market connectivity, and industry links. A State may designate a public road as a CRFC if it is outside an urbanized area and meets **one or more** of the following criteria:

- The road is a rural principal arterial with at least 25% of its annual average daily traffic from trucks (FHWA vehicle class 8 to 13);
- The road provides access to energy exploration, development, installation, or production areas;
- The road connects the PHFS or Interstate System to facilities handling:
    - More than 50,000 20-foot equivalent units per year; or
    - More than 500,000 tons per year of bulk commodities;
- The road provides access to:
    - A grain elevator;
    - An agricultural facility;

  - A mining facility;
  - A forestry facility; or
  - An intermodal facility;
- The road connects to an international port of entry;
- The road provides access to significant air, rail, water, or other freight facilities in the state;
- The road is determined by the State to be vital to improving the efficient movement of freight critical to the state's economy.

A state may designate a public road as a CUFC if it is within an urbanized area and meets **one or more** of the following criteria:

- The road connects an intermodal facility to:
  - the PHFS;
  - the Interstate System; or
  - an intermodal freight facility;
- The road is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
- The road serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
- The road is important to the movement of freight within the region, as determined by the MPO or the State.

Guided by FHWA's designation guideline, **Table 10** and **Table 11** show the data to be collected for the CUFC and CRFC designation process and data sources respectively.

Table 10. CUFC Criteria, Measures, and Data Sources

FHWA Criteria	Data Type	Source	ADOT Data Availability
Connects an intermodal facility, the PHFS, the Interstate System, or an intermodal freight facility	PHFS, Interstates, and intermodal facilities	ADOT Database	Yes
	Access roads	• HPMS (locally identified roads) • Visual review of mapping	Yes
Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement	Qualitative input	• Stakeholder input • Visual review of mapping	To be requested during stakeholder coordination, if approved
Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land	Points of interest	U.S. Census Longitudinal Employer-Household Dynamics (LEHD)	Yes
	Access roads	• Stakeholder input • Visual review of mapping	Yes
Important to the movement of freight within the region, as determined by the MPO or the State (23 U.S.C. 167(f)(3))	Truck AADT/Percentage	ADOT HPMS (2023)	Yes (*Note: 2024 data will be used if available*)
	Qualitative input	• Stakeholder input • HPMS (locally identified roads)	To be requested during stakeholder coordination, if approved

FHWA Criteria	Data Type	Source	ADOT Data Availability
Additional ADOT Criteria	Key Commerce Corridors	ADOT	Yes
	Pavement condition	ADOT Pavement Conditions (2023)	Yes
	Truck travel time reliability	NPMRDS	Yes
	Safety	ADOT crash database	Yes
	Multi-state freight corridor	I-11 corridor	Yes

Table 11. CRFC Criteria, Measures, and Data Sources

FHWA Criteria	Data Type	Source	ADOT Availability
Rural principal arterial with at least 25% truck traffic (FHWA vehicle class 8-13)	Truck Annual Average Daily Traffic (TAADT)	ADOT's Highway Performance Monitoring System (HPMS) (2023)	Yes (*Note: 2024 data will be used if available*)
	Truck percentage	ADOT HPMS (2023)	Yes
Provides access to energy exploration, development, installation, or production areas	Points of interest	Energy Infrastructure and Resources from Energy Information Administration (EIA) on petroleum and natural gas wells	Yes
	Access roads	• HPMS (locally identified roads) • Visual review of mapping	Yes
Connects the PHFS or the Interstate System to facilities that manage over 50,000 20-foot equivalent units or 500,000 tons of bulk commodities annually	Roadway freight tonnage and value	FAF5.6	Yes
Provides access to the following facilities: grain elevator, agricultural facility, mining facility, forestry facility, or intermodal facility	Points of interest of agriculture facilities, mining facilities, intermodal facilities	• Intermodal facilities: ADOT • Mining facilities: to be coordinated with ADOT	Awaiting ADOT confirmation on mining facilities
	Access roads	Visual review of mapping	Yes
Connects to an international port of entry	Points of border crossing	U.S. Department of Transportation Border Crossing/Entry Data	Yes
	Access roads	Visual review of mapping	Yes
Provides access to significant air, rail, water, or other freight facilities in the State	Points of air, rail, and other freight facilities	ADOT Database	Yes
	Access roads	Visual review of mapping	Yes
Determined by the State to be vital to improving the	Truck AADT/Percentage	ADOT HPMS (2023)	Yes
	Locally important roads	HPMS (locally identified roads)	Yes

FHWA Criteria	Data Type	Source	ADOT Availability
efficient movement of freight of importance to the economy of the State	Qualitative input	ADOT/MPO/Stakeholders/engineering judgment	To be requested during stakeholder coordination, if approved
	Key Commerce Corridor	ADOT	Yes
Additional ADOT Criteria	Pavement condition	ADOT Pavement Conditions (2023)	Yes
	Safety	ADOT crash database	Yes
	Truck travel time reliability	NPMRDS	Yes
	Multi-state freight corridor	I-11 corridor	Yes

Table 12 compares the current availability of data used in the 2017 designation process.

Table 12. Data Comparison (2017 Designation vs Current)

Measures	2017 Designation Data	Current Data
Truck volumes	2015 ADOT truck count data	2023 ADOT truck count data
Freight tonnage/value	Transearch data	FAF5.6
Freight land use and generators	CBRE warehouse data	LEHD
Truck Planning Time Index	Truck speed data	NPMRDS
Annual hours of delay	Truck speed data and truck count	NPMRDS

7. Methodology Overview

This section presents a methodology developed to guide the designation of Arizona's Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC). The freight corridor designation is a crucial activity for the Arizona Department of Transportation (ADOT) to enable the agency's planning and resources to be directed towards the infrastructure that is most critical to efficient freight movement in the state, supporting customers and businesses throughout Arizona. Arizona's current eligible mileage caps are 150 miles for CUFC and 600 miles for CRFC, respectively. The methodology describes how both quantitative data and qualitative insights from agencies inform the identification and prioritization of critical freight corridors across the state. It is also designed to be flexible, transferable, and replicable for ease of future updates and for supporting the State Freight Plan update process.

Following the actual data collection identified in the framework, the project team conflated all quantitative and qualitative input together to formulate a master map of corridors to consider for ADOT designation. The preliminary findings from the results were shared with the TAC and FAC for comment. After revisions, the project team worked with the TAC to finalize the methodology and selection criteria for the designation prioritization process. The project team worked closely

with the TAC and FAC to gather input to refine the process and document the steps taken to develop a replicable designation process going forward.

Overview of Methodology

The section discusses the methodology for identifying priority corridors. The methodology was a two-phased approach, as shown in **Figure 7**.

- Phase 1, a baseline network was identified, including corridor segments that are important for freight mobility as defined by data or stakeholder input.
- Phase 2, a comprehensive scoring and prioritization evaluation was conducted, incorporating stakeholder input, weighting of criteria, prioritization of corridors, and urban mileage allocation.

It should be noted that stakeholders identified important corridors in Phase 1, and that input was also used to shape and refine the scoring process in Phase 2. The data used during the process was available to ADOT and aligned with Federal Highway Administration (FHWA) guidance and criteria.

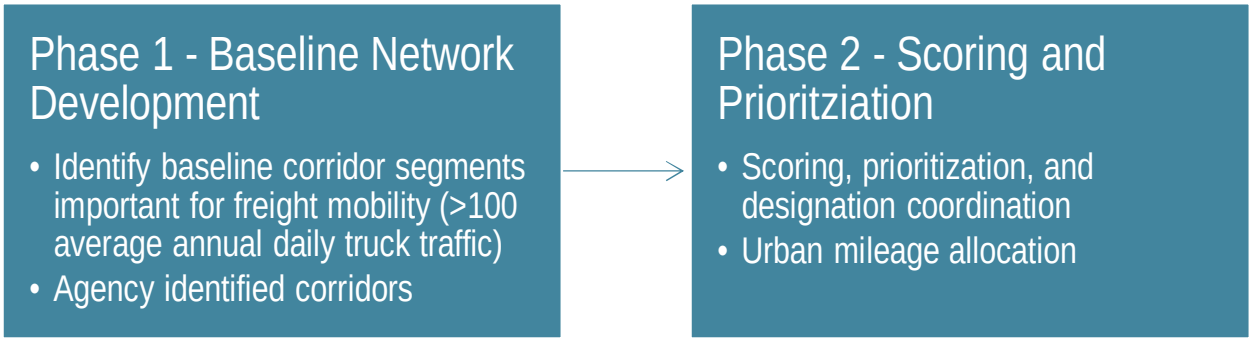


Figure 7. Methodology Overview

Phase 1: Baseline Network Development Methodology

The initial phase focused on developing a baseline network of critical freight corridors in both urban and rural regions. This foundational step established a comprehensive understanding of the state's key freight routes. Corridors were selected for inclusion in the baseline network based on one or both of the following criteria:

- **Truck Traffic**: Corridors with an average annual daily truck traffic (AADTT) greater than an average of 100 trucks per day for a full year in both urban and rural areas. This metric was used to determine corridors that are regularly utilized by trucks in greater Arizona.
- **Agency Identified Corridors**: Input from Councils of Governments (COGs), tribal governments, and Metropolitan Planning Organizations (MPOs) was a crucial component. These consultations identified locally significant freight corridors throughout the state.

Phase 2: Scoring, Prioritization, and Designation Coordination Methodology

Phase 2 focuses on scoring and prioritizing corridors identified in Phase 1. Key metrics (detailed in *Working Paper 2)* were grouped into three key metric groups, as outlined in **Table 13**.

Table 13. Scoring Categories and Key Metrics

Metric Group	Definition	Key Metric
Goods Movement and Mobility	Reflects the intensity of freight activity on a corridor and helps identify routes essential for efficient goods movement and overall mobility.	Average Annual Daily Truck Traffic (AADTT)
		Percentage of truck volumes
Economic Competitiveness and Market Access	Highlights a corridor's role in supporting economic growth by connecting centers and facilitating access to markets, which are essential for supporting economic competitiveness.	Access to freight generating facilities (Pipeline terminals, mines, rail intermodal facilities, international border crossing, and freight-generating industries)
		Key commerce corridors[1]
Freight Hot Spot	Identifies areas with specific freight-related concerns and highlights existing challenges along freight corridors, such as safety concerns, infrastructure needs, or operational inefficiencies, thus representing "hot spots" that may require prioritized investments to improve freight performance.	Stakeholder identified corridors
		Crash hot spots
		Pavement condition
		Travel time reliability

After grouping key metrics into the three groups, the following steps were taken for scoring:

- Initial weights were assigned to each of the metric groups to establish a total scoring system based on 100 points;
- Stakeholder input was used to refine the weighting, ensuring that the scoring process reflected the priorities and perspectives from key stakeholders. This collaborative approach helped to capture the nuances and priorities that might not be fully represented by data alone. The metric group weights refined by stakeholder input can be found in **Table 14** under the column "Weight";
- A point system for each key metric was established based on its value as defined under the "Points" column of **Table 14;** and
- A multiplier was determined to convert the point score of each key metric into the appropriate corresponding weight.

[1] Arizona Department of Transportation (ADOT), Arizona's Key Commerce Corridors, March 2104. https://azdot.gov/sites/default/files/2019/08/arizona-key-commerce-corridors-final-report.pdf

Table 14 shows the scoring and weighting scheme used to score the corridor segments.

Table 14. Key Metric, Scoring Schemes, and Weights

Metric Group	Weight	Key Metric	Points	Multiplier [2]
Goods Movement and Mobility	Urban: 100 Rural: 50	Average Annual Daily Truck Traffic (AADTT) (0 to 4 Points)	0 Points: Below the 25th percentile (low truck volume) 1 Point: 25th - 50th percentile 2 Points: 50th - 75th percentile 3 Points: 75th - 90th percentile 4 Points: Above the 90th percentile (very high volume)	- Urban: 12.5 (MAG region) and 18.75 (Non-MAG regions) [3] - Rural: 6.25
		Percentage of truck volumes (0 to 4 Points)	0 Points: Below the 25th percentile (low truck%) or missing data 1 Point: 25th - 50th percentile 2 Points: 50th - 75th percentile 3 Points: 75th - 90th percentile 4 Points: Above the 90th percentile (very high %) Zero means data missing and assigned 0	- Urban: 12.5 (MAG region) and 18.75 (Non-MAG regions) - Rural: 6.25
Economic Competitiveness and Market Access	Urban: 0 [4] Rural: 15	Access to freight generating facilities (0 to 2 Points)	0 Points = Not within 1 mile of facilities 2 Points = Within 1 mile of facilities	- Urban: 0 - Rural: 3.75
		Arizona Statewide Key Commerce Corridors (0 to 2 Points)	0 Points = None 2 Points = Key commerce corridor designation	- Urban: 0 - Rural: 3.75
Freight Hot Spots	Urban: 0 Rural: 35	Agency identified corridors (0 to 2 points)	0 Points = None 2 Points = Agency identified corridor	- Urban: 0 - Rural: 2.92
		Crash hot spots (Dollars per million	0 Points: Below the 25th percentile (low value) 1 Point: 25th - 50th percentile 2 Points: 50th - 75th percentile	- Urban: 0 - Rural: 2.92

[2] The multiplier was used to convert the points scored in each metric group to their corresponding weight. For example, rural segments can score a total of 8 points for Goods Movement and Mobility. To convert this to a weight out of 50, the points must be multiplied by the multiplier of 6.25 (weight of 50 divided by 8 points = 6.25 weight per point).

[3] For urban scoring, the initial approach resulted in a disproportionately high share of top-scoring urban mileage for Maricopa Association of Governments (MAG), driven by its high truck volumes and percentages. To support a more balanced allocation of urban mileage across all non-MAG regions in the state, the multiplier for non-MAG regions was adjusted. In consultation with ADOT, an adjustment factor of 1.5 was developed from the average initial score ratio between MAG and non-MAG regions to ensure fair regional adjustments. Therefore, multiplier for the urban non-MAG regions is inflated by 1.5 to 18.75 (or 1.5 times the 12.5 multiplier of MAG regions).

[4] For urban scoring, the Economic Competitiveness and Market Access and Freight Hot Spots, initially weighted at 5 each, were revised to 0 following ADOT consultation. While this decision does not diminish the importance of these metrics, it primarily reflected stakeholder feedback prioritizing Goods Movement and Mobility in urban areas, and it also addressed poor data coverage for some freight metrics in smaller urban areas (such as travel time data). These weights may change during formal designation (see **Section 10**), or as more data becomes available.

Metric Group	Weight	Key Metric	Points	Multiplier [2]
		truck traffic per year) (0 to 4 points)	3 Points: 75th - 90th percentile 4 Points: Above the 90th percentile (very high)	
		Pavement conditions (0 to 2 points)	0 Points = Good 1 Points = Fair 2 Points = Poor	- Urban: 0 - Rural: 2.92
		Travel time reliability [5]	0 Points: Below the 25th percentile (Reliable) 1 Point: 25th - 50th percentile 2 Points: 50th - 75th percentile 3 Points: 75th - 90th percentile 4 Points: Above the 90th percentile (Less reliable) Zero means data missing and assigned 0	- Urban: 0 - Rural: 2.92

Example of Segment Scoring Process

To illustrate how this scoring process works, an example rural [6] corridor of US 93 between SR 71 and SR 97 is utilized. A map showing the segment location is in **Figure 8**.

The first step was determining whether the segment met the baseline network criteria as defined by Phase 1. With an AADTT of 1,763, this roadway is part of the baseline network as the AADTT is above 100.

The second step was to apply the segment's value to the scoring process. **Table 14** shows how the segment scored in each group. With a high AADTT and truck percentage, this segment received 50 points for Goods Movement and Mobility. The segment also received 15 points for Economic Competitiveness and Market Access as it is near a mining facility and has been designated as a key commerce corridor. Lastly, the segment received about 26.28 points for the Freight Hot Spot measure due to poor pavement condition, the designation of the agency identified corridor, and high crash rates. The travel time reliability for the segment is relatively reliable. The final total score was calculated as 91.28, by adding all the scores discussed above. For a step-by-step demonstration, refer to **Table 14**.

[5] Due to the unavailability of truck travel time data at the time of development, overall travel time reliability was used as a substitute. Future corridor designation should prioritize the inclusion of truck travel time reliability.
[6] To maintain simplicity, urban examples are not presented here. Urban corridors follow the same scoring process, albeit with different weights and multipliers.

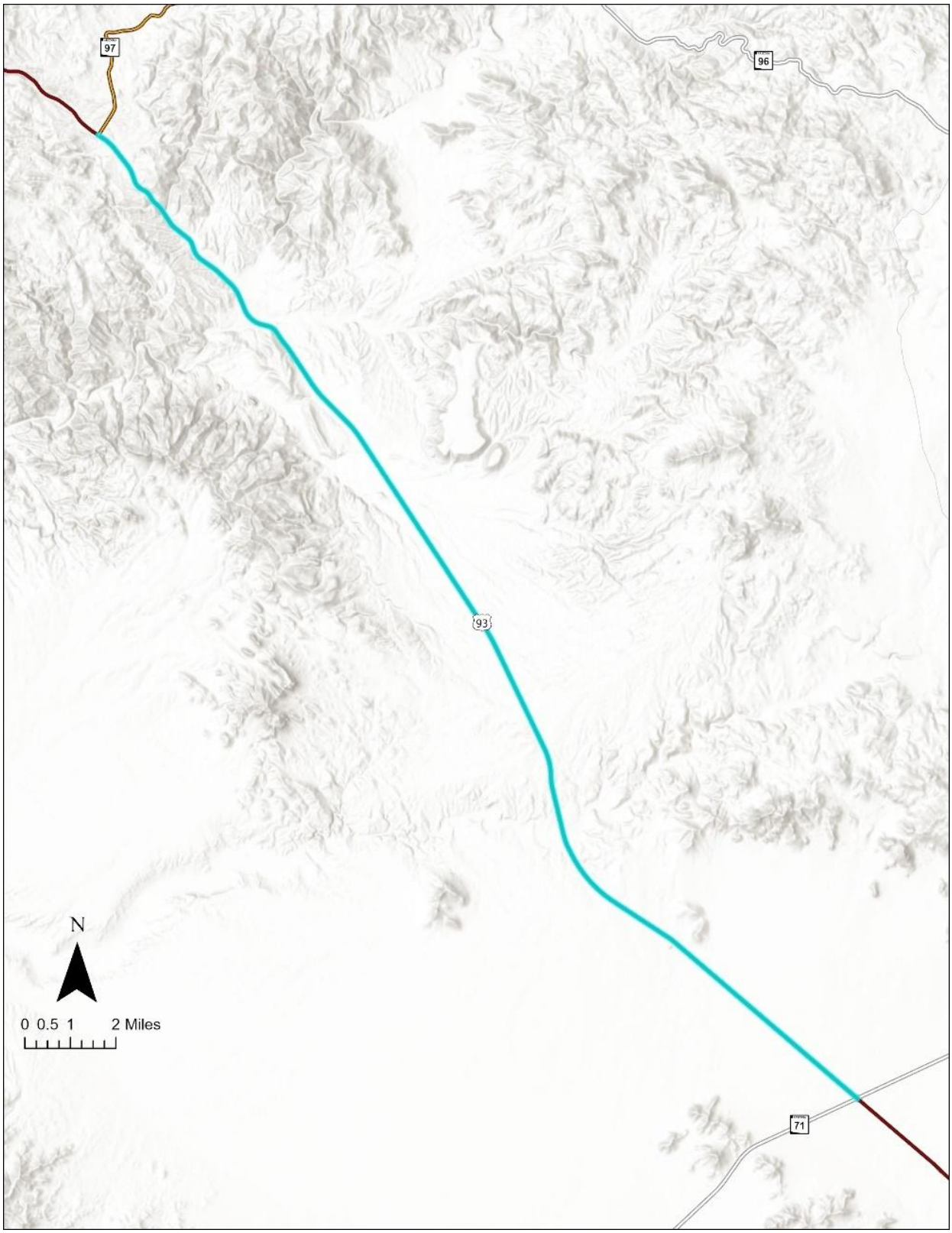


Figure 8. Scoring Process Example for Rural Corridor US 93 between SR 71 and SR 97 (Rural Corridor)

Table 15. Scoring Process Example for Rural Corridor US 93 between SR 71 and SR 97 (Rural Corridor)

Measure Group	Key Metric	Points	Multiplier	Segment Score
Goods Movement and Mobility	AADTT Segment Value: 1,763	4 Points: Above the 90th percentile	6.25	(4 + 4) × 6.25 = 50
	Percentage of truck volumes Segment Value: 15.23%	4 Points: Above the 90th percentile		
Economic Competitiveness and Market Access	Access to freight generating facilities Segment: Access to mining facility in Bagdad, AZ	2 Points: Within 1 mile of facilities	3.75	(2 + 2) × 3.75 = 15
	Arizona Statewide Key Commerce Segment: Yes, this is a key commerce corridor	2 Points: Key commerce corridor designation		
Freight Hot Spots	Agency identified corridors Segment: Yes, an agency suggested this corridor	2 Points: Stakeholder identified corridor designation	2.92	(2 + 4 + 2 + 1) × 2.92 = 26.28
	Crash hot spots Segment Value: $266,336,000 per 1 million truck traffic per year	4 Points: Above the 90th percentile (very high)		
	Pavement conditions Segment: Poor on average	2 Points: Poor		
	Travel time reliability: Segment Value: 1.12	1 Point: 25th - 50th percentile		
Total Final Score: 50 + 15 + 26.28 = 91.28				

8. Analysis and Findings: Rural Freight Corridors

This section begins by presenting the baseline network results for the rural region, which involved data analysis to establish the baseline freight network. Then, it details the findings of this data analysis. It is important to note that this analysis was limited to the identified baseline network. To gain a more comprehensive understanding of freight movement across the state, additional data collection and analysis could be undertaken in the Freight Plan Update process.

Rural Baseline Network

Figure 9 illustrates the baseline rural network, which has a total length of 3,344 miles. Corridors were selected based on having an AADTT exceeding an average of 100 trucks per day. Additionally, any corridor identified as significant by relevant agencies were included, regardless of truck volume data, to reflect both high-volume routes and strategically important routes.

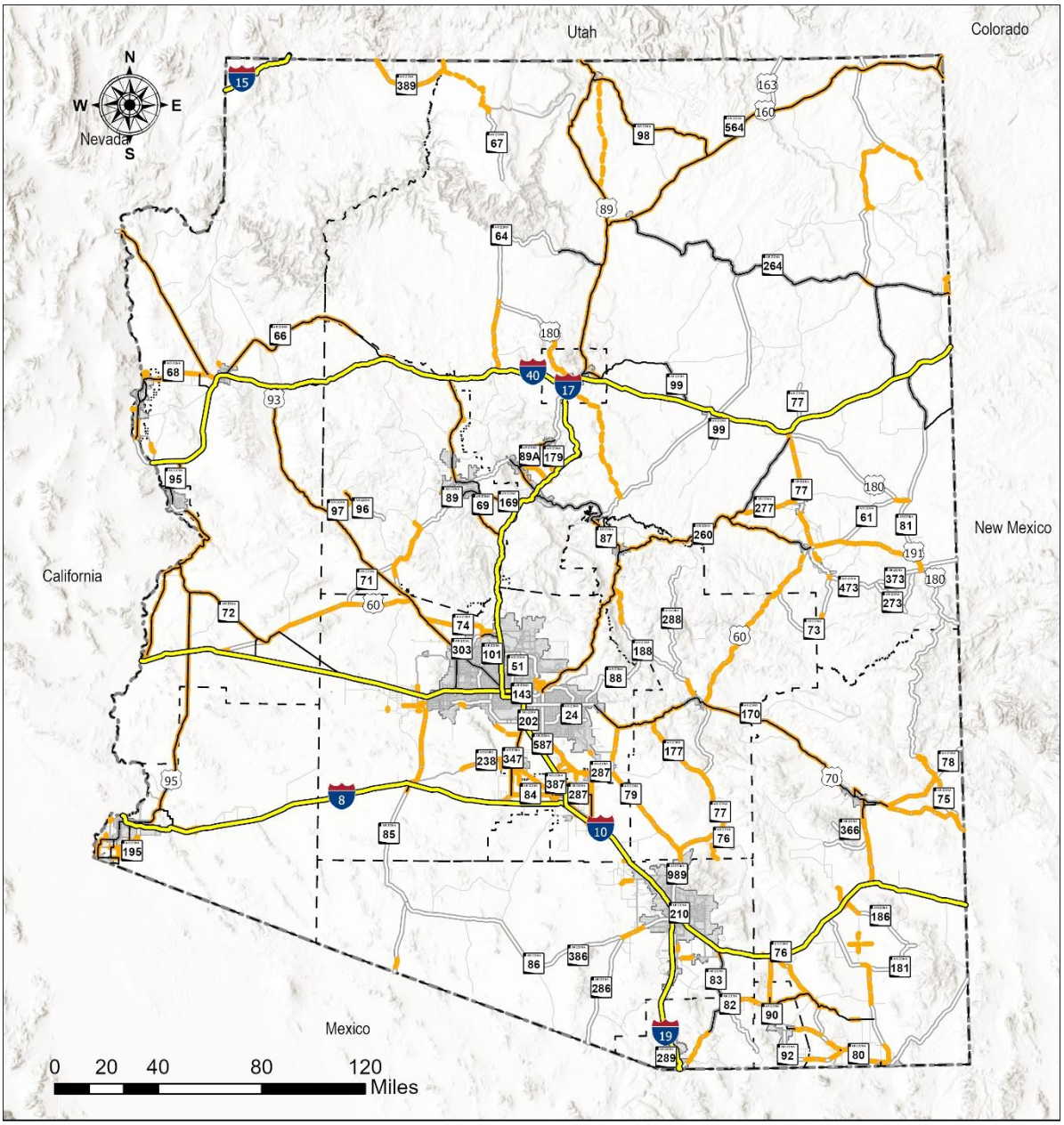


Figure 9. Rural Baseline Network

Goods Movement and Mobility

Figure 10 and **Figure 11** display the scores of goods movement and mobility measures as a result of the scoring schemes in **Table 14**. **Figure 10**Error! Reference source not found. illustrates truck volume distribution across the baseline network. High-scoring (shown in red) segments could be found on state routes outside urban areas across Arizona, with notable segments including US 93 north of Kingman, SR 68 connecting Bullhead and City and Kingman, US 60 east of Phoenix, etc. These routes act as crucial freight connectors to other regions and various facilities beyond the primary interstate system, which signify substantial freight movement on non-interstate corridors in the state.

Figure 11 highlights the truck percentage. High truck percentage scores (shown in red) are observed along similar routes, including US 93, SR 68 connecting Bullhead City and Kingman, US 70 in eastern Arizona. These segments indicate corridors where trucks constitute a significant portion of the overall traffic flow.

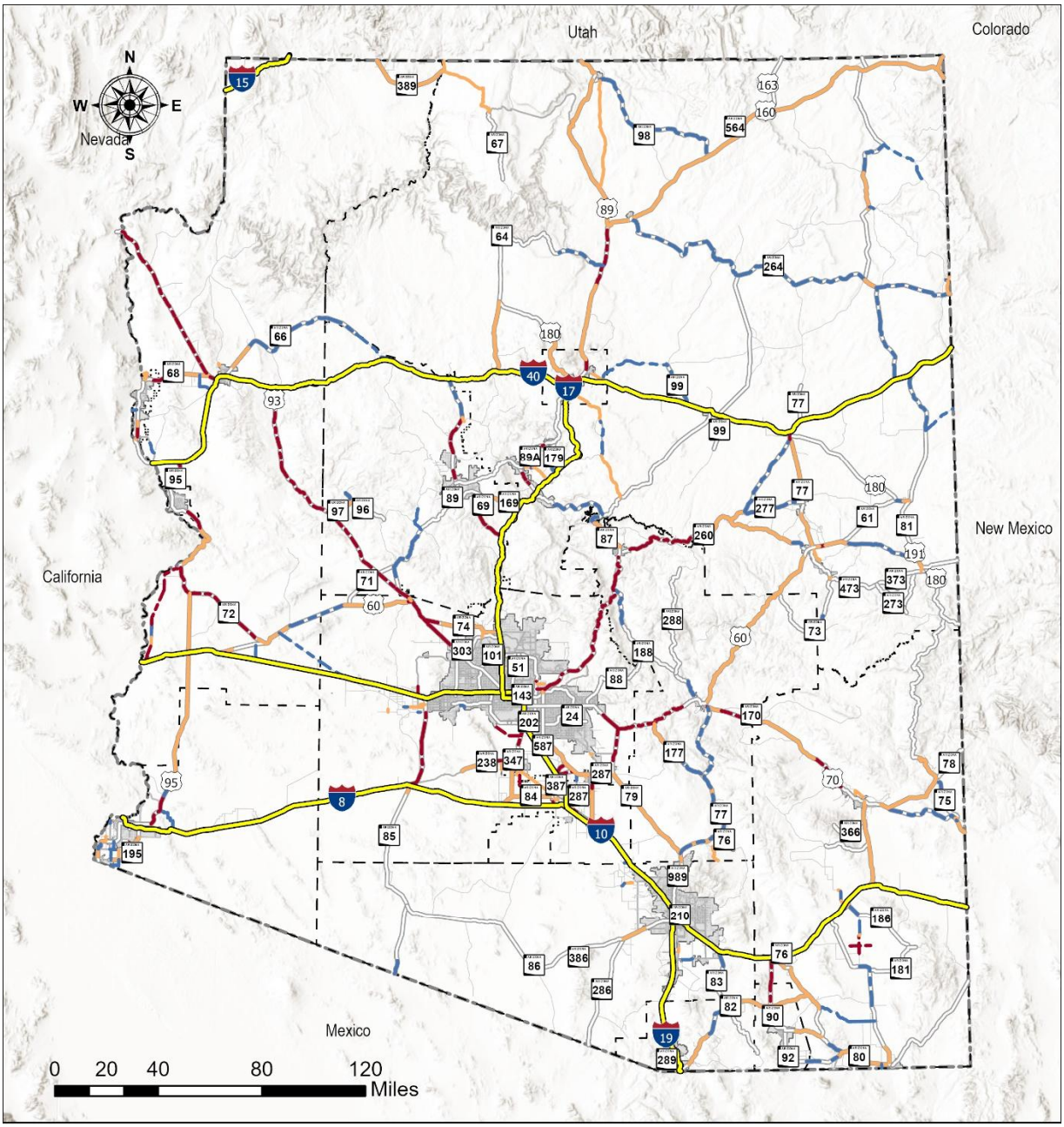


Figure 10. Rural Baseline Network Truck Traffic Scores

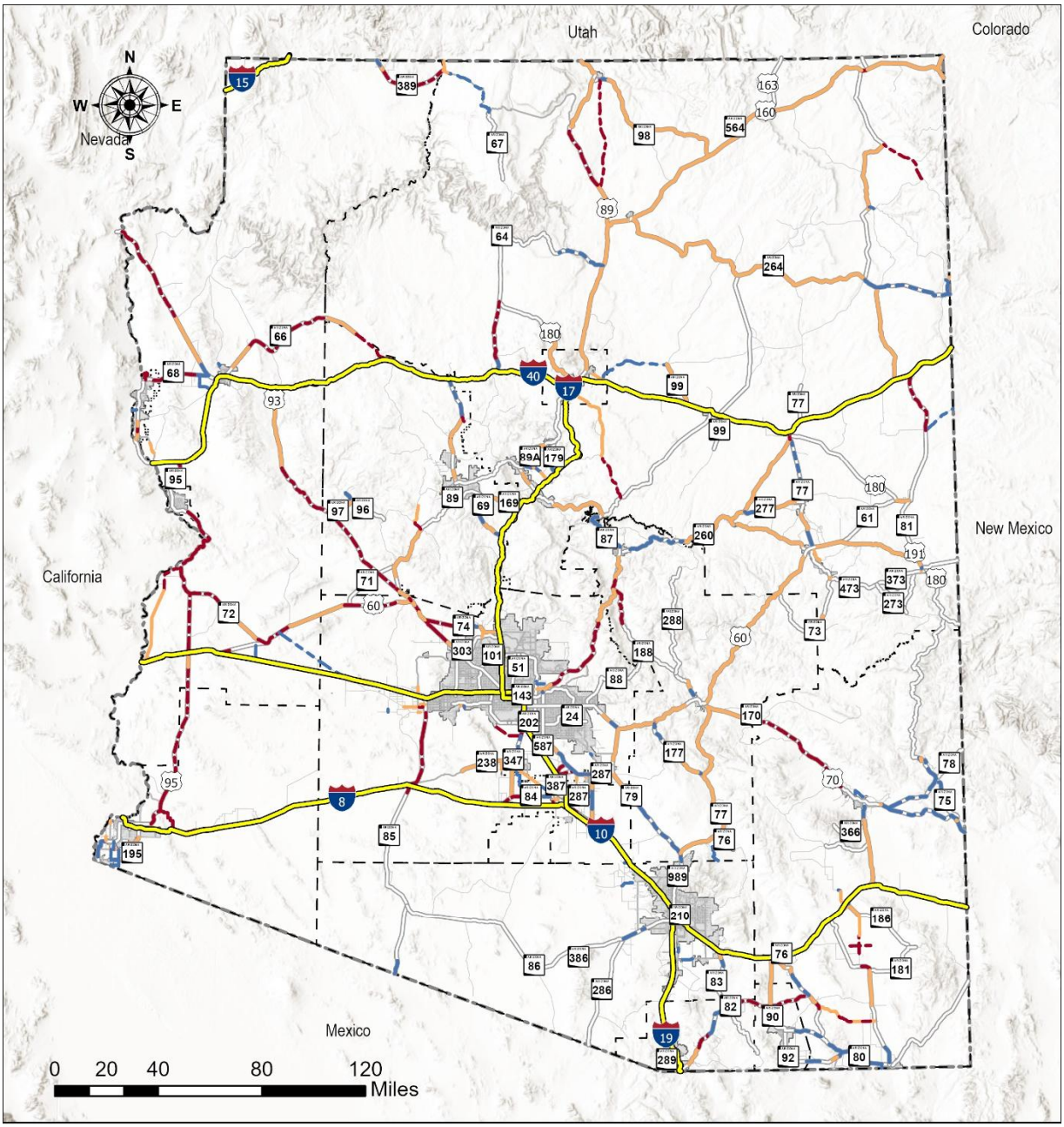


Figure 11. Rural Baseline Network Truck Percentage Scores

Economic Competitiveness and Market Access

Figure 12 shows corridors that provide access to freight generators including pipeline terminals, mines, intermodal rail facilities, international border crossings, and major freight-generating industries. These facilities play a significant role in attracting and producing truck traffic across the state.

Arizona's designated Key Commerce Corridors are strategic transportation routes identified to enhance economic growth, improve mobility, and facilitate the efficient movement of goods and people across the state and to key markets and freight generators. Most of the Key Commerce Corridors are Interstates with the exception of US 93 (the future I-11). **Figure 13** displays the baseline corridors that align with Arizona's designated Key Commerce Corridors.

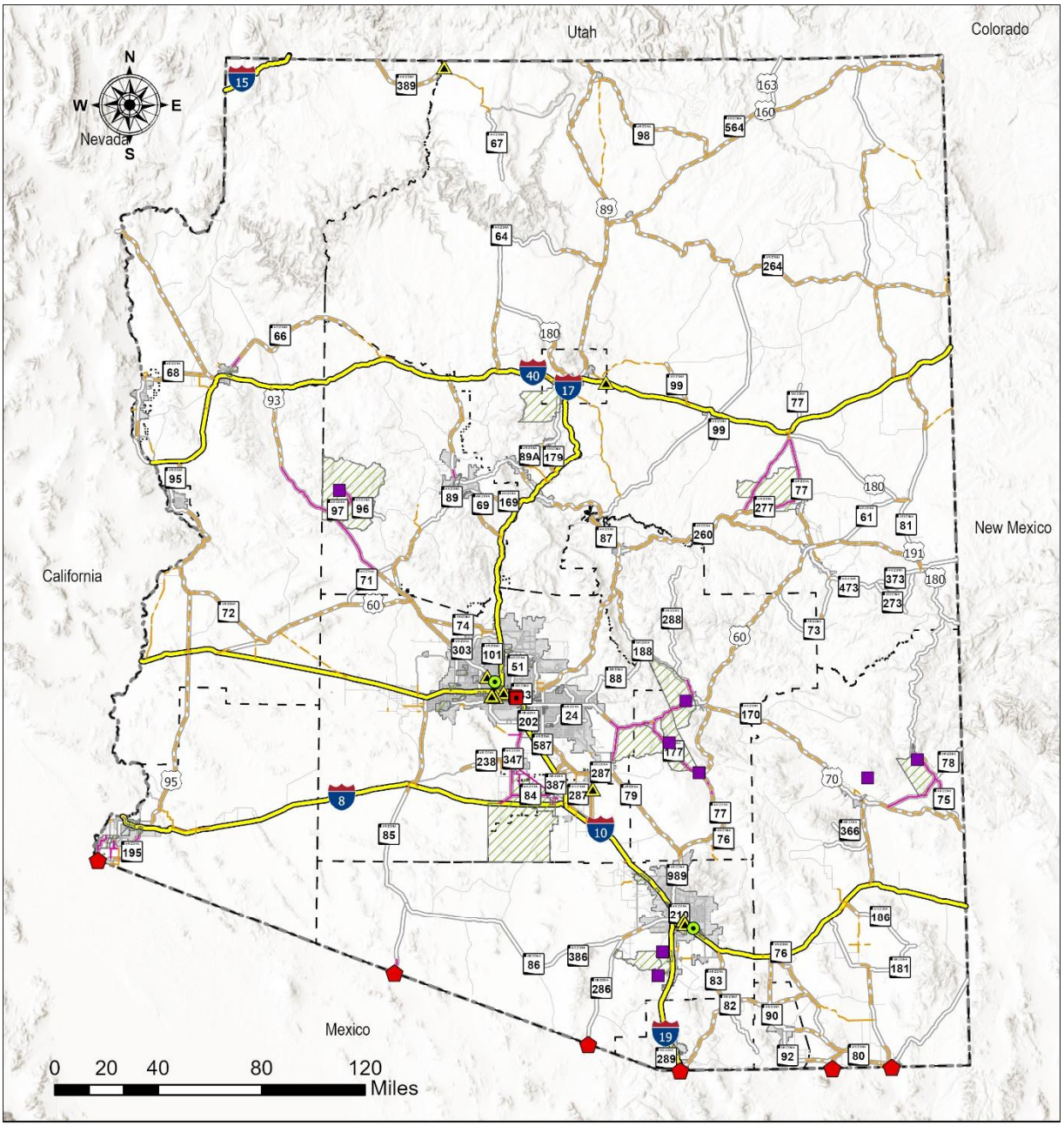


Figure 12. Rural Baseline Network Access to Freight Generators

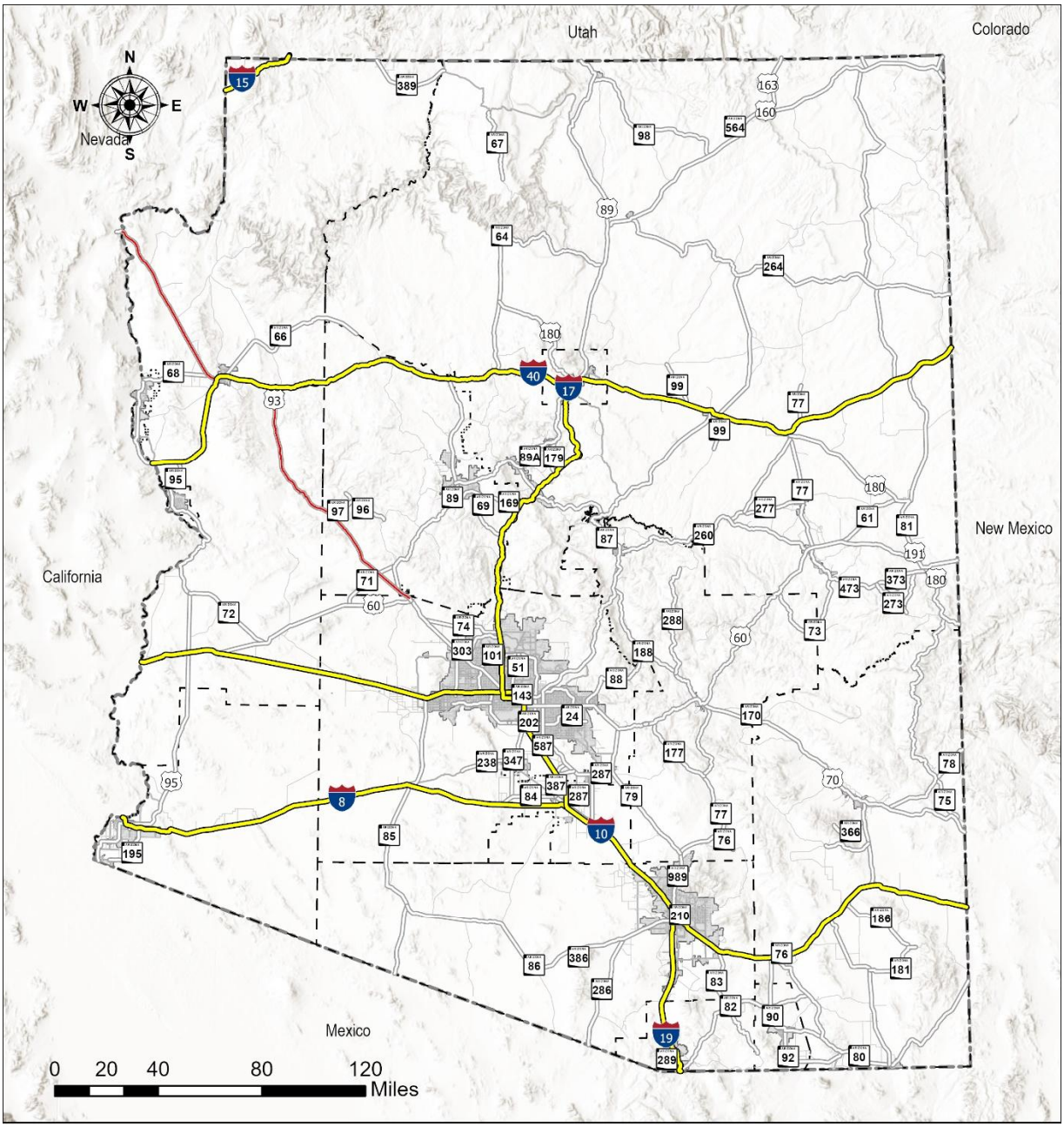


Figure 13. Rural Baseline Network Key Commerce Corridor Designation

Freight Hot Spot

Figure 14 presents the safety scores for the rural baseline network. Segments with higher safety scores (red) which indicate more severe truck-related safety conditions are evident along corridors such as US 60, SR 87, US 93, etc.

Figure 15 and **Figure 16** show the scores for pavement condition and travel time reliability metrics, respectively, offering additional insight into the infrastructure and operational performance of the rural freight network.

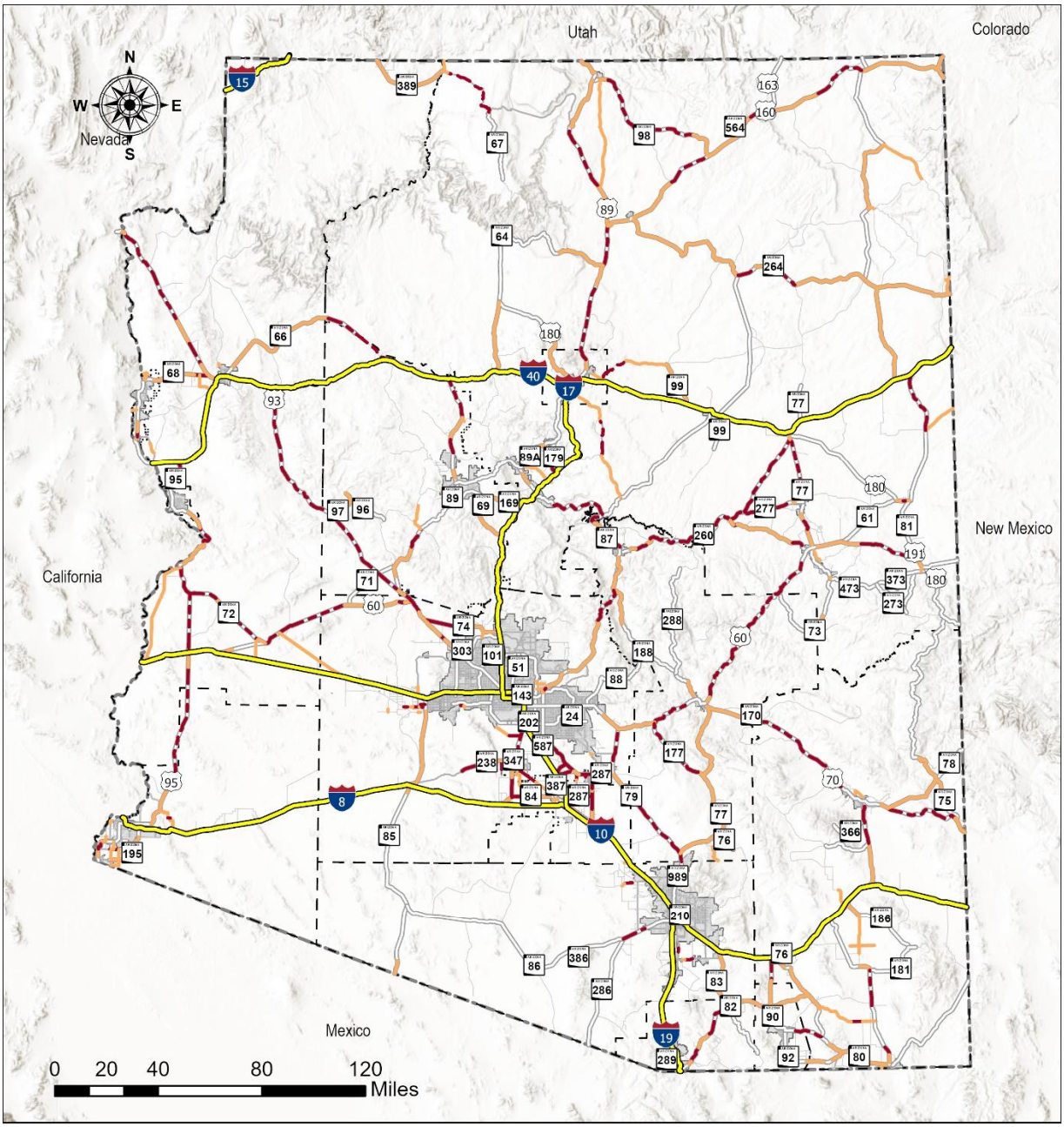


Figure 14. Rural Baseline Network Truck Safety Scores

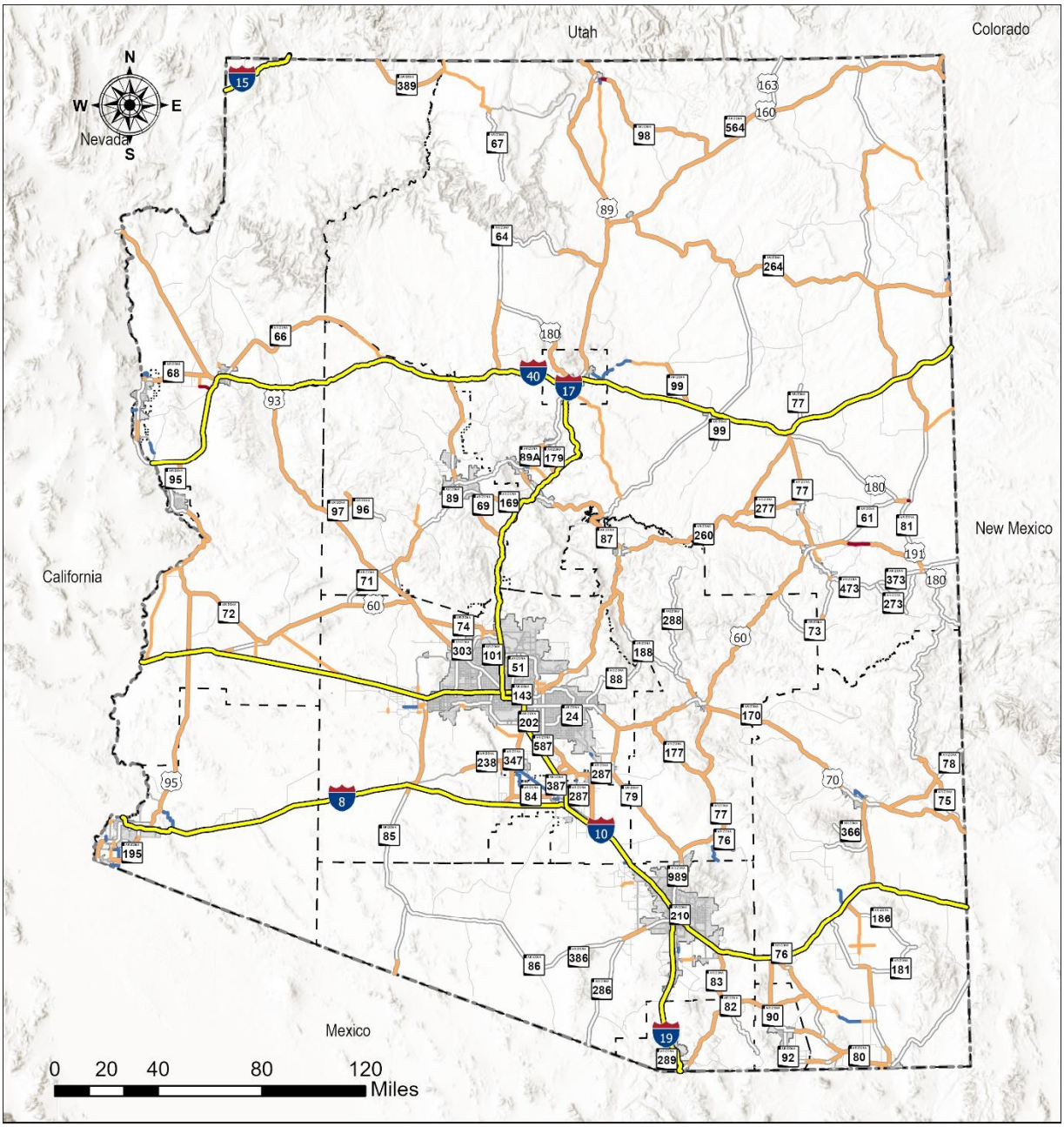


Figure 15. Rural Baseline Network Pavement Condition Scores

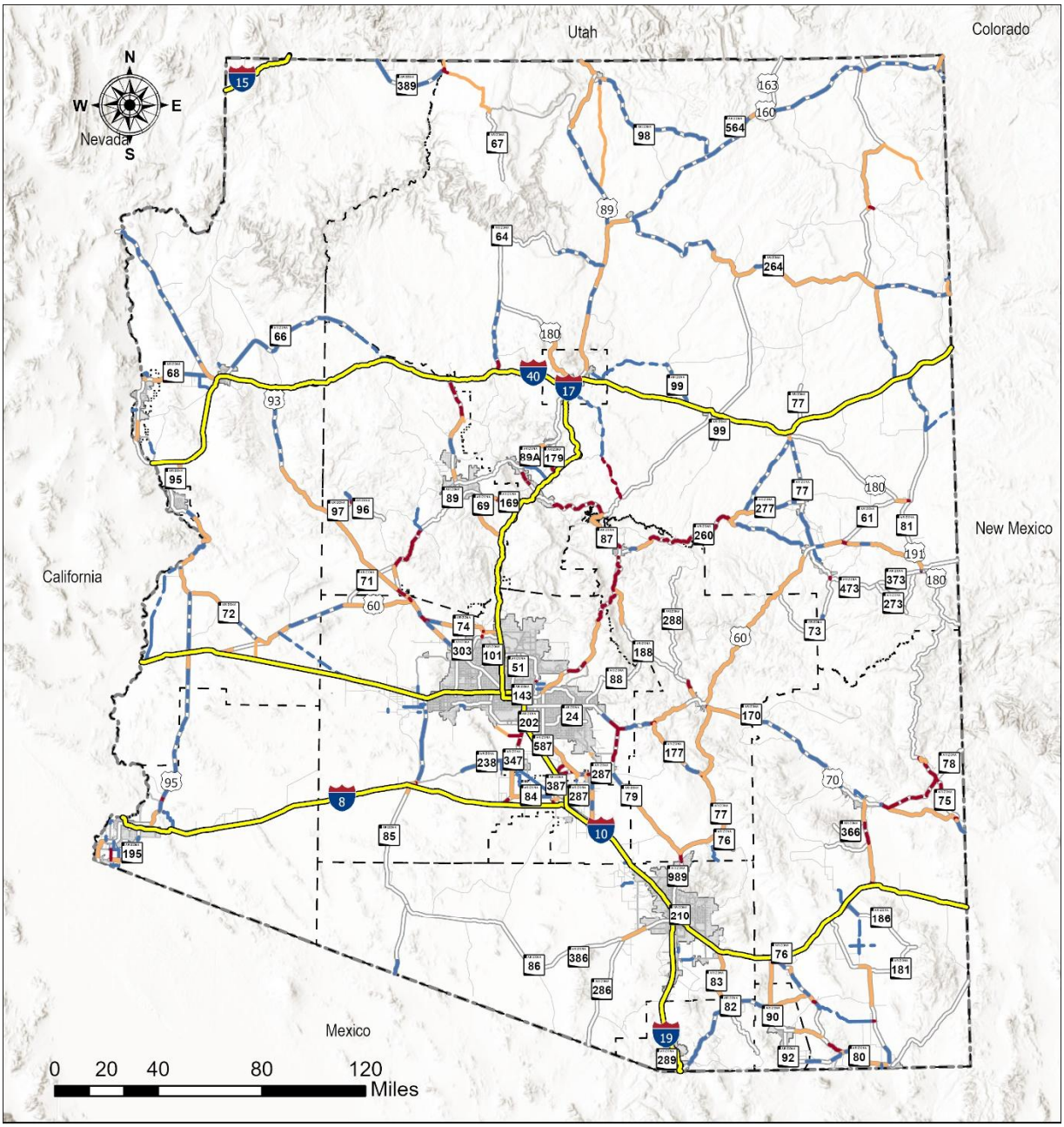


Figure 16. Rural Baseline Network Travel Time Reliability Scores

Score Results

A 3,343-mile rural baseline network was scored and categorized into three priority levels illustrated in **Figure 17**:

- High (600 miles),
- Medium (600 miles), and
- Low (2,144 miles).

Section 10 provides a detailed discussion of the priority categorization approach. High-scored segments (shown in red) are predominantly located outside the immediate boundaries of major metropolitan areas such as Phoenix. Notable examples include sections of US 93 northwest of Phoenix extending towards the Nevada border through Kingman, stretches of US 60 east of Phoenix, parts of SR 87 northeast of Mesa, portions of US 95 near Arizona's western border around the Yuma urban area, etc.

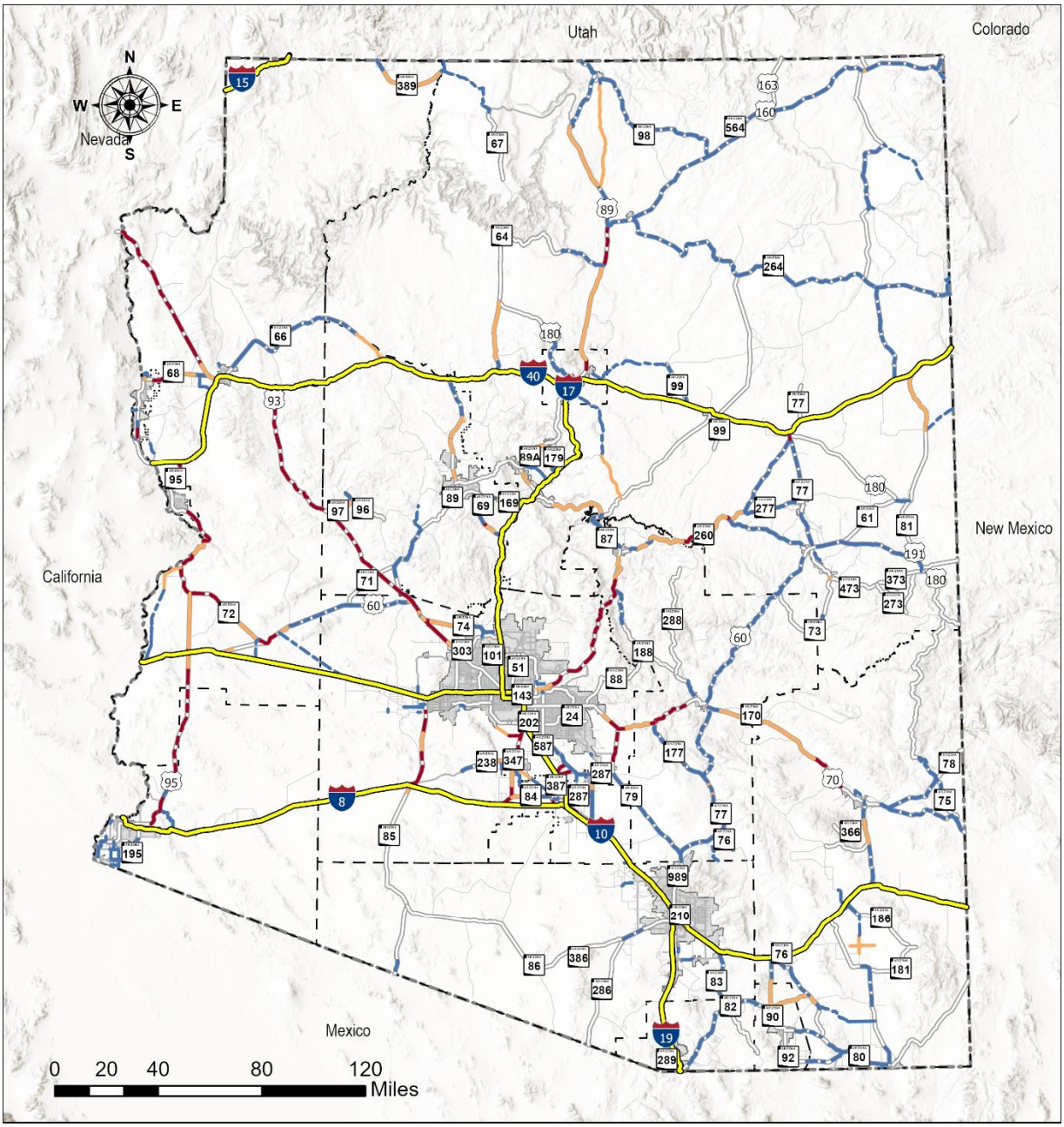


Figure 17. Rural Network Final Scores

9. Analysis and Findings: Urban Freight Corridors

This section presents the scoring process for urban corridors and CUFC mileage allocation recommendation. Rather than detailing the results for each urban area individually, this section uses the Central Yavapai Metropolitan Planning Organization (CYMPO) as a representative example to illustrate the progressive layering and scoring of data. An analysis has been completed for all urbanized areas in the state and the results are captured in **Appendix C**.

Example Agency Baseline Network

Urban baseline network was developed for corridors within the urbanized boundary with an AADTT exceeding on average 100 trucks per day over the course of a year or corridors identified by an agency. This process resulted in a total statewide urban baseline network of 1,928 miles. **Figure 18** presents CYMPO's baseline network as an example.

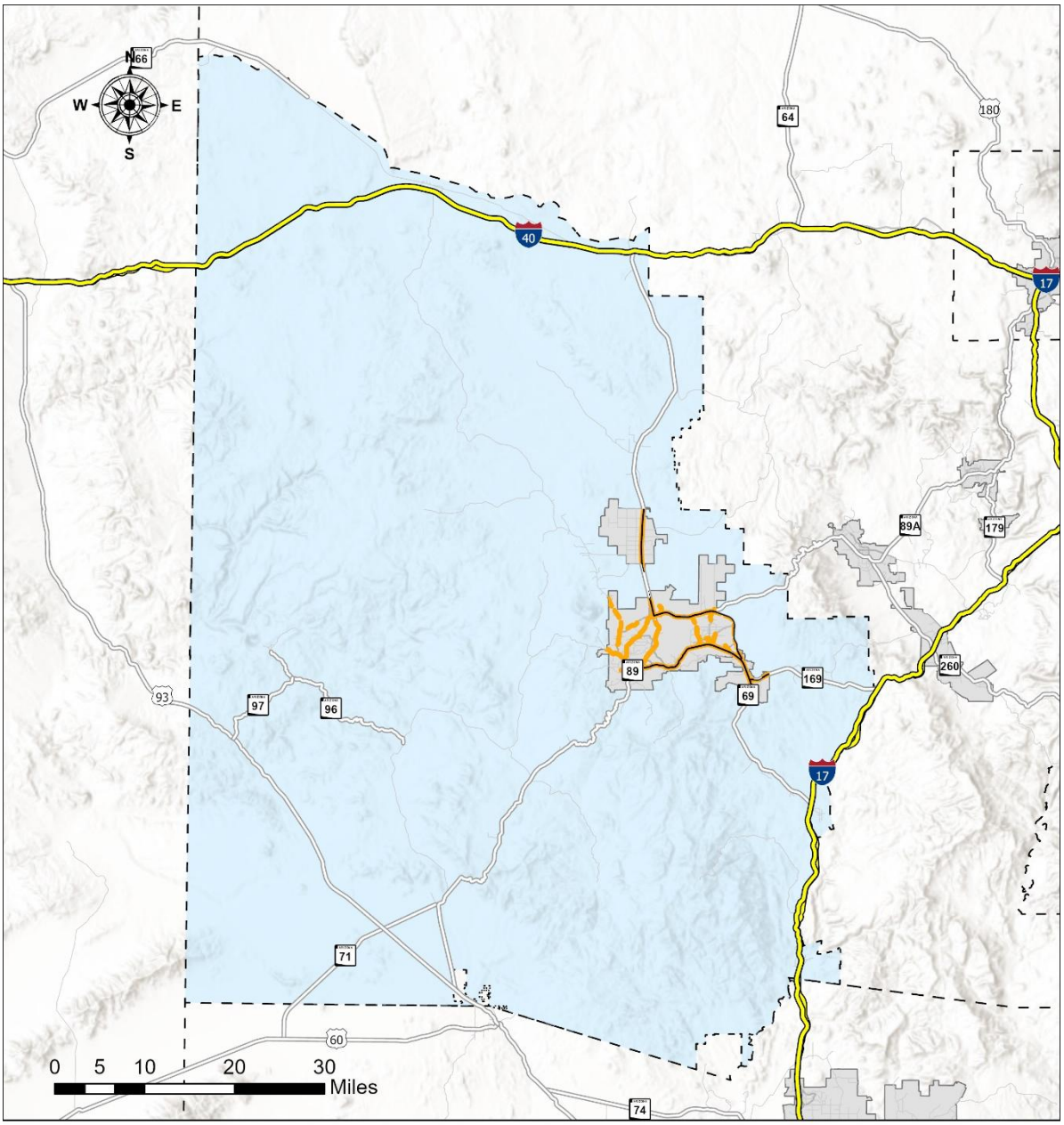


Figure 18. CYMPO Urban Baseline Network

Example Agency Goods Movement and Mobility

Truck volume and percentage are key metrics for understanding urban freight activity. Truck volume indicates the sheer magnitude of freight demand. Truck percentage reveals the relative importance of trucks and captures roads that primarily function as freight corridors or serve truck-heavy areas, even if overall traffic isn't maximal. **Figure 19** and **Figure 20** show truck traffic and percentage within CYMPO's urbanized area, respectively. For CYMPO, high volume and percentages could be found generally on segments along SR 89 and SR 69.

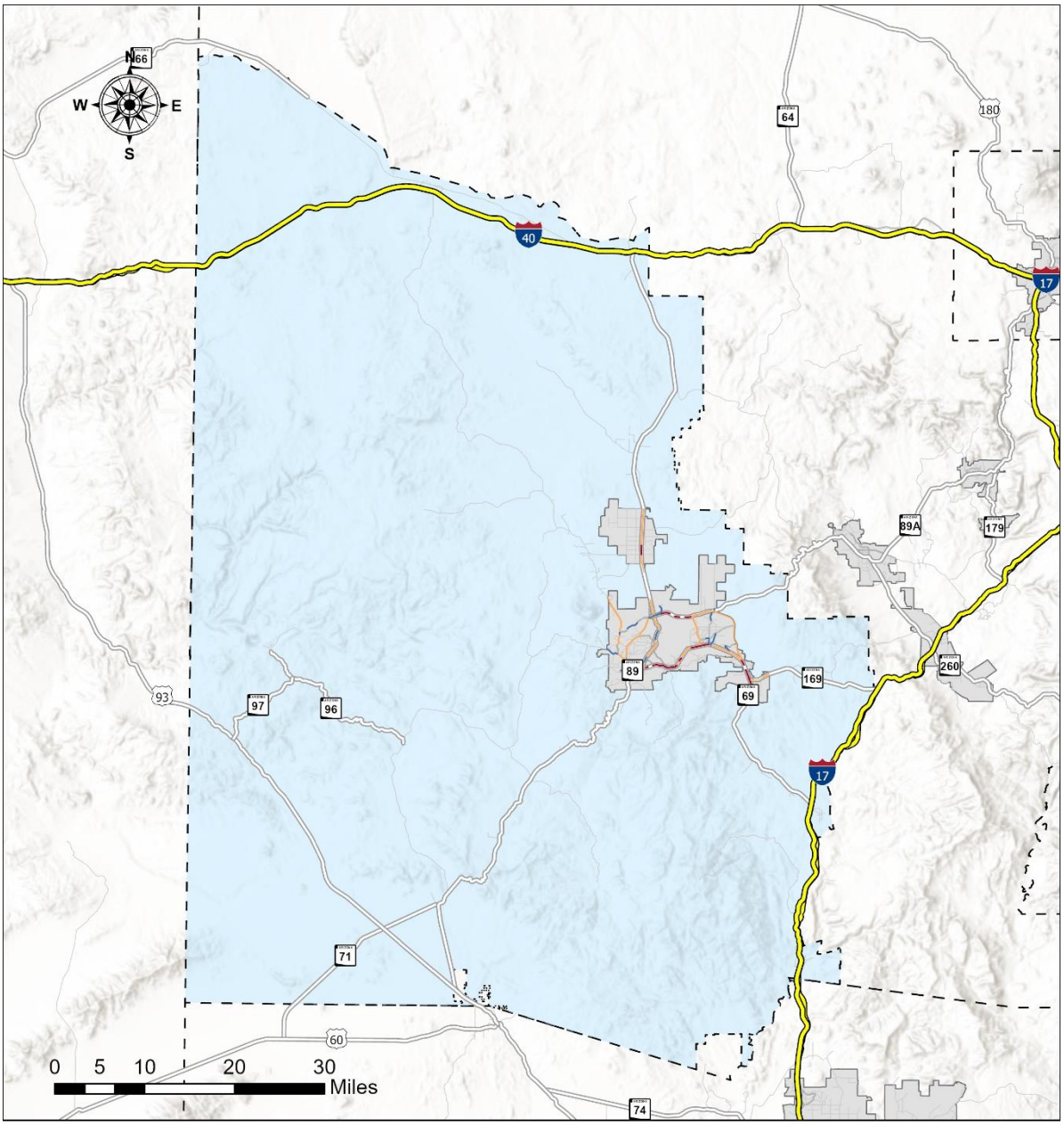


Figure 19. CYMPO Urban Truck Traffic Scores

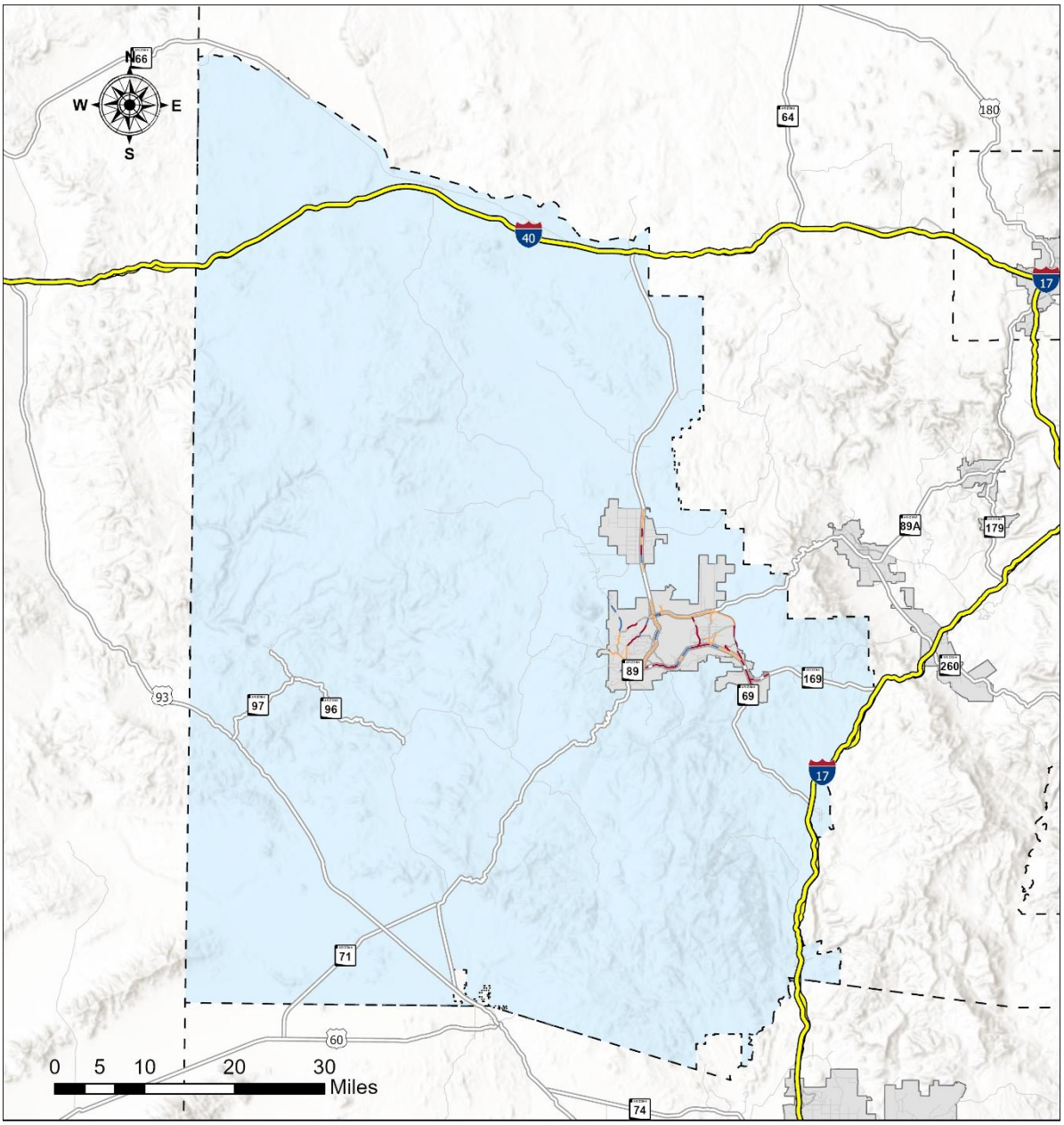


Figure 20. CYMPO Urban Truck Percentage Scores

Example Agency Individual Score Results

Final scores for the baseline network within all urbanized areas were then calculated based on AADTT and truck percentage based on the approach discussed in **Section 7**. **Figure 21** shows the CYMPO example for finals score results. For results of all urbanized areas in the state, refer to Ap**pendix C**.

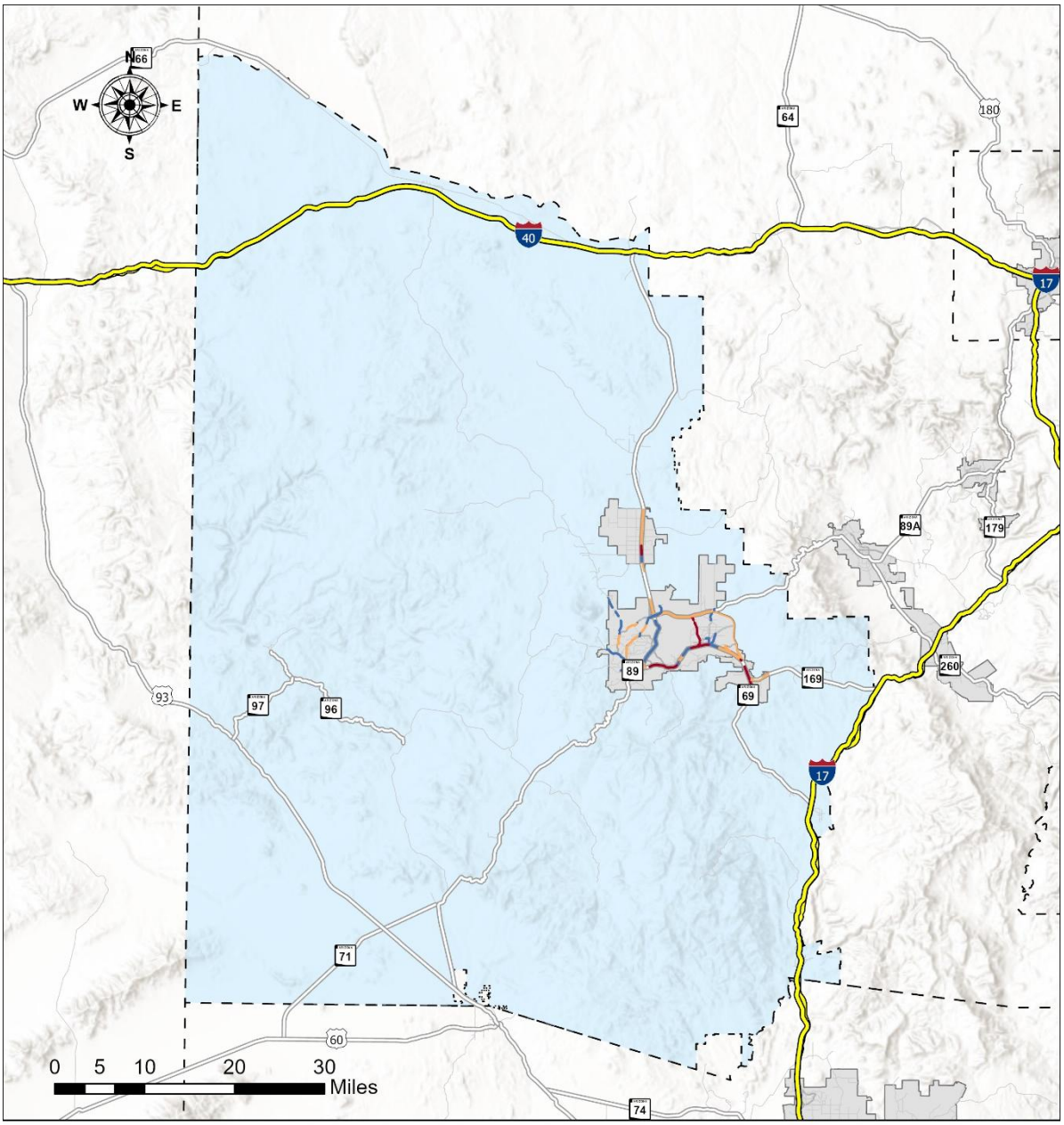


Figure 21. CYMPO Urban Corridor Scores

CUFC Mileage Allocation

To achieve a balanced distribution of urban mileage statewide, initial CUFC mileage allocations for each MPO/COG were recommended by ADOT. This involved prioritizing the top 150 miles from the 1,928-mile urban baseline network to focus designation efforts and align with the 150-mile CUFC requirement. As MAG and PAG are the only two urbanized areas in the state that exceed a population of 500,000, those two urban areas had explicit consultation to determine the best approach for the state. All other urban areas were understood to be important to designate within some of the mileage limits, although those area determinations are to be determined as a result of the State Freight Plan effort.

The initial recommendations were based on corridor scores and proportional representation within the top 150 CUFC mileage. Allocation recommendations were then adjusted through coordination with ADOT and stakeholders.

Specifically, the following adjustments were made:

- The MAG region, given its significant portion of the state's high-volume and high-percentage truck corridor segments, will have an allocation of 60% of the total urban mileage. This allocation was confirmed with MAG for this effort and is justified in scale by Maricopa County's 62% share of the state's population in 2024 [7] and its urban baseline road network share of approximately 63% of Arizona's total baseline road network (see **Table 17**). This allocation also mirrors MAG's 2017 share of mileage but benefits from increased mileage resulting from the additional CUFC mileage allocated to ADOT by FHWA. This equates to MAG being allocated 91.5 miles within the CUFC 150 mileage limit. As agreed during the consultation process, MAG will identify their own CUFC segments within the allocated mileages.
- For the Pima Association of Governments (PAG), it is recommended that PAG retain its 2017 mileage segments, plus an additional 3.5 miles, as requested during the consultation with PAG for this effort. This results in 22% of the overall CUFC 150 mileage limit which reflects the additional mileage requested by PAG during this process and reflects a reduction in PAG's proportion of mileage allocation from 2017 from 30% to 22%.
- A reserve of 25 unallocated CUFC miles will be set aside by ADOT for smaller urban areas outside MAG and PAG. This buffer will be distributed in the future based on project needs identified in the next Freight Plan update and priority scores.

Table 16 shows the initial mileage distribution based on the scores, 2017 mileage allocation, and the final mileage allocations by MPO/CGO after coordination.

[7] QuickFacts, U.S. Census, 2024, https://www.census.gov/quickfacts/fact/table/arizonacitycdparizona,AZ,maricopacountyarizona/PST045224

Table 16. CUFC Mileage Allocation

MPO/COG	Initial 2025 Mileage Distribution	2017 Mileage Allocation	Proposed Mileage (Percentage)
Maricopa Association of Governments	86.3 (55%)	60.0 (59%)	91.5 (61%)
Pima Association of Governments	16.4 (11%)	30.0 (29%)	33.5 (22%)
Central Yavapai Metropolitan Planning Organization	47.3 (34%)	12.6 (12%)	25 (17%)
Yuma Metropolitan Planning Organization			
Western Arizona Council of Governments			
MetroPlan (Flagstaff MPO)			
Southeastern Arizona Governments Organization			
Sun Corridor Metropolitan Planning Organization			
Central Arizona Governments			
Lake Havasu Metropolitan Planning Organization			
Northern Arizona Council of Governments			
Bullhead City Metropolitan Planning Organization			
Total	150 miles (100%)	102 miles (100%)	150 miles (100%)

10. Recommendations

Through coordination with ADOT and stakeholders, formal CUFC and CRFC designation will occur as an outcome of the State Freight Plan Update process which will prioritize projects along corridors identified for freight investments. The data-driven prioritization from the preceding analysis will be used by ADOT to inform the designation for the remaining mileage (i.e., segments without identified freight investments).

CRFC Designation

For the remaining mileage, ADOT should actively utilize the scoring results to guide the selection for designation (as shown in **Figure 17**). The analysis categorized 600 miles as high priority, providing a convenient and high priority pool for ADOT to work within the CRFC mileage cap in the unlikely event that no freight investment corridors are identified; 600 miles as medium priority, to create a manageable pool of strong fallback candidates; and 2,144 miles as low priority. This tiered structure provides a clear ranking, which can be used to easily identify segments with the highest or lowest priority from the scoring perspective for designation consideration.

CUFC Designation

MAG will conduct CUFC designation within their respective mileage allocation. PAG has designated its corridors within this ADOT process. It is recommended, though not required, that MAG utilize the urban scoring methodology from this effort to inform selections.

For urban areas outside of the MAG region, **Figure 22** shows urban scoring prioritization results. For detailed maps, **Appendix C** contains individual urbanized area maps presented in the same order as listed in **Table 16**.

The maps are grouped as follows,

- **PAG results:** As discussed in the previous sections, a 33.5-mile allocation has been reserved for PAG. Like the CRFC categorization approach discussed above, the results are categorized as 33.5 miles of high priority, 33.5 miles of medium priority, and 124 miles of low priority within the PAG region. Priority designation will be given to corridors identified for freight project investments from the State Freight Plan process. After considering freight investments, ADOT should apply the prioritization results, and the high and medium priority segments are particularly relevant for identifying corridors of interest for remaining mileage designation.
- **Non-MAG/PAG results:** Like the PAG region, a 25-mile allocation has been reserved. The results are categorized as 25 miles of high priority, 25 miles of medium priority, and 495 miles of low priority. Priority designation will be given to corridors identified for freight project investments from the State Freight Plan process. After considering freight investments, ADOT should apply the prioritization results, and the high and medium priority segments are particularly relevant for identifying corridors of interest for remaining mileage designation.

The summary of baseline and scoring mileages by each urban area is shown in **Table 17**. For detailed scoring results by each urban and rural corridor, refer to **Appendix D**.

ADOT will take the results of this project as an input for the next ADOT State Freight Plan Update process to be adopted in 2026. This is important because ADOT recognizes the need to designate corridors based on intentional freight funding allocation recommendations that result from a State Freight Plan effort. ADOT will factor in the resulting projects from the Freight Plan with the high, medium, and low corridor scoring completed by this project to complete the ultimate designation to FHWA following the Freight Plan adoption in 2026.

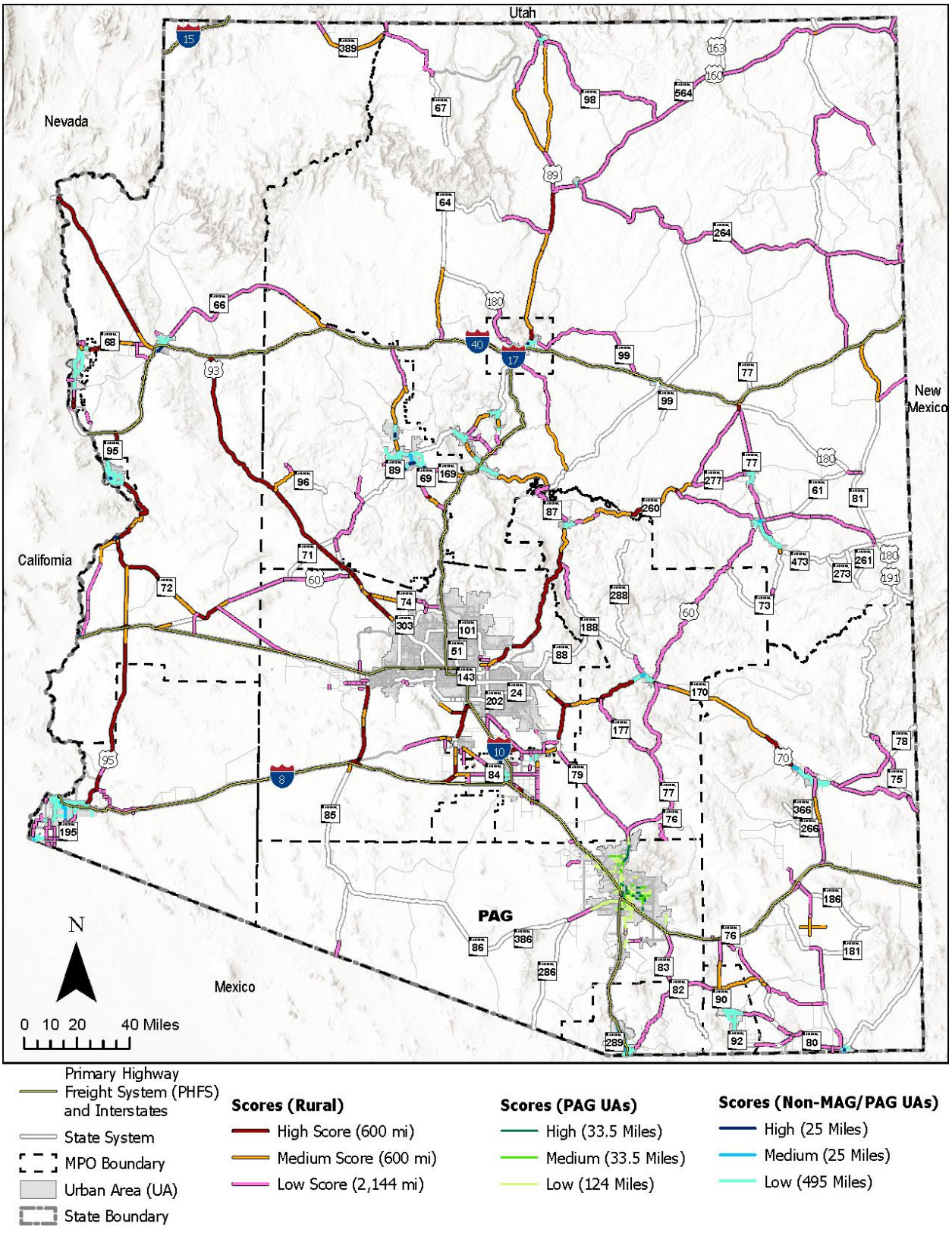


Figure 22. Urban Scoring Results and Groups

Table 17. Urban Corridors Mileage Summary for Baseline Network and Prioritization

Urbanized Area	MPO	Baseline Mileage (mi)	Prioritization		
			High (mi)	Medium (mi)	Low (mi)
Phoenix West--Goodyear--Avondale	MAG	148.5	-		
Phoenix--Mesa--Scottsdale		967.4			
Maricopa		23.9			
Goodyear South		12.1			
Gold Canyon		4.0			
Florence West		6.5			
Florence East		8.1			
Buckeye		21.0			
MAG Total		*1,191.7*			
Vail	PAG	4.7	0.0	0.0	4.6
Tucson		179.7	33.5	33.0	114.2
Sahuarita		2.0	0.0	0.0	2.0
Marana		2.8	0.0	0.0	2.8
Green Valley		2.1	0.0	0.5	1.3
PAG Total		*191.2*	*33.5*	*33.5*	*125.0*
Needles, CA--AZ	Bullhead City Metropolitan Planning Organization	1.2	0.0	0.0	1.2
Bullhead City--NV		31.4	0.0	0.2	31.2
Payson	Central Arizona Governments	8.2	0.0	0.0	8.2
Globe		12.5	0.0	1.4	11.1
Prescott Valley East	Central Yavapai Metropolitan Planning	9.9	4.5	0.4	5.1
Prescott--Prescott Valley		64.5	5.6	3.6	55.3
Chino Valley		6.1	1.0	0.0	5.1
Lake Havasu City	Lake Havasu Metropolitan Planning Organization	27.8	0.3	1.1	26.5
Flagstaff	MetroPlan (Flagstaff MPO)	40.1	1.1	0.3	40.0
Winslow	Northern Arizona Council of Governments	1.1	0.0	0.0	1.1
Village of Oak Creek (Big Park)		1.4	0.0	0.0	1.4
Tuba City		3.8	0.0	0.0	3.8
Snowflake		10.6	0.0	0.0	10.6
Show Low		16.0	0.0	0.8	15.2
Sedona		9.3	0.0	0.0	10.0
Pinetop-Lakeside		13.9	0.0	0.0	13.9
Page		9.4	0.0	0.0	10.0
Cottonwood (Yavapai County)--Verde Village		12.4	0.0	0.0	12.4
Camp Verde		17.9	0.0	0.0	18.0
Sierra Vista	Sierra Vista Metropolitan Planning Organization	29.3	0.0	0.0	30.0
Safford	SouthEastern Arizona Governments Organization	29.1	0.0	2.6	26.5
Nogales		26.5	0.0	2.8	23.6
Douglas		6.3	0.2	1.0	5.1
Coolidge		6.4	0.0	0.0	6.4
Casa Grande		27.9	5.0	3.0	20.0
Parker--CA	Western Arizona Council of Governments	4.7	4.7	0.0	0.0
Kingman		17.1	2.3	0.0	15.0
Blythe, CA--AZ		1.9	0.0	1.8	0.0
Yuma--CA	Yuma Metropolitan Planning Organization	68.0	0.3	6.0	63.0
Somerton		8.1	0.0	0.0	8.4
San Luis		15.9	0.0	0.0	15.8
Non- MAG/PAG Total		*545.2*	*25.0*	*25.0*	*495.0*
Total Urban Corridors Evaluated		*1,928.1*			

Note: This table excludes urban regions for which no baseline network was available; MAG baseline network scores were utilized exclusively for mileage allocation considerations and were not a factor in prioritization; Table uses the same priority groups in order as the maps in **Appendix C**.

Appendix A: Individual Agency Consultation Notes

Central Arizona Governments (CAG)

Consultation Date: January 23, 2025

Consultation Representatives: Andrea Robles, Steve Abraham

CAG is centrally located between the Phoenix and Tucson metropolitan areas in the state. From mining to warehousing to industrial development, CAG is host to many freight generators that travel in all directions through the region. Whether this includes freight coming from elsewhere and traveling through CAG, or freight starts/ends in the region, CAG experiences the same challenges with freight the other COGs and MPOs face.

US 60 was the primary focus for the CAG region. When traveling west the roadway is on a consistent downslope, maneuvers through pinch points, and tunnels through the mountains on its way to Superior. The roadway's profile changes from an undivided, two-lane roadway in the Miami-Claypool-Globe area into a divided four lane roadway through to Phoenix. Going east, US 60 turns north towards Show Low, where the roadway remains mountainous and challenging to traverse for large semi-trucks. If a closure of US 60 occurs at any stretch between Miami-Claypool-Globe and Superior areas, all travelers are then re-routed to other routes in the region, many of which have their own challenges:

- SR 77 towards Tucson, which has mobility constraints and safety concerns in both directions
- SR 188 towards Payson and then down to the 87 towards Phoenix where SR 87 presents mobility and safety challenges south of Jake's Corner
- US 70 through the San Carlos Reservation and down towards Safford, which is located near many of the state's metal mining operations

US 60 also experiences high volume of tourist traffic on weekends, holidays, seasons, or events like the Renaissance Fair that conflict with freight mobility. These conflicts, along with an observed increase in general traveler speeds, have made it challenging for the slower-moving freight movement in the region. CAG emphasized the importance of US 60, as any incident or closure affects not only the travelers, but the local communities that operate in these areas.

At the time of this consultation, re-occurring road work has been active on US 60 for bridge work and has presented delays and re-routing to the other routes identified above. **Figure A23** shows the pop-up that is displayed to travelers accessing AZ 511.

Figure A23. US 60 Closure Emergency Alert on AZ 511

SR 77 was brought up as a road of importance for freight movement as there is a lack of passing opportunities through the route and there are a large number of semi-trucks that utilize the route. SR 77 is also a major detour route if there are any closures on US 60, US 70, or I-10. There are stretches of roadways where there are no shoulders for the trucks to pull off on either side.

SR 79 is another route of importance to CAG due to the lack of passing opportunities present on the roadway, with the agency asking to investigate more passing opportunities for the roadway. Currently, the roadway is the primary route for I-10 closures in the region. Roadway shoulders are minimal in much of the corridor for how busy it gets.

SR 87 was described as a vital route to the state, and that the route is important to the region but is less of a concern when discussing the route north of Jake's Corner. Jakes Corner is located near the junction of SR 87 and SR 188, where trucks turning south face difficulties making the turn. This problem becomes exacerbated when a detour is present on the roadway.

Following the meeting with the agency, **Figure A24** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

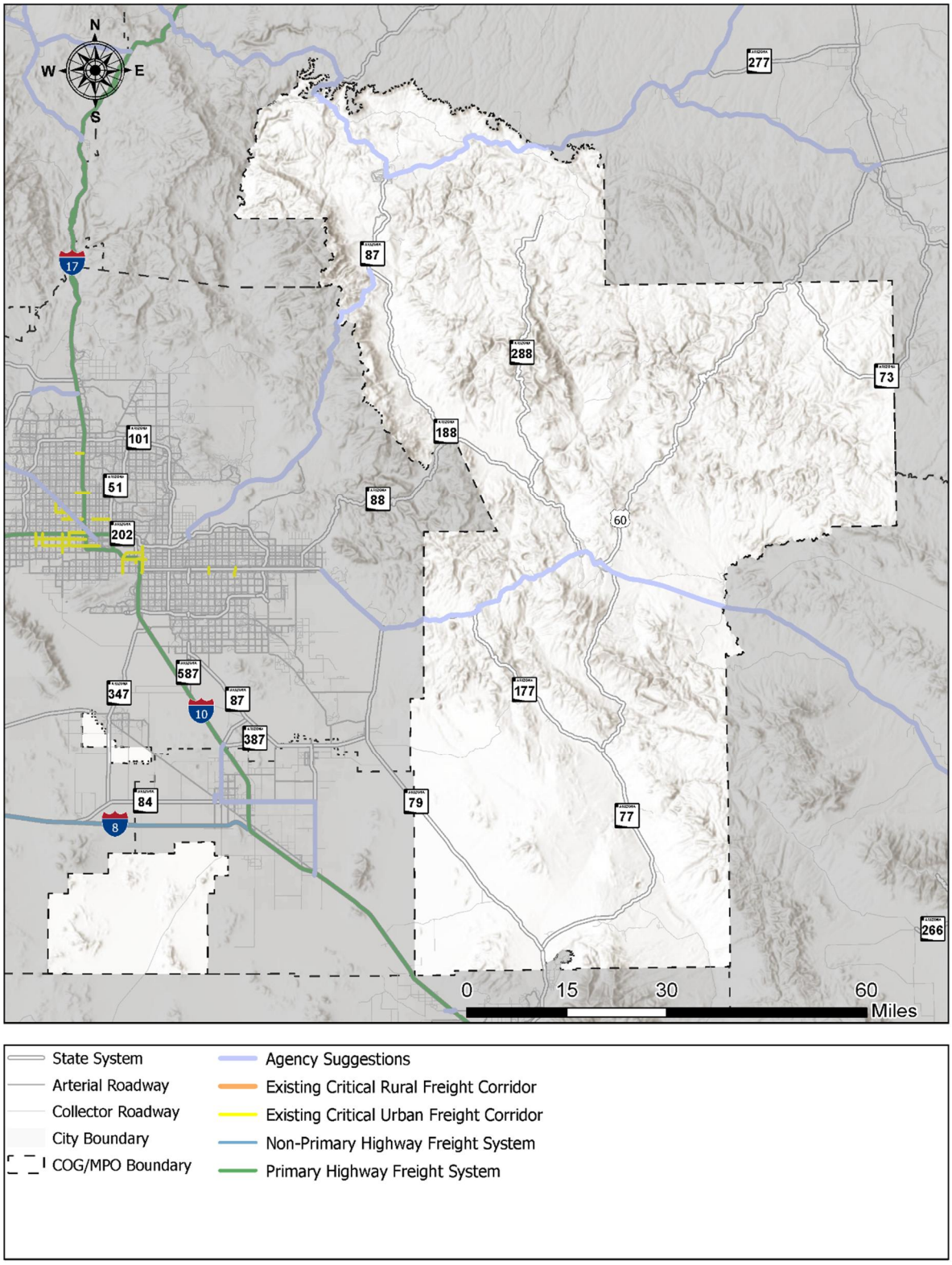


Figure A24. CAG Freight Corridor Suggestions

Northern Arizona Council of Governments (NACOG)

Consultation Date: February 5, 2025

Consultation Representatives: Nate Reisner, Pedro Rodriguez, Ken Krebs

Encompassing the northeastern section of the state, NACOG is the largest COG in Arizona. NACOG directly borders Utah and New Mexico and is adjacent to Colorado. Much of NACOG sits at the top of the Colorado Plateau, which rises several thousand feet above sea level and has the highest mountains in the state. Industries in the region include coal mining and logging, with Flagstaff serving as the major freight hub near the center of the region. Despite the expansive profile of the region, route options are limited in comparison to the southern portion of Arizona due to the topographical challenges. Because of this, I-40 is relied on heavily to move goods across the region east-west, and the connection to I-17 in Flagstaff supports goods movement into and out of Phoenix by truck.

US 89 connects Flagstaff to the southern border of Utah and is the primary route for travelling from Arizona to Utah. The roadway has safety and mobility challenges and as it becomes more heavily utilized, significant investment is desired to support the freight movement.

SR 89A sees quite a bit of freight movement going into Sedona from I-17. The route does extend north to Flagstaff but has a truck length restriction north of Oak Creek Canyon that limits access from the north. Most trucks travel south to 179 and up to 89A to enter Sedona.

SR 99 faces the same problems as SR 264 and US 191 where a closure on I-40 results in vehicles diverting onto SR 99 and moving towards Flagstaff to get back onto the interstates. Trucks must pass through Leupp and utilize local roads all the way back to Flagstaff, most of those roads are not built to accommodate large trucks.

US 160 is the only major route that indirectly connects Arizona to Colorado – passing through New Mexico for about one mile. Freight that utilizes this route also sometimes uses Bureau of Indian Affairs (BIA) routes through the Navajo Nation, which do not receive the same level of roadway funding as other jurisdictions.

US 191 experiences a large number of detoured traffic when I-40 has a closure, with vehicles routing through Show Low to make their delivery in Phoenix on time. US 191 was not built to accommodate semi-trucks through its entirety and results in trucks getting stuck on tight turns and causing other backups on the roadway in addition.

SR 260 is a significant east-west highway that runs through the interior of the state and connects many of the towns and cities through the mountainous core of Arizona. The route starts in Eager in the east, intersects I-17 in Camp Verde, and travels further west to Clarkdale. It was expressed that there is significant freight movement from Phoenix to Show Low as well as Show Low to Payson that utilize this route. Many logging facilities are located between Camp Verde to Payson and Payson to Show Low. The profile of SR 260 changes frequently, going from rural highway to urban roadway, two lanes to four lanes, and experiences high vehicle travel speeds. These changes in profile cause conflicts at major intersections and limit goods movement between Clarkdale and Payson. SR 260 is significantly used by the traveling public during weekends, holidays, seasons, or events.

SR 264 is similar to the case of US 191, in which it is a preferred route for freight to use in the event of a closure on I-40. SR 264 was not built for large trucks and has many connections to BIA routes.

SR 377 is often used as it is relatively level and is an important freight corridor. The route also allows travelers to directly cut through the state's interior and avoid traveling down the interstates. The route was not initially anticipated to become as vital to freight as it has and needs modernization to support the roadway for the future.

Following the meeting with the agency, **Figure A25** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

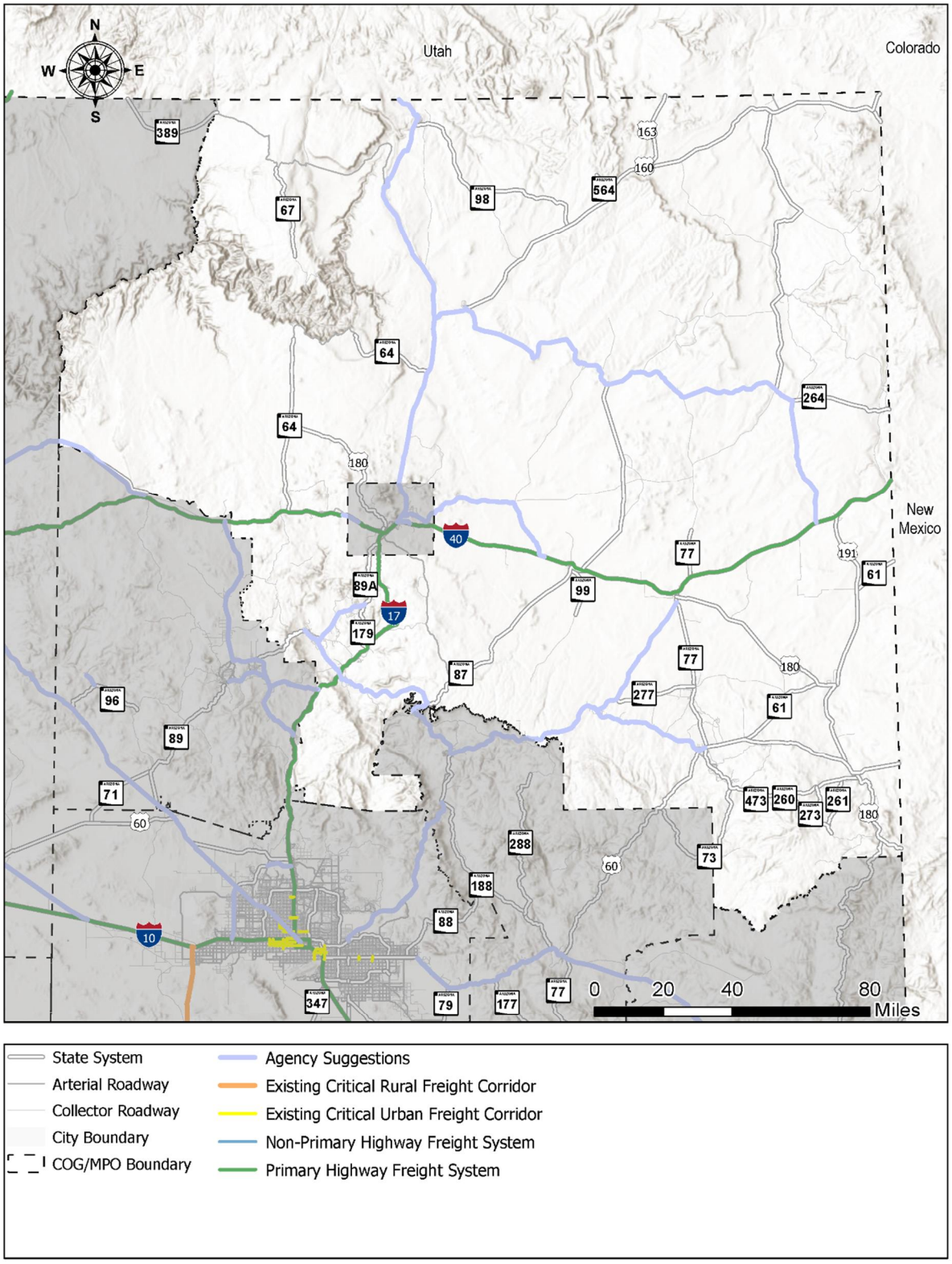


Figure A25. NACOG Freight Corridor Suggestions

SouthEastern Arizona Governments Organization (SEAGO)

Consultation Date: February 4, 2025

Consultation Representatives: Chris Vertrees

SEAGO covers the southeast corner of Arizona and includes several mountainous areas. The region is a hub for mining and cross-border trading. The region shares an international border with Mexico and is home to the port of Nogales. SEAGO covers an area that can be viewed as a southern hub for state freight with an abundance of metal mining operations that eventually make their way to refinement and are shipped elsewhere. SEAGO is also home to Morenci, a town located near the Morenci Mine, which was described as the largest copper mine in the country and the 5th largest in the world. SEAGO has an abundance of natural resources and minerals, with new mines being planned out in the future. This growth in the region has resulted in plans for opening a new commercial port of entry near Douglas to relieve congestion at the existing Douglas port of entry by separating out commercial trucks from passenger vehicles.

US 70 is an important freight route in Safford as it carries the raw materials from all the mining operations to the cities of Miami-Claypool-Globe. Those cities are a hub for the smelting of raw materials that are then shipped elsewhere around the state. US 70 is also a detour route for I-10 through the region, US 70 takes travelers into Miami-Claypool-Globe area where travelers can travel west into Phoenix and back onto I-10 or continue north towards Show Low and I-40. Detours also happen in the opposite travel direction due to dust storms or high wind along I-10 and can cause backups of up to 15 miles in length when traveling on the route. This detour presents safety concerns as the route is not built for interstate traffic. There are few passing opportunities and part of the route travels through the San Carlos Indian Reservation.

SR 82 was identified as a priority corridor in the region because it provides a direct connection to the Port of Nogales through Sonita and out towards Tombstone. The route is commonly used by trucks, both through and destination-based, and has caused mobility and congestion problems locally. The Town of Patagonia is discussing a mining operation being located close to the town and large semi-trucks will be utilizing SR 82 and other local roads once a new mine is active.

SR 83 has generated similar attention as SR 82 in relation to its location to SR 82. SR 83 intersects with SR 82 in Sonoita, and SR 83's eventual connection with I-10 near Vail would be the primary route in and out of any mining operation being located along SR 82. When mining operations commence, SR 83 would benefit from investments in the future for freight. SR 83 is a mountainous road with limited turning movements and passing opportunities.

US 191 moves a lot of freight in the region, with Morenci Mine being located along the roadway in Morenci. The material hauled from the mine by trucks makes its way down US 191 and then up to US 70. The corridor has experienced recent improvements with a roundabout under construction at the US 191/SR 78/SR 75 interchange that is anticipated to alleviate some of the challenges that have come with moving freight out of the north end of US 191. US 191 south of Safford towards I-10 presents little trouble in comparison, with the most notable segment of US 191 being a railroad crossing in Cochise. The bridge over the railroad tracks is tight, with limitations to weight on the bridge limiting the practical use of US 191 in this corner of the state.

This specific segment has already been designated as a critical rural freight corridor in the previous designation process.

Davis Road is a county road that runs west-to-east from SR 80 near the Tombstone Municipal Airport to US 191 in McNeal. The roadway is often used as a bypass route for trucks for a variety of reasons such as I-10 roadway height restrictions, bridge weight restrictions, or grade challenges on US 191 or SR 80. Because the roadway was not built for semi-truck traffic, the condition of the roadway deteriorates rapidly. There are 31 trucks per day on average, which is notably high for a road that was only ever meant to serve as an access road. SEAGO states that the roadway's subgrade has been destroyed, and re-paving the road is not the long-term solution.

James Ranch Road is a north-south road located 6 miles west of the existing Douglas Port of Entry with Mexico and will connect SR 80 to the new commercial port of entry for the region. While construction has not started, this port is anticipated to relieve some of the congestion at the Nogales Port of Entry as well as the Douglas Port of Entry. This connection on James Ranch Road would directly connect to SR 80 in the region, with traffic expected to travel east on SR 80 towards US 191 instead of west towards Bisbee. SEAGO emphasized this new port as significant investment will be needed to get the port operational. The city of Douglas is promoting freight development along the road to pull out heavy truck traffic from the city proper.

Safford Bryce Road – Reay Lane is a corridor of roadways that serves much of the freight industry north of Safford, providing access to municipal services as well as mining operations that occur in the mountains behind Safford. The semi-trucks that transport goods in and out of these operations must take Safford Bryce Road to reach US 70. SEAGO has pointed out that the route that most trucks are taking to exit Safford Bryce is through Reay Lane, a primarily rural farming road that sees a mix of tractors and semi-trucks in addition to local traffic usage. Reay Lane was not designed for this kind of through movement significantly affects the pavement in the area, due to about 30 trucks per day using this road.

Following the meeting with the agency, **Figure A26** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

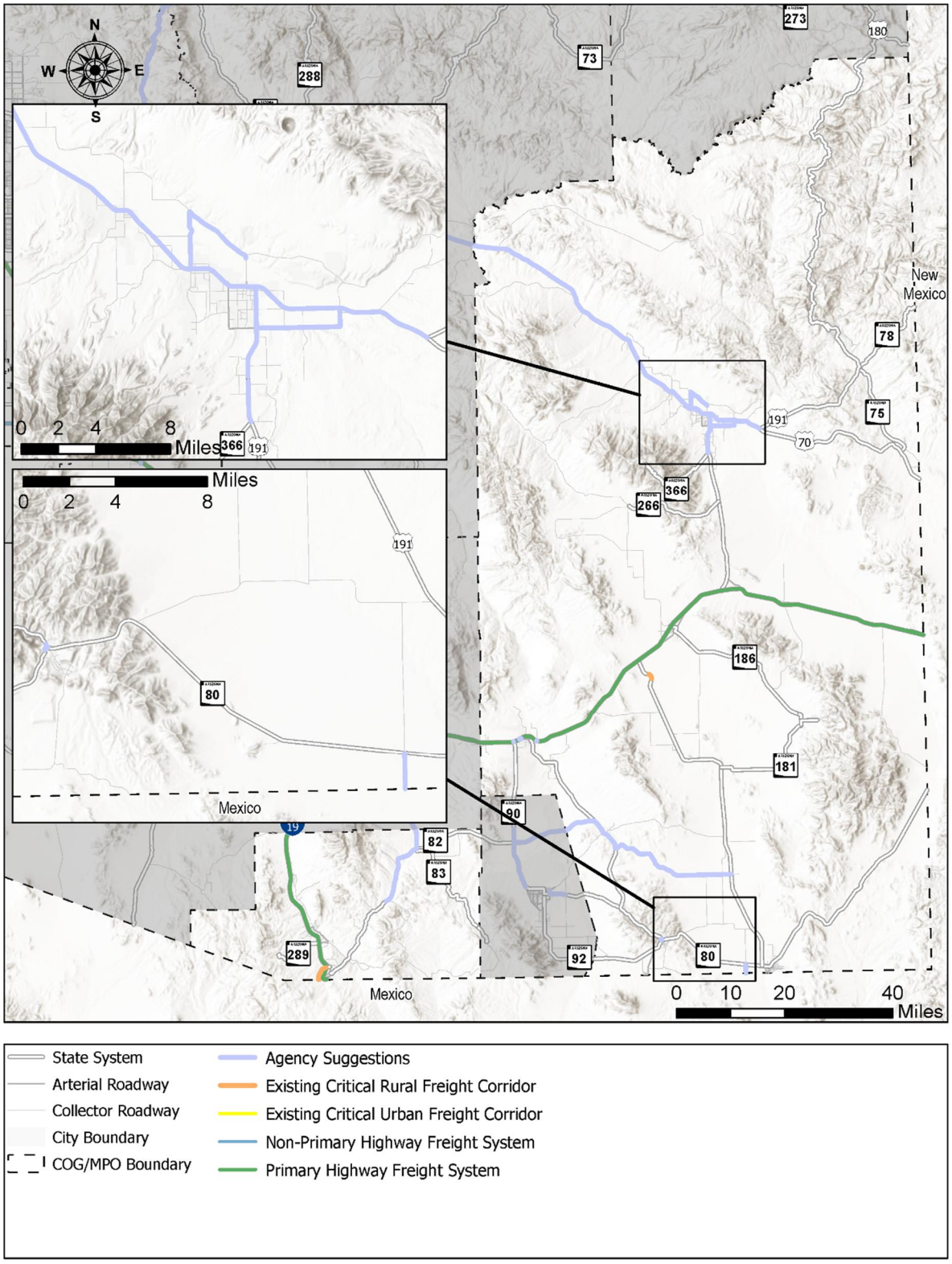


Figure A26. SEAGO Freight Corridor Suggestions

Western Arizona Council of Governments (WACOG)

Consultation Date: February 6, 2025

Consultation Representatives: Roland Hulse, Steven Latoski

Encompassing the entire northwestern part of the state, WACOG borders the states of Nevada, Utah, and California, and is the region where most of the western trade in the state occurs. The region has a number of interstates carrying trade through its borders, with many of the smaller state highways servicing local areas where those interstates are not directly connected. WACOG incorporates I-10 through Quartzsite, I-40 through Kingman, and the state's only segment of I-15. WACOG is familiar with the freight corridor designations process as the region hosts the longest, continuous segment of CRFC mileage in the state with US 93 passing through the region. There are plans for investment into US 93 to match its future designation of I-11, a new interstate that would directly connect the port of Nogales to Las Vegas. This initial investment into the freight corridor has helped much of the route develop into one that satisfies interstate standards. Once the route has been classified as an interstate, the CRFC mileage allocated to US 93 would be freed up to use elsewhere in the state.

SR 66 WACOG indicated that routes like SR 66 are often used as an alternative route to I-40 whenever there is a closure between Kingman and Seligman. The roadway is not built to accommodate the freight traffic that it sometimes gets and upgrading the roadway may be beneficial to route freight more optimally in the area. There is freight development on the route near Kingman by the Kingman Airport.

SR 72 is used as a significant freight corridor for deliveries that come in from the California side of the border. Many trucks would utilize the road as a bypass to I-10, often taking SR 72 up to US 60 then back down to I-10 via Salome Road.

US 93 is not complete regarding the conversion of the two-lane undivided roadway segments into four-lane, divided roadways segments. There are investments that need to be made between Wikieup and Wickenburg along those stretches where the roadway is undivided as that worsens the congestion experienced by freight. WACOG desires to keep the designation on US 93 to secure the funding for pavement rehabilitation along the corridor as it has become a major freight corridor and the largest one in the state to not provide direct access to the interstate system.

SR 95 along the western edge of the state sees some freight traffic but due to the roadway profile south of Lake Havasu City containing steep mountains, the roadway is not built to accommodate freight traffic. With the growth of the SR 95 corridor, being able to take freight through the roadway is important to the region to sustain its growth and improve safety of the roadway for all who use it. As it stands right now, if an oversized semi-truck were to travel down this road without properly alerting ADOT, then it is on DPS to close the road and escort the truck through the area between Parker and Lake Havasu City. Additional improvements are needed at the SR 95 and I-40 interchange, as the region experiences delays and congestion at the interchange.

Griffith Road is a rural roadway 12 miles south of Kingman that has experienced freight growth in recent years. The roadway is the main access point for solar fields, county facilities, utilities, distribution centers and a national cold storage facility that is run and operated by Interstate

Warehousing. These developments have put the existing roadways under strain and have prompted upgrades in terms of widening and turning lanes on the roadway while the existing rural interchange remains unchanged.

Bullhead Parkway is a roadway that is located entirely within Bullhead City and has seen growth in the freight market after its construction. The roadway connects to both crossings of the Colorado River within the city's boundary, with the first connection occurring at the Don Laughlin Bridge where SR 95 and SR 68 intersect with Bullhead Parkway. The second, newly constructed connection occurs at the southern end of Bullhead City and intersects with SR 95. The roadway utilizes the new Silver Copper Crossing Bridge that provides an additional entrance/exit with the state of Nevada. The roadway is also home to the Laughlin/Bullhead International Airport on the north side of the city, which has experienced growth due to distribution centers like Dot Foods entering the area. Dot Foods plays an important role in the grocery industry in the area.

Aztec Road – Shinarump Drive – Prescription Road: These roadways, when combined as a corridor, outline a bypass route that is often used by freight to bypass the SR 68 and US 93 interchange, the port of entry at that very same interchange, access the mining or distribution centers along Oatman Highway, or bypass the Beale Street/I-40 interchange entirely. Limiting the bypass traffic has become an enforcement issue for the area.

Following the meeting with the agency, **Figure A27** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

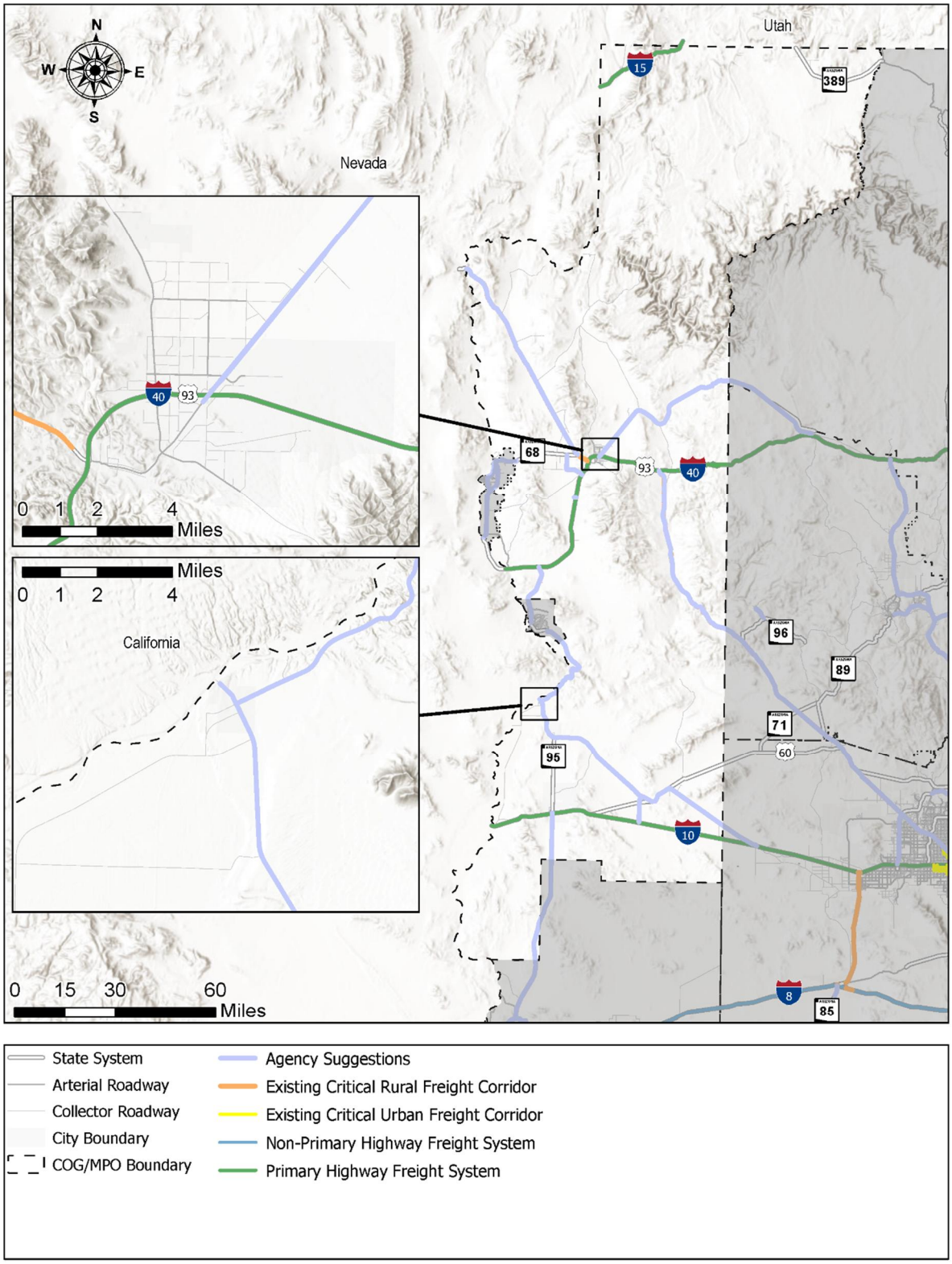


Figure A27. WACOG Freight Corridor Suggestions

Bullhead City Metropolitan Planning Organization (BHCMPO)

Consultation Date: January 30, 2025

Consultation Representatives: Travis Pruitt, Edigar Kajirwa, Danielle Bruch

BHCMPO is the newest MPO in the state of Arizona and was previously a member of WACOG when the last Arizona State Freight Plan was adopted. Bullhead City is situated along the Colorado River next to the Nevada/California border. BHCMPO encompasses SR 95 from SR 68 to the north down to the crossing into Needles, California. The region has been rapidly growing because of its interstate trade with California and Nevada along with its agricultural industry.

SR 95 through the city has quite a few semi-trucks that carry loads between California and the city. The roadway also serves as a commuter corridor to the freight generators in town, with the Amtrak station located in Needles California granting workforce access to the facilities from across state lines. The frequency of traffic lights, stops, or other obstructions on SR 95 causes freight to move slowly through the region, creating mobility issues.

Bullhead Parkway is a 30-year-old roadway that connects to both crossings of the Colorado River within BHCMPO, with one connection at the Don Laughlin Bridge and the other on the southern end of Bullhead City where a new bridge, the Silver Copper Crossing Bridge, completes the loop to SR 95. The southern bridge was built to handle the freight traffic that comes out of California/Nevada. Bullhead Parkway provides access to the Moss Mining operations east of the city through the connections on Silver Creek Road. The roadway has had significant freight growth, being located adjacent to the Laughlin/Bullhead International Airport on the north. This has turned Bullhead Parkway, a road that was initially meant to provide access to residences, into a recognized truck route in Bullhead City. The route was built before modern safety features were established so items like lighting need to be re-evaluated. This has caused safety concerns on the roadway, leading to some of the highest crash rates the region has experienced.

Laughlin Ranch Boulevard is a road that has been developed into a quasi-industrial mixed-use road, with residences and industrial areas being constructed along the route. The roadway is located south of the Laughlin/Bullhead International Airport and intersects with Bullhead Parkway and is seen as a bypass route for freight to cut around SR 95 in the region.

Following the meeting with the agency, **Figure A28** was produced to better visualize the corridors that were discussed. These suggestions were adapted into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

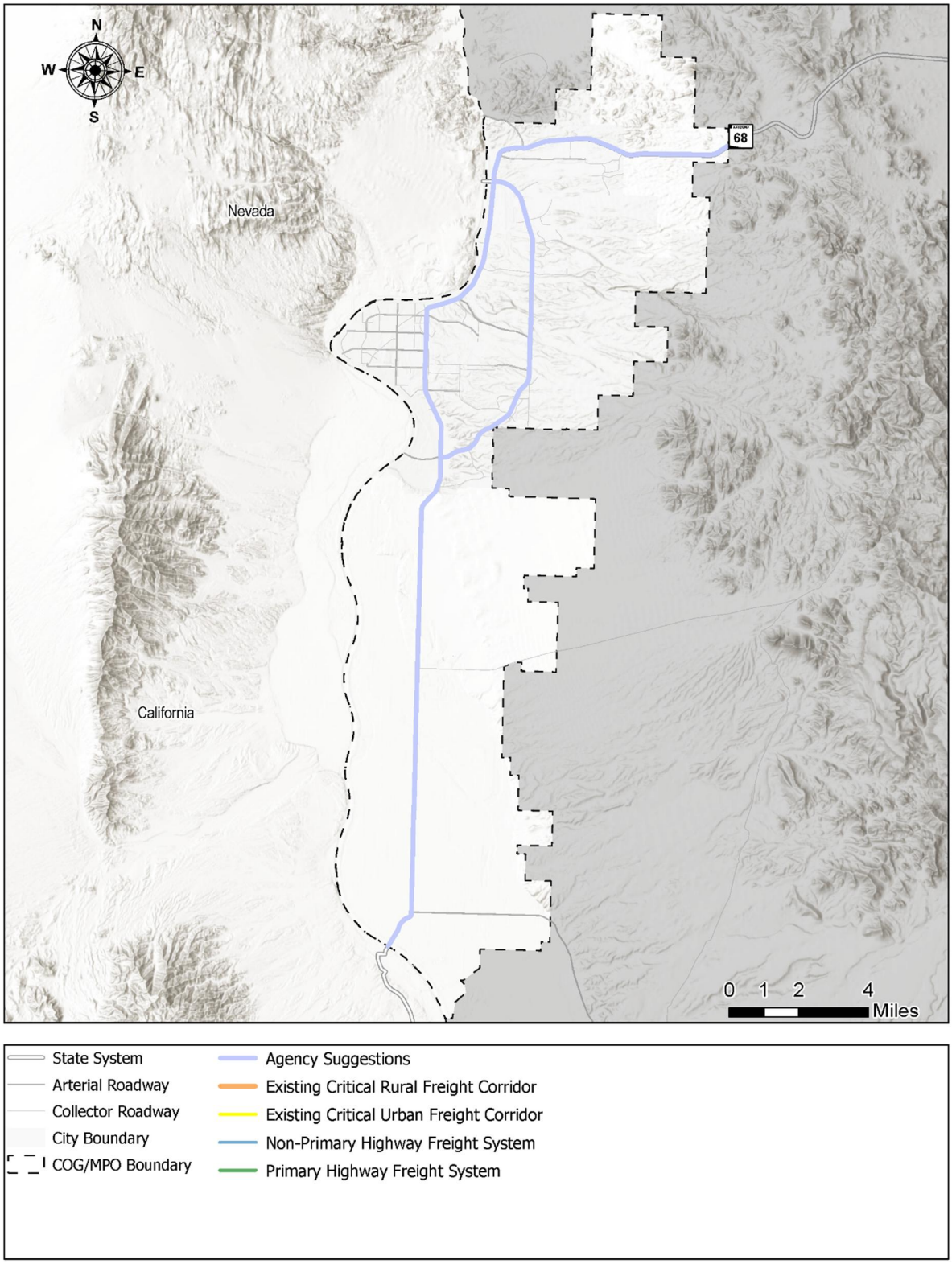


Figure A28. BHCMPO Freight Corridor Suggestions

Central Yavapai Metropolitan Planning Organization (CYMPO)

Consultation Date: March 17, 2025

Consultation Representatives: Vincent Gallegos, Bryn Stotler

CYMPO is located in central Arizona and is one of the most populous MPO's in the state, following MAG and PAG. The largest cities in the region would include Prescott and Prescott Valley. CYMPO has been growing rapidly in population and has recently expanded their jurisdictional boundaries to anticipate future growth. With the region's growth in the industrial sector, a greater need for freight improvements emerged, as well as some of the challenges that the region experiences with the movement of those goods. CYMPO covers a large and varied landscape but could be described as a mountainous region that experiences both high summer temperatures and receives snowfall each winter.

The project team were not able to host a meeting for the consultation, however there was active communication between the project team and CYMPO and answering questions over email. The following are corridors that the region expressed could benefit from increased freight investment.

US 93 is an important freight corridor through the region, especially considering its future designation as I-11 and how that would support freight movement statewide. US 93 connects Las Vegas to Phoenix and has a large movement of freight. This route connects the region to the warehousing clusters around SR 303 in the Phoenix area. There are a number of safety concerns in the corridor, as there are frequent freight related crashes along the corridor. The corridor was also identified as a freight bottleneck in the previous Arizona State Freight Plan.

SR 69 can be divided into two distinct portions, with the first between I-17 and the Dewey Humboldt town boundary and then the Dewey Humboldt town boundary to SR 89. The first section of this corridor is rural in character whereas the other portion is more urbanized and is growing considerably. The route includes a portion that was identified as a corridor with freight bottlenecks in the previous Arizona State Freight Plan. There are various freight clusters that are located along the route that utilize the route as well. Often, when I-17 is closed, SR 69 is used as a detour route and can cause freight challenges.

SR 169 connects Fain Road/SR 89A to I-17 on the northeastern side of the region. In the event of an I-17 mainline closure, all vehicles are routed through this road before entering into Prescott Valley. The roadway is challenging to move interstate traffic on and presents challenges to freight movement.

SR 89 is a north-south roadway that connects to Prescott then to I-40 in northern Arizona. There is freight clusters present along the corridor north of Prescott. SR 89 also connects to the Prescott Airport, which is experiencing significant growth in industrial/warehousing development around the airport. SR 89 is also used as a detour route for I-17 closures.

Figure A29 displays what was produced to better visualize the corridors that were described. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

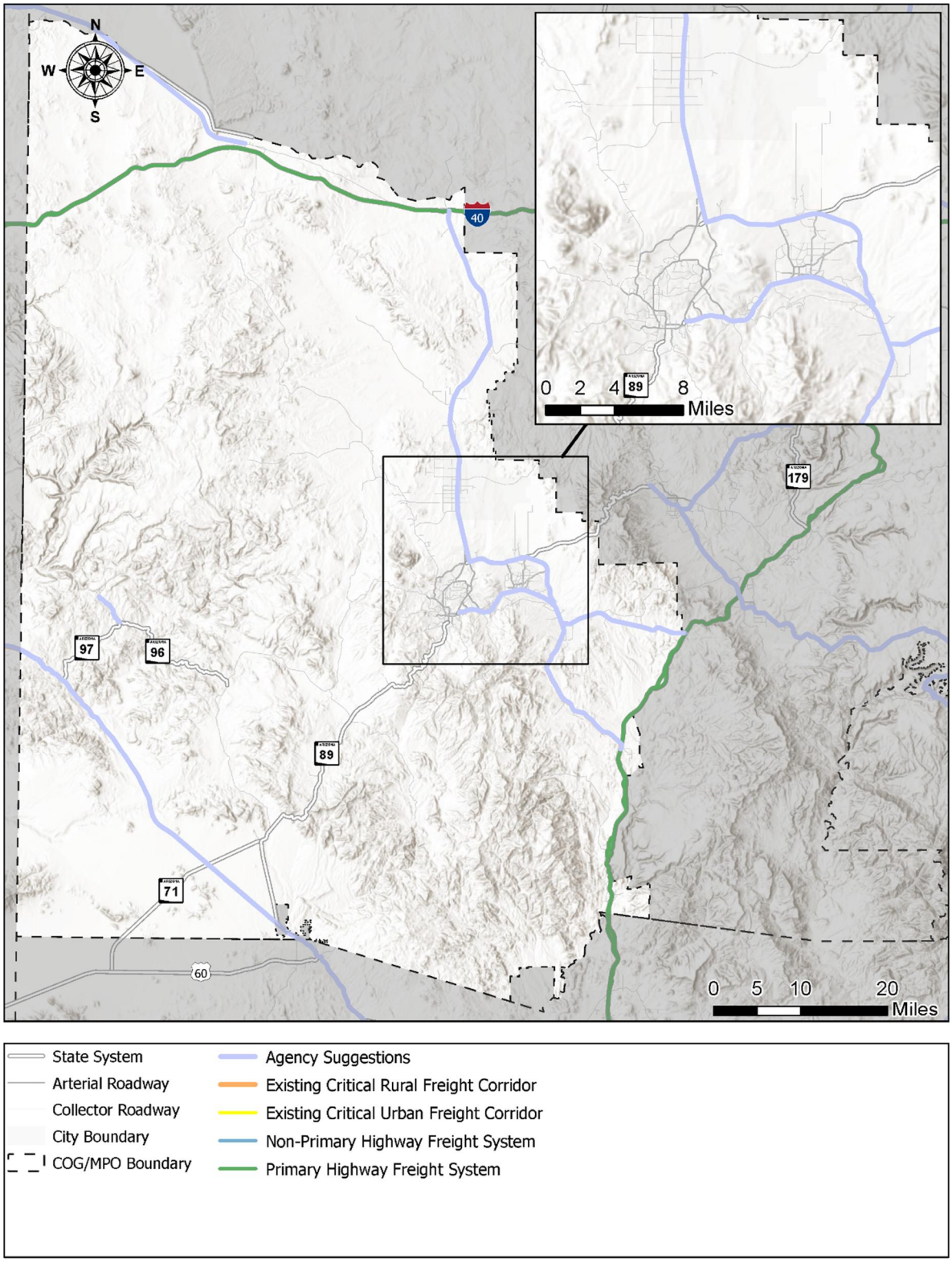


Figure A29. CYMPO Freight Corridor Suggestions

Flagstaff MPO (MetroPlan)

Consultation Date: February 14, 2025

Consultation Representatives: David Wessel, Nathan Reisner, David McIntire, Stephanie Santana

Metroplan is located northern Arizona and includes the city of Flagstaff and its surrounding areas. The MPO is surrounded by NACOG and includes the town west, Bellemont. Flagstaff's location being where I-17 meets I-40 brings many major freight generators freight traffic into the city. This becomes challenging to manage when there is snowfall in the area. The area surrounding MetroPlan is very mountainous and has dangerous weather conditions in the winter months. MetroPlan is a region that is always growing and brings freight along with it. Flagstaff also receives a lot of tourism and can cause conflicts with freight movement during the weekends, holidays, or other events going on around or in the region.

US 66 is a historic route and is home to many industries. On the north side exists shopping centers, whereas the south side of 66 has the BNSF railroad tracks and various industries wedged between Route 66 and I-40. MetroPlan expressed that there have been an increasing number of trucks parking off to the side of roadway or off the roadway completely. There is a buffer between the road and the railroad tracks, which truck drivers have been observed parking their work vehicles. Truck parking on this road has created sightline and safety challenges in the area. The number of trucks parking on the road has increased, and the number of operations occurring on the roadway has also increased, which inflates the problem.

Once outside the region and in the next town over on the west, Bellemont, Route 66, has a growing freight industry. As it becomes more difficult for industries to locate in MetroPlan, they move further west to stay close to town without needing to travel into town. This area is planned to be residential and commercial, so there are concerns for future freight movement in this area. The roadway in both cases has been experiencing significant deterioration in pavement compared to other roads in the region.

US 89 has high importance to the region. US 89 was described as the primary freight route in northern Arizona that carries freight brought in from Utah while making its way through Flagstaff. US 89 is where a lot of the industry in Flagstaff has been located, and where expansion opportunities are limited. North of town, US 89 has steep grades and changes its profile from an undivided four-laned roadway to undivided two-laned roadway. The lack of passing lanes north on US 89 is a safety concern to the overall region.

Along **Country Club Drive**: Capacity issue with left turns, experiences a lot of semi-truck traffic where backups can span for miles into town. A semi-truck making a right to go south on the roadway must cross multiple lanes very quickly and often conflicts with trucks turning left needing to make similar movements.

- **Nestle Purina Avenue** – The intersection occurs on the elevated roadway following the bridge over the BNSF railroad tracks and is a major freight generator along the corridor. There have been issues with tall trucks and low signal heights.
- **I-40 West** – The intersection is signalized and occurs several hundred feet from the previous one, which can contribute to delays on the roadway.
- **I-40 East** – After crossing over I-40, this segment is the termination point for Business Route 40 and US 180 then merges onto I-40 going east.

Townsend-Winona Road carries an increasing number of freight vehicles, whether they are approaching the region from this route because of detours on I-40 or from the expanding industry outside of the immediate urban area. This results in the deteriorating condition of the roadway. Townsend-Winona intersects Leupp Road and is challenging as Leupp approaches Townsend-Winona from an odd angle. This angle makes turning movements, left or right, difficult to negotiate for large semi-trucks. The angle of approach may also cause line of sight problems as Townsend-Winona curves on the south side of the intersection, making it difficult to identify approaching vehicles. The agency suggested adding in curve warning signs or speed feedback signs to reduce fatalities.

Leupp Road connects to Townsend-Winona on the eastern edge of the MetroPlan region. Leupp itself is a BIA route that has been used as a detour route for freight taking I-40 if there are any closures on I-40. Leupp is used for wide load permits. Leupp Road is accessed from SR 99 west of Winslow.

Country Club Drive (US 180) is where Business Route 40 terminates on the east side of town and features a traffic interchange with I-40. The section that MetroPlan discusses focuses on the segments of the roadway that are signed as US 180 and Business Route 40, of approximately half a mile in length. The roadway effectively carries freight traffic that comes down US 89 and is the first major decision point for where that freight goes from then – either east or west along I-40.

Transwestern Road is located just outside of the region and in the town of Bellemont. The roadway is significant as it is the only exit into and out of Bellemont currently, outside of county roads. The region feels it cannot ignore the industries coming to Bellemont and its challenges. On either side of the interchange with I-40 exists two major roadway intersections to the town. The south side connection with Route 66 has seen a growth in industrial usage while the north side a private truck stop and is located right at the intersection of Transwestern Road and Brannigan Park Road. None of these intersections are signalized, with short segments, makes it challenging to traverse during peak times at the truck stop.

Following the meeting with the agency, **Figure A30** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

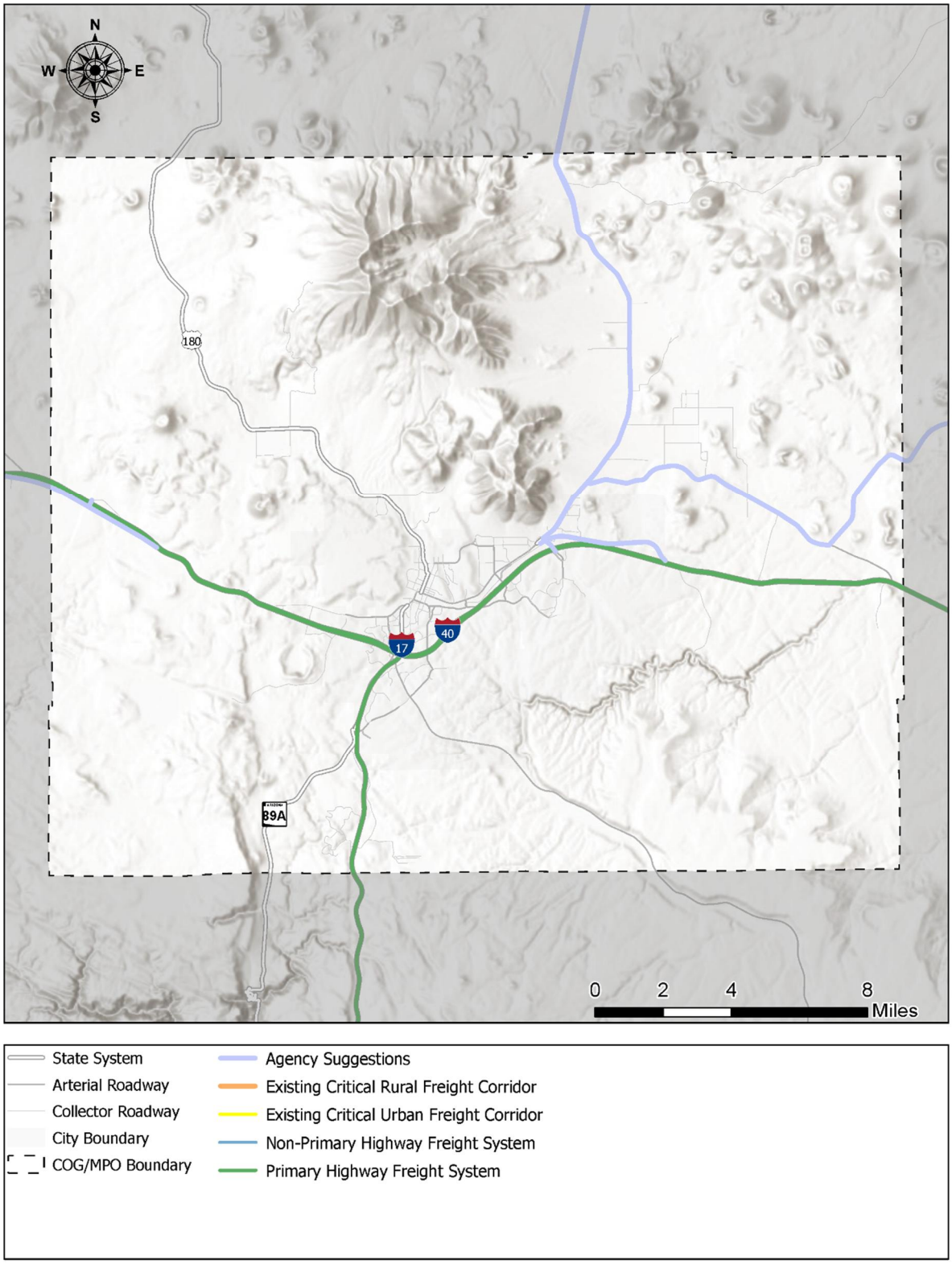


Figure A30. Metroplan Freight Corridor Suggestions

Lake Havasu Metropolitan Planning Organization (LHMPO)

Consultation Date: January 13, 2025

Consultation Representatives: Tommy Martin, Sarah Lojewski

Situated along the widest point along the Colorado River in western Arizona, LHMPO consists of Lake Havasu City and Desert Hills. The region is wedged between the mountains to the east and the Colorado River to the west, making crossings into the region limited. LHMPO has no direct connections or crossing over the Colorado river and into California, meaning all its freight travels in and out a single roadway. Much of the freight generators in the region are located to the north around the Lake Havasu City Airport.

SR 95 is the primary roadway through the region and is the one that presents the most problems with freight mobility and safety. SR 95 was not a freight route but has become a bypass route for semi-truck vehicles cutting through from I-40 and down beyond to I-10 or SR 72 south of the region. On the north-end of the roadway, the interchange with I-40 can get messy with the congestion and delays that are caused at the interchange. The route in the southern end of the town becomes challenging to maneuver through as there are limited passing opportunities which has brought about safety concerns as faster moving vehicles intend to pass the slower moving trucks.

Vicksburg Road is in deteriorating condition and pavement on the roadway needs to be updated, but also needs widening. The shoulders of the roadway are 1-2 feet, if there is a shoulder present, and is not suitable for trucks to pull off if they need to stop. Alfalfa farms are prevalent in the area, and with how often Alfalfa is harvested, it presents a challenge throughout the year to move those goods. There is a private truck stop located at the junction with I-10 and trucks opt to travel north towards the 72 and 95 along the route.

Following the meeting with the agency, **Figure A31** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

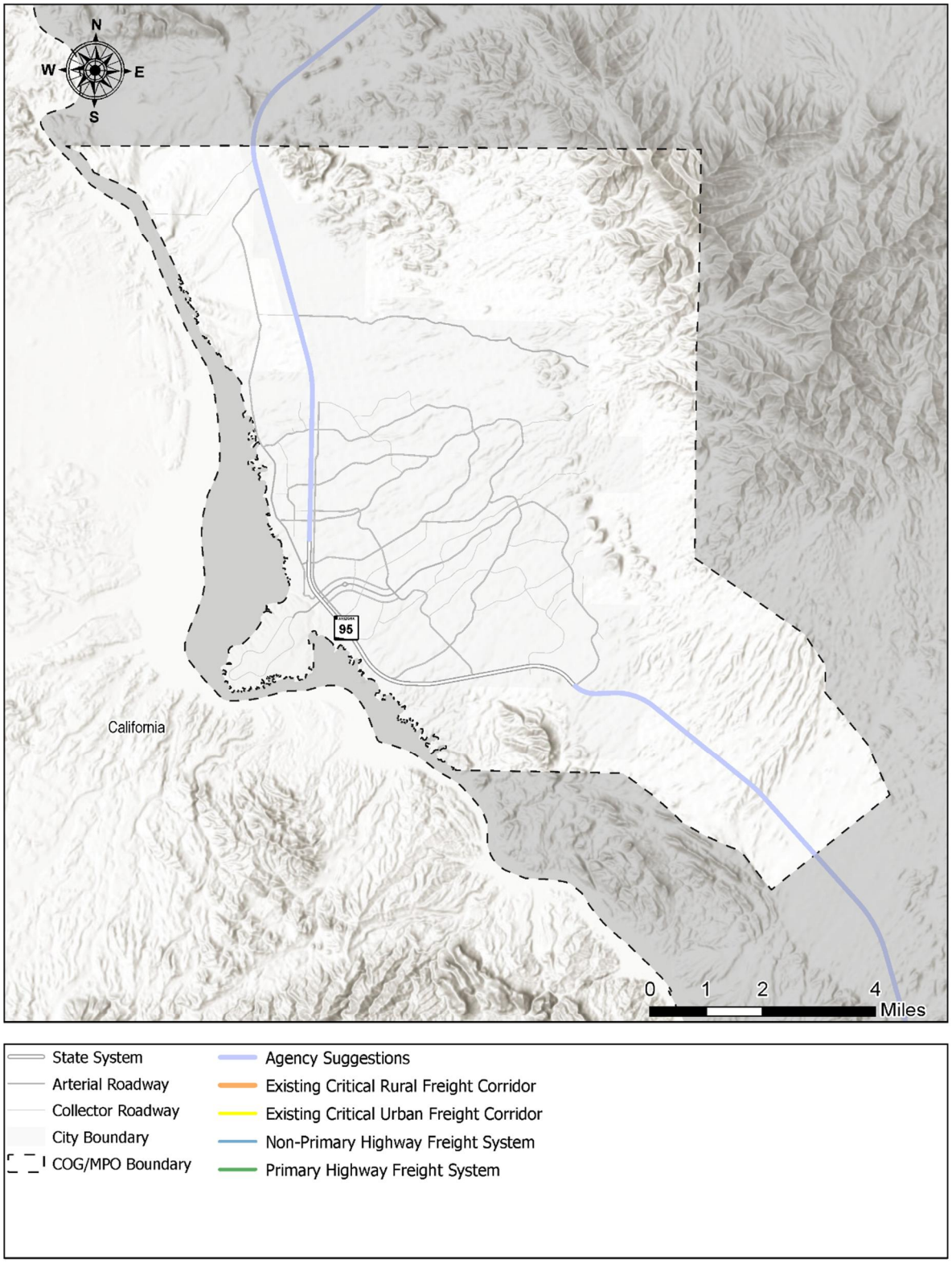


Figure A31. LHMPO Freight Corridor Suggestions

Maricopa Association of Governments (MAG)

Consultation Date: February 13, 2025

Consultation Representatives: Tim Strow, Brian Rubin

MAG represents the region with the urbanized area in the state of Arizona, the Phoenix Metropolitan area. The MAG region encompasses most of the state's population and experiences significant freight movement within its region.

It was expressed by the agency that it has a defined process for items such as freight corridor designations in its region and would need to consult with its member agencies on identifying corridors for freight corridor designation. MAG intends to verify and compare the data that the project team produces to the one the region conducted in 2017 for its regional priorities to determine any updates to designated corridors within its region.

Though specific corridors were not identified, MAG noted that there are a few areas they anticipate would be needing significant freight investments and include:

- Northern valley area surrounding the, currently under construction, Taiwan Semiconductor manufacturing plant – there are plans for future industrial developments coming to the area once the plant is scheduled to be operational.
- Area immediately surrounding the Scottsdale Airport has seen growth in industry and has significant congestion occurring around the industrial areas.
- Southeast Mesa near the Mesa Gateway Airport has grown considerably with warehouse development as the airport expands. Recent construction of SR 24 has spurred growth in the area, causing congestion problems in the region.
- West Phoenix near the SR 303 and I-10 has grown tremendously. Freight coming from the port of Long Beach or Las Vegas are a day drive from the MAG region and has fueled the development for warehousing in the west valley.

Figure A32 includes the region's existing freight corridor designations.

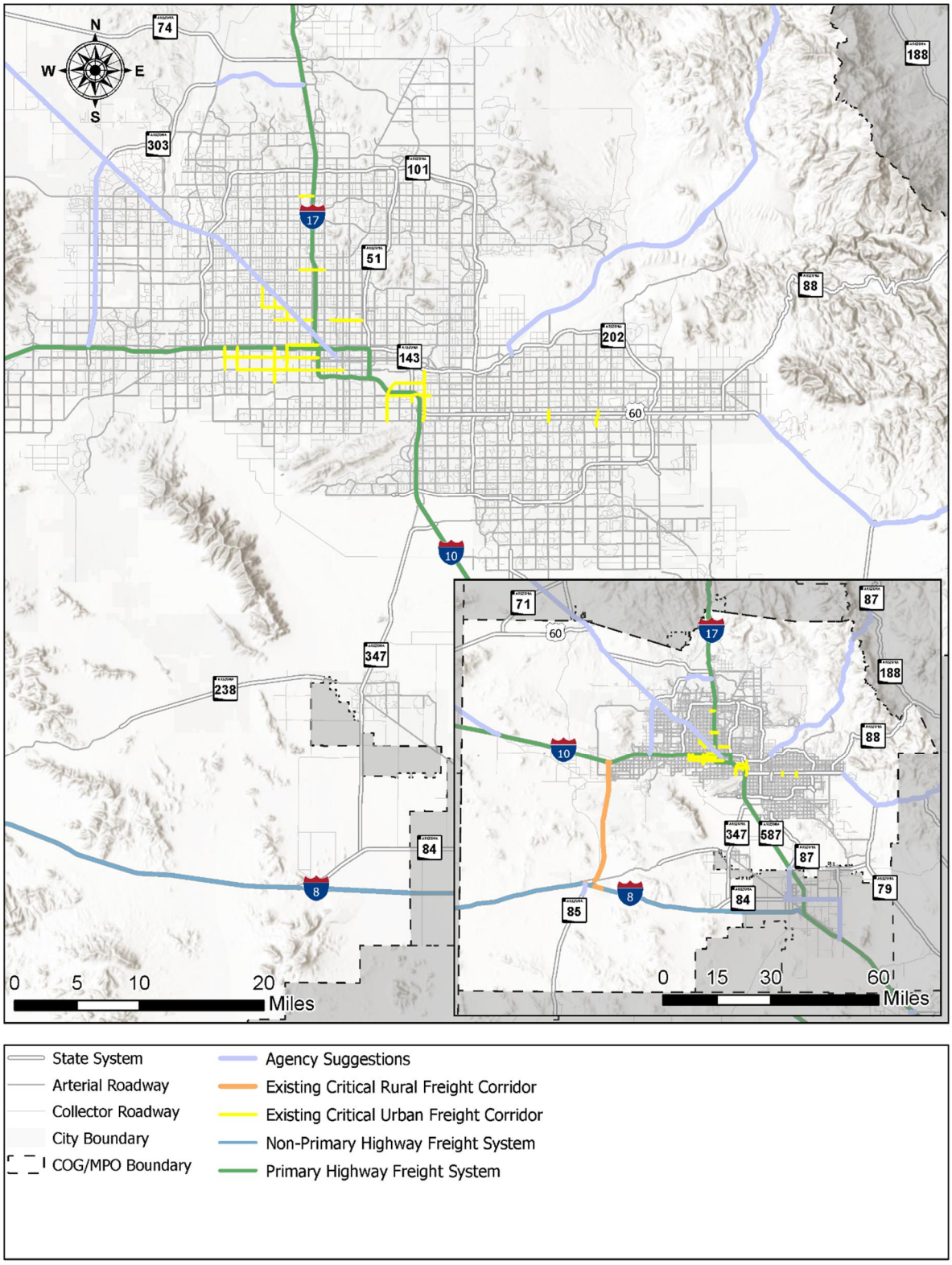


Figure A32. MAG Freight Corridor Suggestions

Pima Association of Governments (PAG)

Consultation Date: January 24, 2025

Consultation Representatives: Jeanette DeRenne, James Takashi

The PAG region is in the southern part of Arizona and includes the entirety of Pima county, home to Tucson. PAG is the second most populated region in the state, with Tucson being the second largest city in Arizona. The region is critical in its location, being surrounded by many other COG's/MPO's in the state. Much of the western area of PAG is National Forest Service land with most of the population residing in the Tucson area. Most of the freight generators are located in the Tucson area, with a growing market between the Tucson and Phoenix area spurring growth between the two regions.

PAG reviewed their existing designations and made minor changes to the suggestions. Once change included the removal of the Kolb Road connection from the eastbound off ramp and down south to where it currently terminates on the Benson Highway. The agency has opted to let ADOT designate corridors in their region and requests to be involved through the process as they are currently going forward.

Aviation Parkway is an existing roadway that acts as a connector to downtown Tucson, where future extensions of the roadway are planned to create a control access bypass route to I-10, around downtown Tucson, and to the north. The extension project is currently working on the Broadway to Stone Avenue connection.

Tangerine Road has been experiencing growth with freight as Tucson's and Marana's population grow. Tangerine Road, around the I-10 interchange, has seen the development of warehousing and distribution centers and has brought mobility and safety concerns with how these big semi-trucks operate in and out of the area.

Ina Road was also suggested as a corridor from Silverbell Road to I-10. The construction of a new Amazon Fulfillment Center on the road brought concerns for mobility and congestion into this area of Tucson and anticipates more industrial developments to come onto the roadway in the future that will need this designation.

Following the meeting with the agency, **Figure A33** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

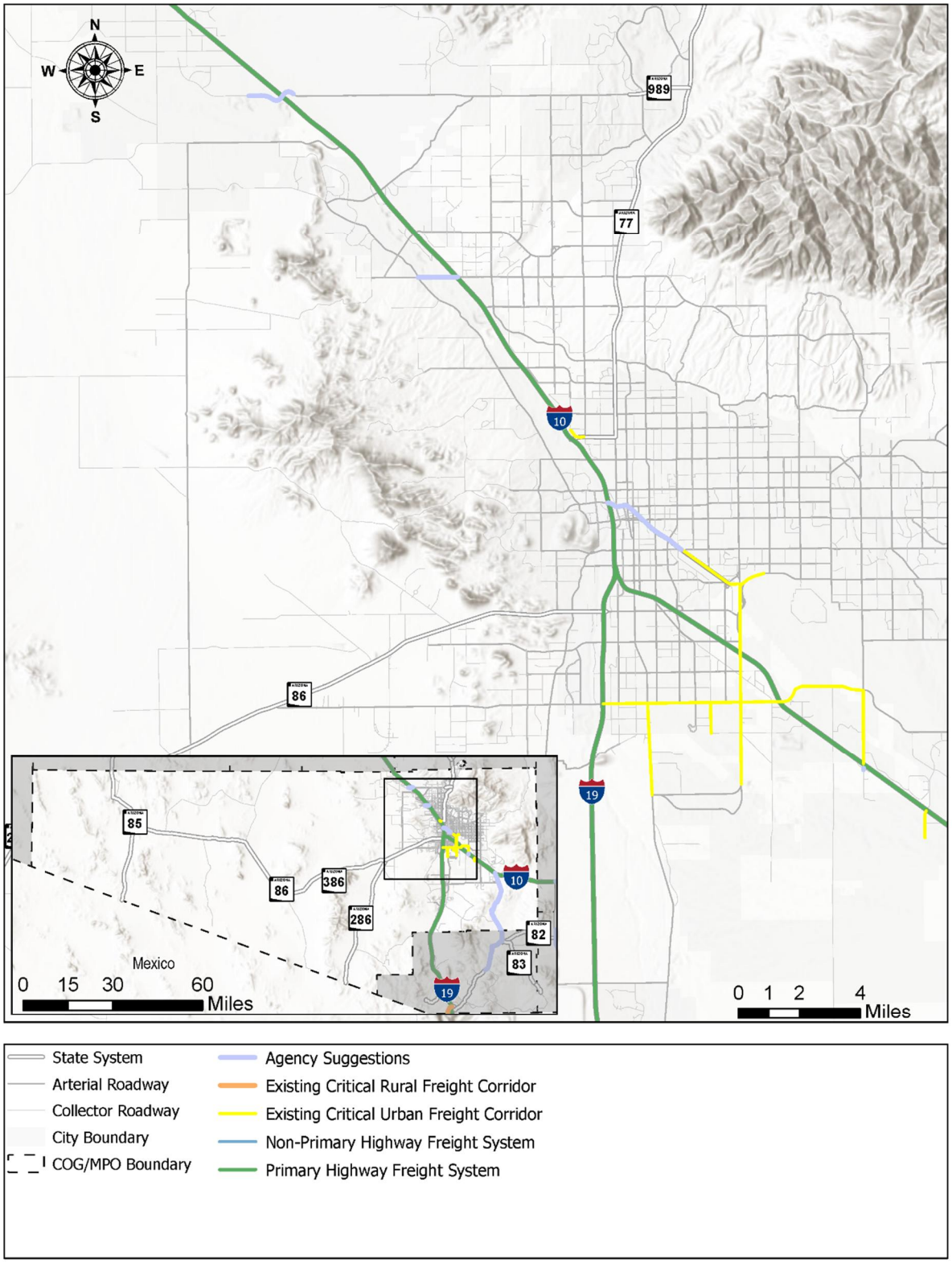


Figure A33. PAG Freight Corridor Suggestions

Sierra Vista Metropolitan Planning Organization (SVMPO)

Consultation Date: February 10, 2025

Consultation Representatives: Karen Lamberton

SVMPO is located between SEAGO and PAG and encompasses the Sierra Vista area. SVMPO is located near an international port with Mexico, though SVMPO itself does not have a port of entry with Mexico. The region is mountainous and challenging to traverse in adverse conditions. The region includes the Coronado National Forest, which has attributed to its large land area cover while having 60,000 residents. Much of the region is classified as urban, but the region noted that the lifestyle is characteristically rural, with many residents having farms and livestock. Facilities like Amazon and FedEx have become more prominent in the region as online shopping is growing more popular in rural communities. This increased presence of heavier vehicles has been challenging on local roads that are not designed with a pavement section adequate for those loads on a routine basis, with pavement conditions being the main concern.

SR 80 is a roadway utilized heavily by trucks and lies just outside of the region. SVMPO noted that when trucks use the roadway, they must pass through Mule Pass Tunnel, which is a two-lane, undivided roadway that provides a connection to Bisbee.

SR 82 has seen an uptick in use, from trucks parked onto the side of the road to the roadway being heavily congested whenever there is a closure of I-10. The route has narrow shoulders and has significant overgrowth around the edges. This overgrowth is sometimes a few feet high, making it difficult to see the edge of the roadway, or looking ahead towards curves.

SR 90 carries freight traffic that goes towards Douglas or Tucson. The roadway on the north side remains a four-lane undivided roadway whereas once the roadway exits the city of Sierra Vista, it reduces from a four-lane roadway to a two-lane roadway. This occurs as a new distribution center is aimed at locating in the area, and the current roadway conditions are not suitable for crossing truck traffic.

US 191 sees significant freight traffic out of the region, and there are concerns of the condition of a bridge that crosses over railroad tracks near Cochise that limits freight accessibility. Trucks often take routes like Dragoon Road to avoid the bridge. SVMPO suggested that the route be straightened out and be grade separated over the railroad tracks rather than improve the existing bridge structure in place.

Industry Drive has been a highlight to the Sierra Vista area as more distribution centers and related facilities are establishing themselves in this part of town. Located near SR 90 between a residential community to the north and to the south, this area has become very dense with industrial uses that are not commonly found elsewhere in the region. Safety and congestion have been the primary issue with this route as its intersection with SR 90 is unsignalized. More distribution centers have been planned for this area, with an Amazon facility expected to start construction in 2025.

Skyline Drive is an accessed roadway off SR 90 in the town of Huachuca that provides access to the landfill and distribution centers in the area. The roadway intersection is not signalized and has presented safety concerns for vehicle movement in and out of the roadway. It was mentioned that about 5,000 vehicles utilize this roadway on average, with 23% of those vehicles related to municipal landfill services. With the Coca Cola Distribution Center located here as

well, the roadway's challenges are not limited to municipal use. The town has limited resources and maintaining that roadway for freight use is challenging.

Davis Road has been used as a bypass route in the region to get to Sierra Vista and back and is often used by semi-trucks to avoid travelling on I-10 or US 191. The road is a county-maintained roadway and was not built for freight standards.

Following the meeting with the agency, **Figure A34** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

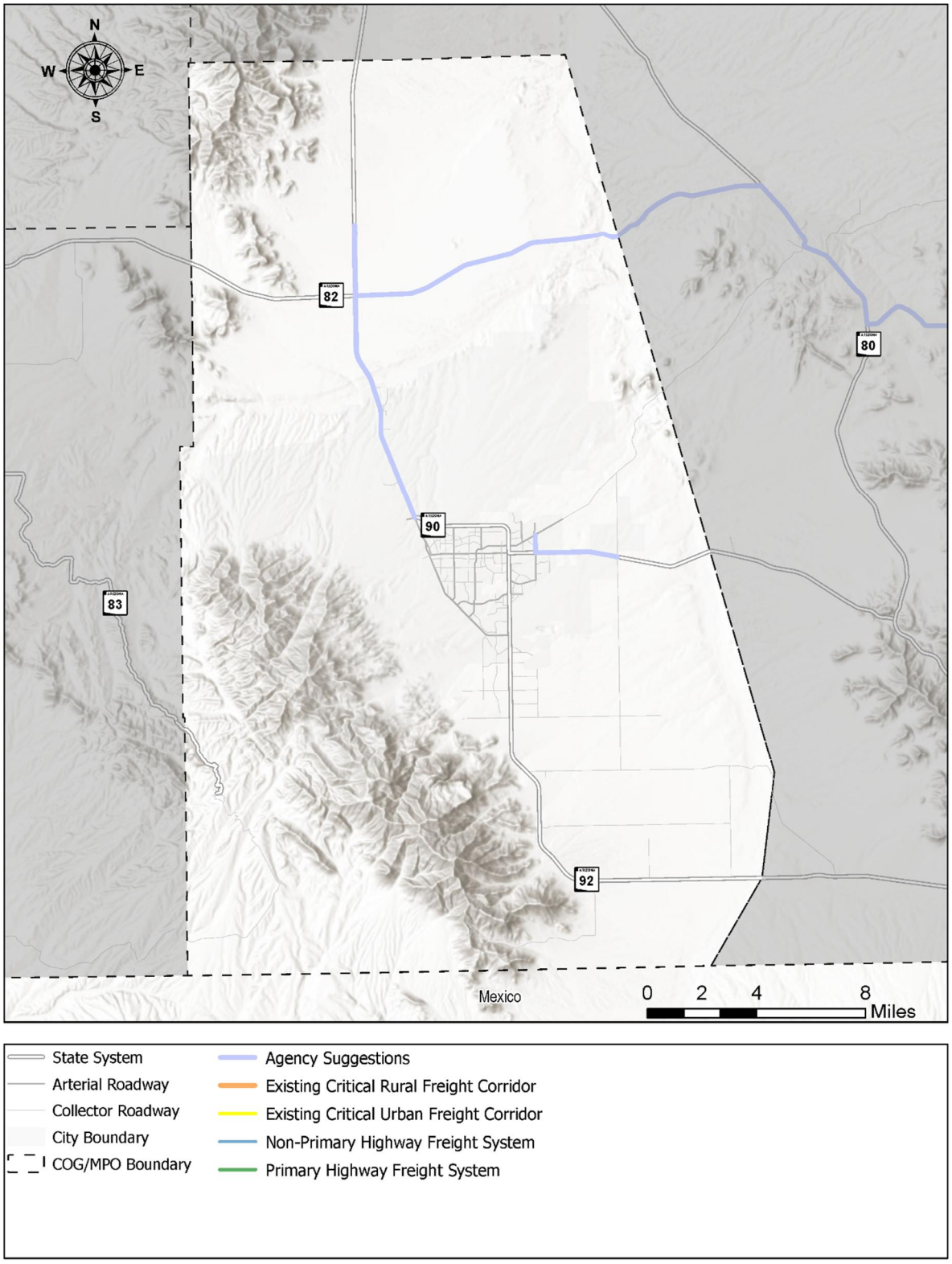


Figure A34. SVMPO Freight Corridor Suggestions

Sun Corridor Metropolitan Planning Organization (SCMPO)

Consultation Date: February 3, 2025

Consultation Representatives: Irene Higgs, Jason Bottjen

SCMPO includes the cities of Casa Grande, Coolidge, and Eloy, and is at the center of freight in Arizona. SCMPO covers the region that sits between Phoenix and Tucson. SCMPO is unique in that it has grown alongside the two major population centers, with development gravitating in two directions in the region along with its own growth and development. The region is home to where I-10 and I-8 split, along with a planned I-11 alignment. As the region continues to urbanize, its challenges with freight will only increase. It is imperative for there to be freight investment considered for the region.

SR 87 is identified as a prominent route for freight, as recent developments have turned the area into a warehousing and manufacturing hub. A new development known as *Inland Port* includes the likes of *Nikola Motors* and *Proctor and Gamble* near the intersection with Houser Road. Other developments like solar farms and other warehousing have been propping up on the route closer to Eloy. The SR 87 to SR 287 intersection is often utilized by trucks to cut across I-10 during delays, which results in other congestion and mobility problems on the local streets.

SR 387 begins in Casa Grande and continues up towards Coolidge. Warehousing and manufacturing facilities like *Lucid Motors*, *Tractor Supply Distribution Center*, and the *Walmart Distribution Center*. SCMPO has noted that trucks would travel down Thorton Road before heading east on Cottonwood Lane and turning north onto SR 387. When the agency asked the facilities for the reasoning on using this route instead of traveling south to I-8 and looping back north, the facilities stated that alternative routes like those suggested by the agency would impact revenue due to the time lost in driving. SCMPO expressed that there are limitations to truck left-hand turns at the Cottonwood/SR 387 intersection along with the addition of new traffic signals along SR 387 to the north that have impacted travel time reliability. These new signals have not come without a lack of compliance, and the city of Casa Grande had increased patrols along SR 387 as trucks would run red lights, causing safety concerns. SCMPO brought up the suggestion of temporary/mobile signals at busy intersections along SR 387 as a possible solution.

Thorton Road is utilized as a bypass route by trucks from the Casa Grande Industrial area, with plans in place for a future connection to Val Vista Boulevard, a four-mile extension from the current terminus north of Korsten Road. This route would be envisioned as a truck bypass route.

Following the meeting with the agency, **Figure A35** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

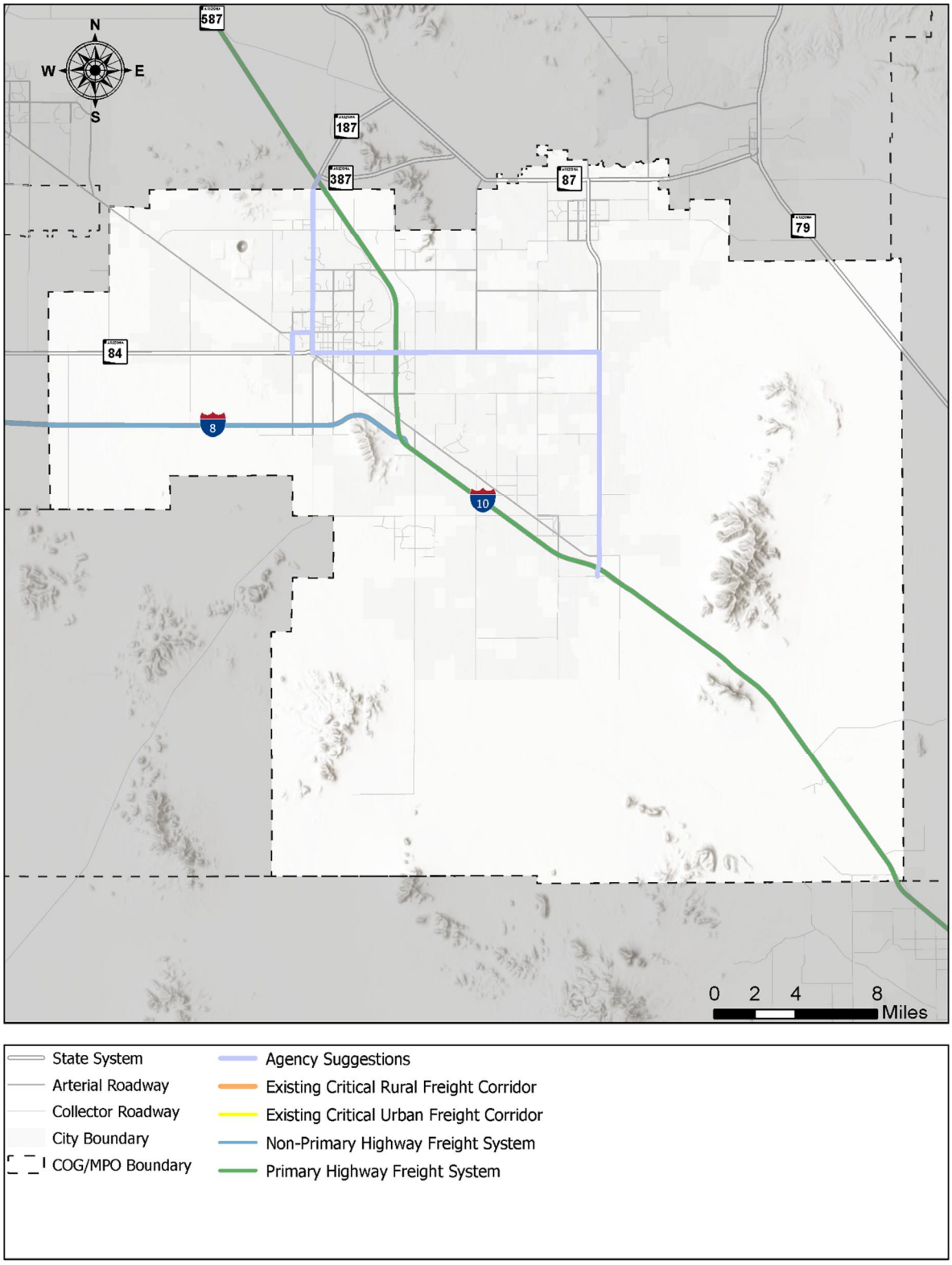


Figure A35. SCMPO Freight Corridor Suggestions

Yuma Metropolitan Planning Organization (YMPO)

Consultation Date: February 4, 2025

Consultation Representatives: Crystal Figueroa, Fernando Villegas

In southwestern Arizona, the YMPO region shares a border with California and an international border with Mexico. YMPO is home to two international ports of entry, with one primarily being a commercial port of entry known as San Luis II. YMPO is a heavily urbanized region, with much of the populace living in or near Yuma, the region's freight issues are primarily urbanized and specified to exact locations. The region has expressed that there are some improvement projects underway but acknowledge the issues still present on their roadways.

US 95 is a major freight corridor through the region and connects YMPO from the San Luis Port of Entry up I-10 to the north. US 95 passes through San Luis, Somerton, and Yuma towards the Yuma Proving Grounds – a military testing center that is a major freight generator in the region. US 95 passes through urbanized areas as well as farmland.

Avenue B is a roadway connection from San Luis Port of Entry II into SR 195 and will be designated as a commercial truck route to connect the port to the rest of the national highway network. This planned diversion would utilize County 25th Street for the connection to Avenue B. Truck traffic utilizes Avenue B north of SR 195 and up through Somerton on County 15th Street. The intersection of Avenue B and County 15th Street is directly next to the intersection of County 15th Street and US 95, which presents safety and reliability concerns.

Avenue E is the current connection to the San Luis Port of Entry II. This existing connection to the port has residential and commercial development occurring along the route, between SR 195 to the port of entry, and has caused conflict between trucks and residents. There are plans in place, as indicated by YMPO staff through the YMPO Long Range Transportation Plan, including the reference to the future planned alignment of Avenue E to Avenue D to reduce the amount of truck traffic taking US 95.

Avenue 3E is a host to many industrial/freight generators to the region. The route travels through agricultural and residential areas, then a mix of agricultural and industrial uses, the route passes the Yuma International Airport, the airport industrial area, the I-8/Gila Ridge industrial area, and the industrial centers north of I-8. Congestion and travel time reliability have become a concern for the roadway. The roadway, prior to its connection to I-8, bridges over railroad tracks which has resulted in traffic signals being in close proximity to each other. YMPO acknowledges the growth of trucking needs at the intersection of Gila Ridge Road, where several truck stops and freight generators are located.

Telegraph Bypass describes a corridor by YMPO as a route that is often used as a bypass route around the Telegraph Pass and primarily utilizes county roads. The general path taken by these trucks is not a straight shot and requires a series of turns. The route generally follows: **E County 3rd Street – S Avenue 16 E – E County 4th Street – S Avenue 18 E – E County 6th Street – S Avenue 19 E – E County 8th Street – S Avenue 20 E – Old US 80**. The roadways experience a large amount of local agricultural traffic. YMPO expressed that many of these trucks are heading towards Yuma Proving Ground.

Following the meeting with the agency, **Figure A36** was produced to better visualize the corridors that were discussed. These suggestions were incorporated into the Data Evaluation portion of this project and will be used to further prioritize the suggestions into future recommendations.

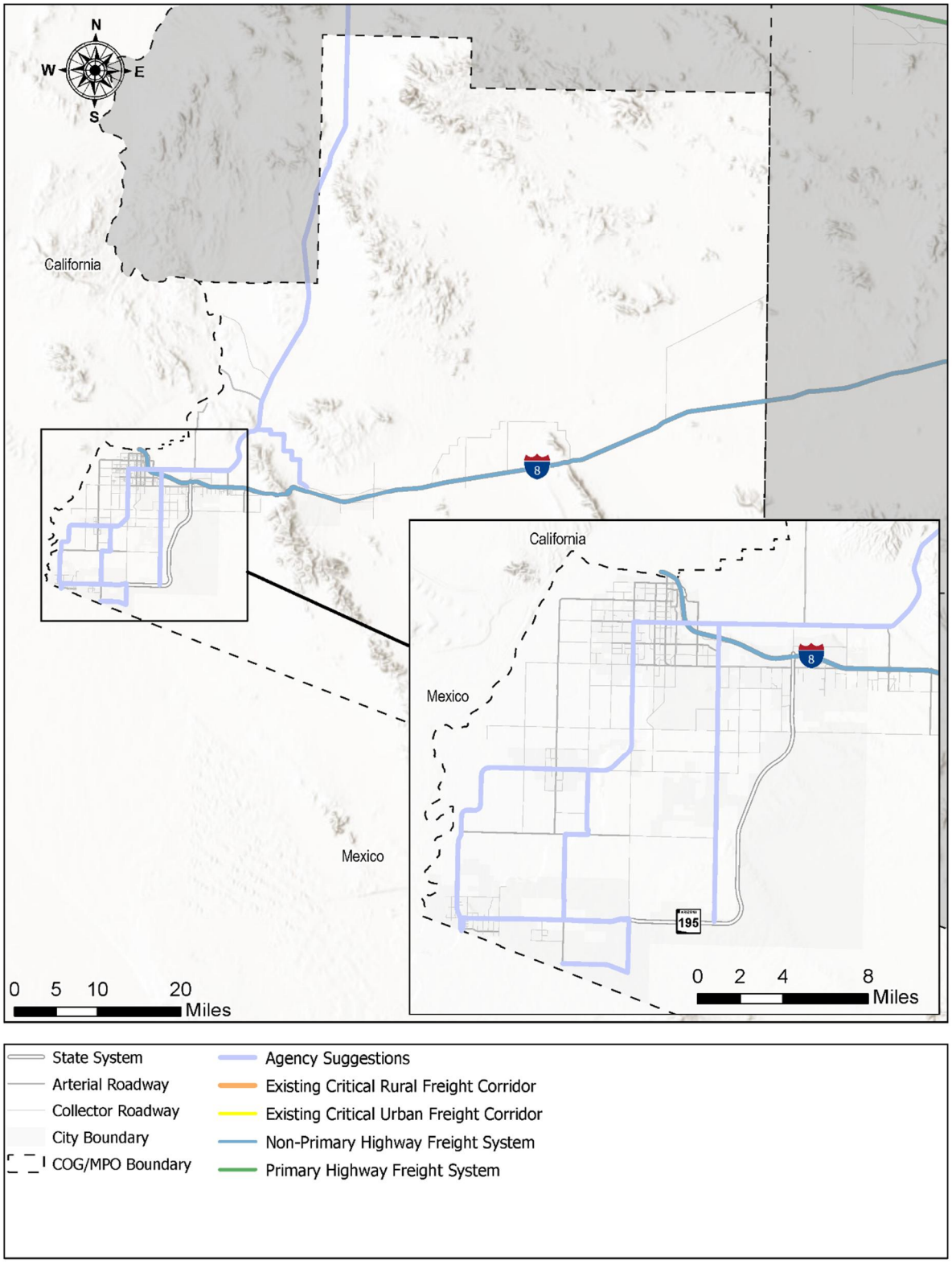


Figure A36. YMPO Freight Corridor Suggestions

Tribes

Consultation Date: April 11, 2025

Consultation Representatives: Cocopah Indian Tribe – Arturo Durazo and Gary Magrino and Salt River Pima-Maricopa Indian Community (SRPMIC) – Jennifer Jack

A virtual consultation was conducted for this project with invited representatives from all Tribes in Arizona. Tribal reservations make up over a quarter of the state's total land area with roughly 1,200 miles of Arizona's state highway system traversing Tribal lands. ADOT consulted with Arizona Tribes to collect feedback regarding high priority freight corridors for safety and mobility located on Tribal land that needed to be considered that had not been captured by previous consultation discussions with COGs and MPOs. The following feedback was obtained during the consultation as well as following the meeting:

The corridor from Mexico (Yuma area) to Nevada (Las Vegas area) is a major freight route throughout the state that impacts many Tribal lands. The only section identified as missing from other consultation feedback is the importance of adding **SR 95** from I-10 to SR 72 to provide a contiguously designated route through the state. Although the pavement condition is in good shape, it is important to maintain continuity along the corridor path through the state and consider this corridor for designation because pavement could deteriorate quickly over time with increased truck traffic.

Mohave Road through the Colorado River Reservation west of Quartzite is heavily traveled by trucks as a bypass to not have to cross the state line to US 95 from I-10.

SR 87 traveling east out of the Phoenix metropolitan region continues to be a dangerous high-speed corridor. There is a landfill in the area and a Salt River Materials Group aggregate mining operation that cause truck traffic and heavy equipment to be traveling on SR 87. Smaller roadways connecting to SR 87 make merging and connections challenging, especially with high-speed tourist traffic. There also needs to be freight designation on SR 87 between SR 188 and SR 260 in Payson as this is a continuous truck travel route for trucks getting to the northeast part of the state. The intersection in Payson of SR 87 and SR 260 is typically congested with heavy tourist/travel traffic, which is made more challenging with freight presence in the traffic queues. SRPMIC wants to improve the safety of routes that have trucks but is not looking to attract more freight to SR 87 with improvements.

Avenue 3E is a bypass to SR 195 used as a county farm type road. Preference should be to designate SR 195 over Avenue 3E in prioritization ranking, although there is quite a bit of farm equipment movement on Avenue 3E that causes safety and mobility freight challenges.

SR 264 has a corridor study currently being completed. This corridor is known to be used for hazardous material freight movement. When there is a closure on I-40, SR 264 is used as a parallel detour route to connect to US 89.

Other corridors in the northeast portion of the state experience speeding and lack of lighting that create safety concerns related to trucks, including **SR 64**, **US 89**, **SR 98**, and **US 160**.

SR 61 and **SR 191** are particularly concerning when I-40 is closed, and traffic needs to reroute to get to or from New Mexico through the Zuni Reservation. Truck turning radius is a challenge as well as pavement conditions on the Arizona side of SR 61.

Although not specifically a corridor for designation consideration, Tribes have been getting more requests for last-mile autonomous trucking route use. Tribes should consider matching state

requirements for autonomous vehicle usage as well as stay up to date on pavement marking, pavement condition, signage, and other roadway characteristics that autonomous vehicles need to utilize the roads safely.

A consideration for data analysis purposes is that some Tribal crash data is likely missing from the statewide database. Specific requests to Tribes should be made to ensure crash data on sovereign land is accounted for in data analysis processes.

Following the consultation meeting, additional information was forwarded to the project team to consider as high-priority freight corridor considerations for this project. A summary of that information is as follows:

- **US 70** has heavy truck traffic and should be designated as a freight network segment. There is a lighting issue at the US 70 casino entrance located at milepost 258.4. Other challenges with US 70 include guardrail being needed along various points, turning lane improvement at Winkelman Road and Apache Burger, frontage road improvements around Beverly Hills and High School residence areas, safety issues at Noline Country Store, and general speeding issues along the corridor.
- There are a number of issues that have been identified of concern along **SR 264** from the westernmost boundary from the Moenkopi SR 264/SR 164 junction at milepost 321.97 east to the Hopi and Navajo Reservation location at milepost 426.05, including lack of road striping maintenance, lack of rumble strips, inadequate signage, poor pavement condition within the Hopi boundary, limited paved shoulders, safety and mobility concerns in school areas, the need for school bus route safety pullouts and bus turn pullouts that travel SR 264 to support school districts and schools, among others. There is a lot of traffic and crashes that have historically been underreported, misrepresenting SR 264 as a safe stretch of highway within the boundaries of the Hopi Nation.
- **SR 191** north of I-40 from Chambers to Ganado is a highly traveled route for tourists to the Navajo Nation, the Grand Canyon, the Four Corners, Monument Valley, Canyon de Chelly, and other parts of the northeastern part of the state, warranting consideration as a state smart highway.

Arizona Trucking Association (ATA)

Consultation Date: March 20, 2025

Consultation Representatives: ATA Quarterly Board Meeting Participants

The ATA first Quarterly Meeting of 2025 was attended to solicit feedback from ATA members in attendance regarding important corridors for freight investment consideration that had not been captured by previous consultation discussions with COGs and MPOs. The following corridors were noted on a map for ADOT to consider:

US 89 from Flagstaff to the Utah state border is a major thoroughfare for the trucking industry and is often limited to a single lane each direction with patches of poor pavement.

US 93 from Phoenix to the Nevada state border is an important corridor to travel to the Las Vegas metropolitan area. This corridor has interchanges of concern for freight safety and mobility, particularly in the Wickenburg and Kingman areas. The route is already heavily traveled by single occupancy vehicles. This corridor is designated as the future I-11 corridor and needs to be maintained in its designation for freight investment until such time that I-11 is built out.

I-10 Business Route through Casa Grande serves as a bypass for I-10 freight routing and is getting a lot of private investment that restricts safe freight use.

SR 347 (John Wayne Parkway) is heavily traveled by freight and is experiencing significant growth that restricts safe freight use.

I-10/I-8 interchange south of Casa Grande is an important junction in the state and needs to be maintained and supported well for all state mobility.

US 70/US 191 junction in Safford is a concern as well as the approaches to the junction because of travel behavior changes as the urbanized areas are approached.

I-8/SR 85 interchange in the Gila Bend area is an important junction in the state and needs to be maintained and supported well for all state mobility.

In general, there is no one main issue that is affecting all freight mobility because it is a combination of corridors through certain areas of the state and time of year when freight is traversing the corridors. ATA member feedback was generally positive about the state's pavement quality and making sure to address problem areas as they arise.

Appendix B: Peer Agency Consultation Notes

Florida Department of Transportation (FDOT)

Consultation Date: January 13, 2025

Consultation Representatives: Daniel Fetahovic, Holly Cohen

FDOT does not fully utilize their allocated mileage, keeping a buffer of mileage that is indicated in **Table A18**. The agency also evaluates truck parking needs utilizing the mileage provided, with truck parking presenting an important topic of discussion. The agency also has a de-designation for formally removing projects (and in turn, mileage) from their network.

Table A18. FDOT CUFC/CRFC Allocated/Used

	Allocated Total	Allocated Used
CUFC	160.07	159.86
CRFC	600	309.89

FDOT's approach to designation of their critical urban and rural freight corridors follows a quantitative and qualitative approach, following a roughly 80% quantitative and 20% qualitative formula for corridor selection. This approach relies less heavily on the data evaluation and incorporates spoken/written input that was provided to FDOT through the state's MPOs, FAC, and State Districts (hereafter referred to as *members*).

Qualitative Approach

This approach is important to FDOT, as having these conversations with their members allows the agency to facilitate education on the subject and maintain the strong connection that the agency has made with their members. FDOT emphasized the importance of continuing these relationships as it greatly improves the process. FDOT utilizes their District freight coordinators as they have these established relationships with the MPOs and counties already, and that helps with understanding local needs and priorities. It is imperative that FDOT maintains this relationship with local partners as it assists the local partners understanding their role in the entire process and keeps FDOT in-tune with what is happening around the state. Some feedback provided to FDOT has led the agency to utilize the funding towards truck parking infrastructure or grade separation needs.

The qualitative approach starts with the yearly call for consultations on freight priorities in the state as they relate to freight corridor designation. FDOT utilizes consultants for documentation and facilitation of these meetings. These meetings review existing designations and evaluate whether projects that were created for the corridors have been completed so that FDOT can update their existing designation to remove those corridors and return the mileage back to the system elsewhere. The meetings also help address any questions that members may have regarding the process or educate the members on any updates to the process since previously meeting.

The meeting process continues through the first couple of months of the year, where in March the agency takes all the verbal feedback and documents the suggestions that were provided. These will be used in statewide prioritization efforts that are conducted by FDOT in-house for which corridors would benefit the most from designation.

Quantitative Approach

The analysis conducted occurs in-house at FDOT for the entire state and involves an evaluation of the entire roadway network in Florida to then prioritize new corridors for designation. Existing corridors in the prioritization that did not receive a project maintain their priority need, though their level of priority may change. This updated prioritization list is then presented back to the members for feedback before moving forward on developing projects that can then be programmed into the state's project list. The projects vary in type but ultimately the projects are considered eligible only if there are potential impacts to the network. Project eligibility requirements are communicated with FHWA ahead of the project programming stage.

Some of these projects may involve truck parking locations, taking trucks off the road at peak periods. Truck parking has evolved into a priority issue for FDOT as the need to address the number of available parking options for trucks has increased as trucks are parking in undesignated locations. Other projects involve grade separation, which helps to alleviate bottleneck issues where freight is the primary mode of transportation.

Challenges

FDOT has noted that while their process appears streamlined, it does present challenges that must be kept up to maintain this process and relationships. One of the biggest challenges that the agency noted was managing all the projects that are enabled like their funding and construction status.

Documentation of the process has been challenging for the agency, as there is no consensus on the level of detail that is required for documenting changes, which makes education efforts of the process more difficult to execute when leadership or priorities change. Extensive documentation can slow down the process and be counter-intuitive to understanding the process taken by FDOT.

Illinois Department of Transportation (IDOT)

Consultation Date: January 24, 2025

Consultation Representatives: Adam Gabany, Janel Veile, Brenda Anderson

IDOT has re-established a Competitive Freight Program (CFP). The reasoning behind its re-establishment deals with the recent updates to the total mileage cap. Understanding the CFP helps explain how IDOT conducts its consultations with their member agencies in Illinois. The total mileage allocated and used by IDOT is presented in **Table A19**.

Table A19. IDOT CUFC/CRFC Allocated/Used

	Allocated Total	Allocated Used
CUFC	168.54	167.87
CRFC	600	328.84

IDOT's approach to designation begins with a call for projects statewide. This call for projects is focused on identifying existing issues or challenges in the statewide network through the various COGs and MPOs (hereafter referred to as *members*) in the state. This call for projects process is part of the Illinois CFP.

Competitive Freight Program (CFP)

The CFP was initially introduced in 2018, the year following the initial designation efforts that IDOT led previously. The program was re-established during the 2023 Illinois State Freight Plan update where the CFP helped IDOT designate corridors as critical for freight. This process is planned to be updated every five years, in coordination with updates to the State Freight Plan.

When the CFP begins, member agencies and private partners (with a sponsor/support from the local agency the partnership has been engaged in) can submit their projects to IDOT. Users must submit a completed form online or send to IDOT with all the appropriate attachments. The approach to the form is data-driven and includes items like truck routes, volumes, and crash data. Projects must already have been created under this system by the members prior to submitting the application. As users fill out the application, they can use an interactive map developed by consultants that lets the members input their scoring information and see how it ranks with other projects from other jurisdictions – essentially helping the member agency determine if filling out the form is necessary. The form can be divided into eight total sections as outlines briefly below:

Section 1 – Applicant Information

The first portion includes basic contact information from the agency making the request.

Section 2 – Project Information

This information includes anything relevant to the project like location/need, project registration information, project funding information, and other supplementary freight information.

Section 3 – Registration Information

This section includes information on the project such as TIP ID, state and federal project numbers, and other identifying information.

Section 4 – Project Funding Information

This section provides the total project cost, funding eligibility, detailed cost estimates, conflicts of interest and grant budgets or applications.

Section 5 – Supplementary Freight Information

This section helps IDOT classify the project in terminology that is used for freight corridor designations, asking questions related to the urban or rural nature of the project location, whether the project is on the priority freight network, and modal type.

Section 6 – Highway Scoring Criteria

Highway Scoring Criteria is utilized for prioritization and is fully transparent on the metrics that IDOT will be using to score the project. The categories include safety, reliability, system enhancements, operational needs, and truck parking applications.

Section 7 – Intermodal Scoring Criteria

This section places the focus on the intermodal aspects of a given project, as IDOT prioritizes intermodal facilities greater than other projects in applications. The scoring criteria evaluates safety, modal connectivity, and mode shifts.

Section 8 – Crosscutting Measures

Crosscutting outlines what the project can help establish prior to receiving the funding or beginning construction. This includes detailing any applicable partnerships in place, the readiness of the project, and any Equity or Environmental Justice impacts.

Once the form has been completed and submitted to IDOT, the projects are reviewed and then their priority levels evaluated. This all occurs once the call for projects has been completed. Once reviewed, IDOT makes the decision for critical freight corridor designation, its type, and applicable use. This allows IDOT the opportunity to reassess the needs in the state and understand where their priorities should be focused. The agency selects only the most impactful projects for receiving the freight network designation and potential funding that comes with designation. This list is reviewed by the member agencies to provide any input before the formal list of designations is provided to FHWA for review of their updated corridors. This list also includes any corridors that have been de-designated, which requires a review by IDOT to verify if a project has been completed to allocate that mileage elsewhere.

Some of the projects that have come about through this process include upgrades to existing rest areas to provide additional truck parking spots on site or rebuilding a roadway that leads to a mining operation in northern Illinois.

Challenges

Illinois, like many other states, faces a challenge with funding their projects. With the most impactful projects ranking high on the list, some of these projects remain on the list until the appropriate funding has been allocated to the project because they are massive projects.

Colorado Department of Transportation (CDOT)

Consultation Date: January 30, 2025

Consultation Representatives: Craig Hurst, Erica Denney

CDOT, operating in the state of Colorado, neighbors Arizona and experiences similar freight movement, with freight moving through the state in all directions. CDOT also does not utilize their entire mileage cap as indicated in **Table A20**.

Table A20. CDOT CUFC/CRFC Allocated/Used

	Allocated Total	Allocated Used
CUFC	150	5.02
CRFC	600	127.99

CDOT has a similar call for projects in the state of Colorado like Illinois, where CDOT coordinates with their five Districts to identify projects around their region and submit them to CDOT for review and further prioritization. This process at CDOT is ongoing, but the call for projects occurs every year.

Freight Planning and Engineering Efforts

CDOT is intentional with their freight planning and believe that having a good freight planning and engineering practice can help greatly with economic development, attracting industries and facilitating efficient transportation of goods. CDOT has identified their own in-state freight network to help identify and establish future projects on corridors already having been identified as critical to freight. These corridors are identified separately from this process and focus on roadways that present challenges to trucks like having low vertical clearances on a bridge,

weight limits, or lacking shoulders wide enough to support a truck pulling off to the side. Including design aspects like these into planning efforts helps identify the corridors that need the improvement the most.

Projects that are created by the five Districts do not need to be located on CDOT's own freight network, and CDOT instead designates the projects as either CUFC or CRFC to qualify for the funding. This designation occurs after CDOT has done an internal review of the projects that are provided to the agency and are evaluated using data to justify the need for the project.

CDOT notes that this process has been successful since they originally developed this system. The agency has been able to tackle most low-hanging fruits within a decade.

Stakeholder Involvement

CDOT presents their findings on project prioritization to the five Districts for feedback on the new designations. Once agreed on, CDOT moves to present the planned projects to the FAC. The FAC in Colorado stays involved through the process and includes representatives of the local freight communities around the state. Members of the FAC are given the opportunity to vote on projects that have been identified. All steps and stages of the process are documented and are presented to the FAC for when the FAC meets and provides updates on progress of the projects from funding to phases of construction. It is there for the FAC to understand, and, more importantly, show that the process is working as intended and their suggestions are physically moving.

FAC recommendations move to the director of CDOT for final approval before the letter to FHWA is delivered. This letter outlines the changes in designation to the network through a listing of what has been added to the network, what has been removed, and the reasoning for either option being selected for that corridor.

Challenges

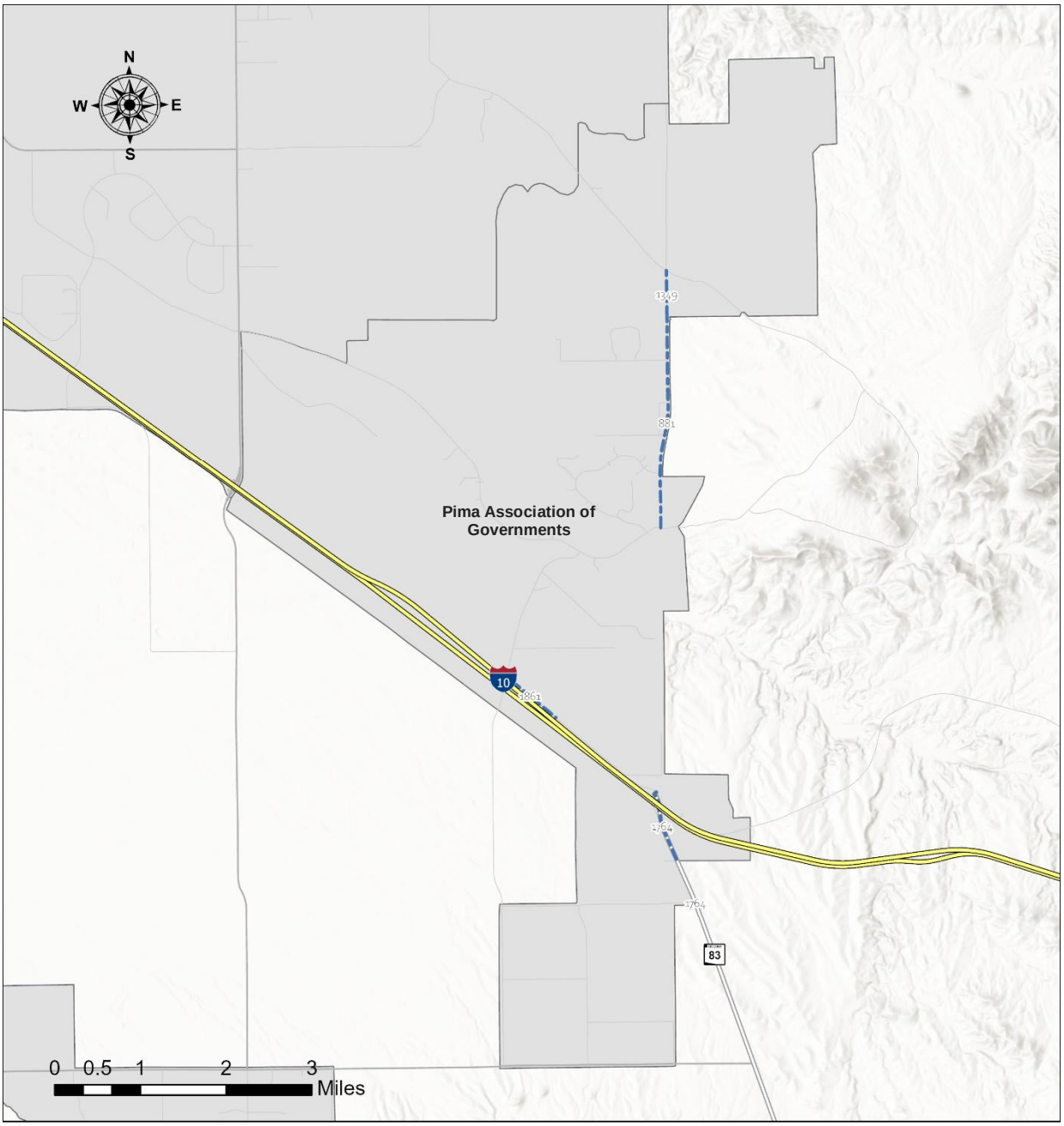
CDOT has expressed there are some challenges with their system, as projects that have been approved with available funding to tackle much of the low hanging fruit in the state are becoming less frequent of an issue to address. CDOT sees an eventual point where projects exceed the funding that critical freight corridor designations provide in a single year and CDOT would start having to look elsewhere for additional funding.

The current corridors that CDOT has currently designated are relatively short corridors and often are bridges or chain-up areas for trucks. These types of projects become difficult to track, especially in remote reaches of the state where access alone is challenging. Organization is something that can always be improved upon for this process, as there are no clear guidelines or stipulations on documentation needed. Improvements in organization can come with maintaining a record of project statuses that are specific to the designation process or improving the readability of the Freight Investment Plan.

Another challenge described by CDOT relates to the fair distribution of mileage and funding between the Districts. While the data analysis component is important to the process, stakeholder input must also be considered as data is only as good as the information that is fed into it – a justifiable qualitative approach would help guide the needs more effectively. The agency also expressed that communication with FHWA can always be improved. From the delivery methods of newly added designated corridors, de-designation of corridors, or finding out what information should be included to be granted approval for funding or the timing of when updated designations need to be submitted. CDOT recommends ADOT have a good working relationship with FHWA so communication on these efforts is smooth.

Appendix C. Prioritization of Urban Corridor Segments (outside of MAG Region)

Scoring Results for PAG Region by Urbanized Area



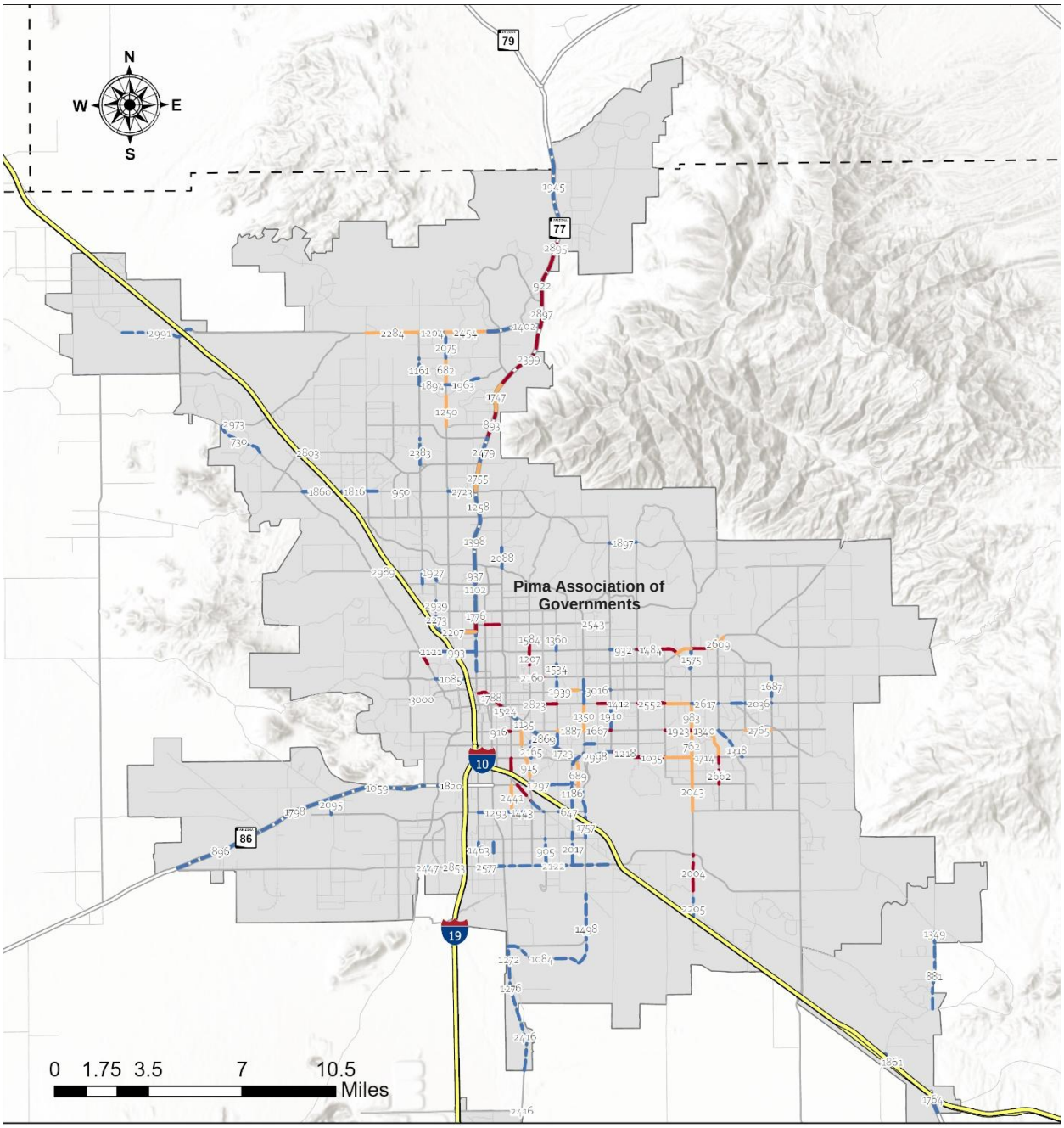
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (PAG)
High (33.5 Miles)
Medium (33.5 Miles)
Low (124 Miles)

Segment ID can be used to reference Appendix B scoring results.

Vail, AZ Urban Area
Pima Association of Governments



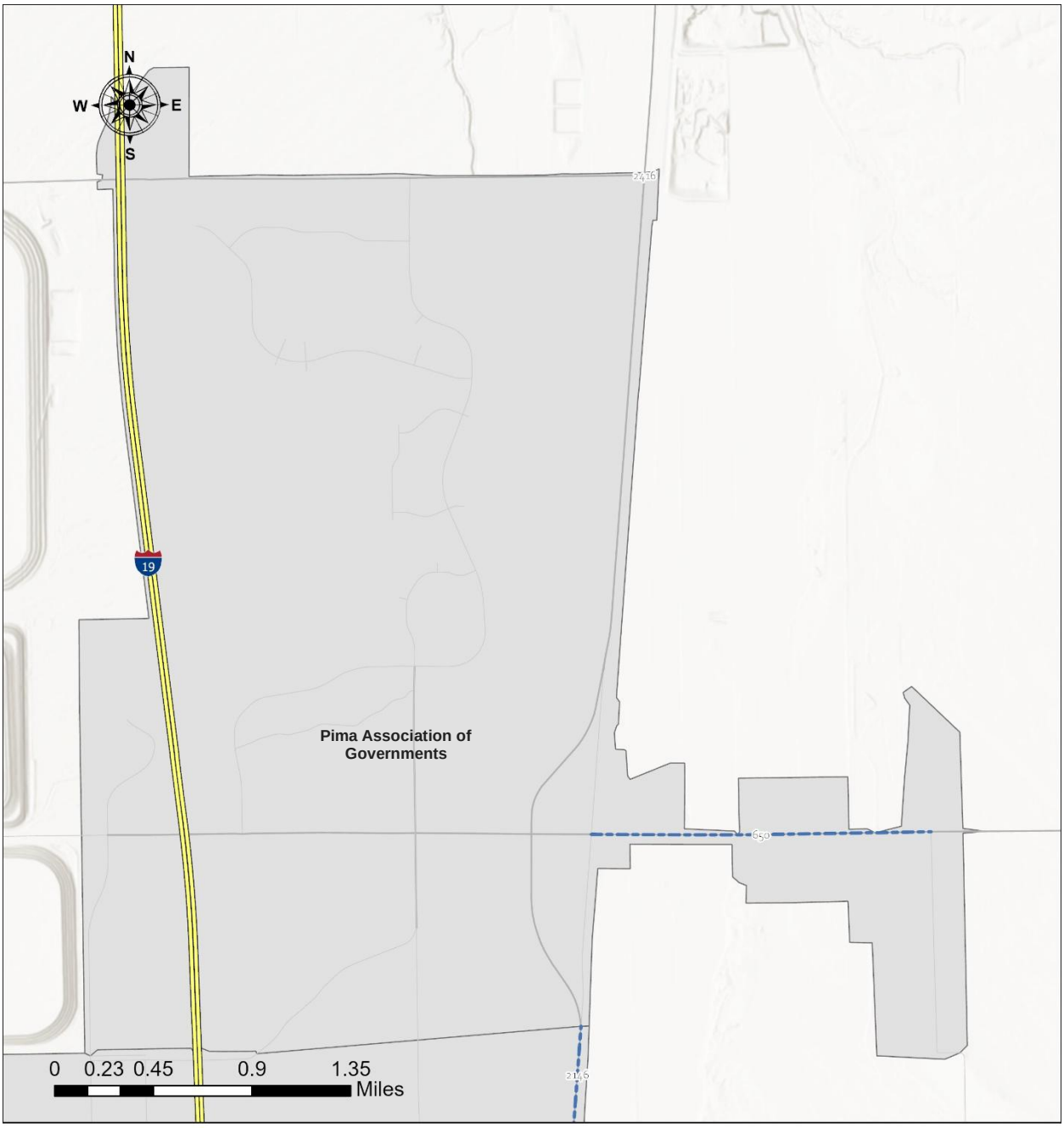
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (PAG)
High (33.5 Miles)
Medium (33.5 Miles)
Low (124 Miles)

Segment ID can be used to reference Appendix B scoring results.

Tucson, AZ Urban Area
Pima Association of Governments



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (PAG)
High (33.5 Miles)
Medium (33.5 Miles)
Low (124 Miles)

Segment ID can be used to reference Appendix B scoring results.

Sahuarita, AZ Urban Area
Pima Association of Governments

Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (PAG)
High (33.5 Miles)
Medium (33.5 Miles)
Low (124 Miles)

Segment ID can be used to reference Appendix B scoring results.

Marana, AZ Urban Area
Pima Association of Governments

Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

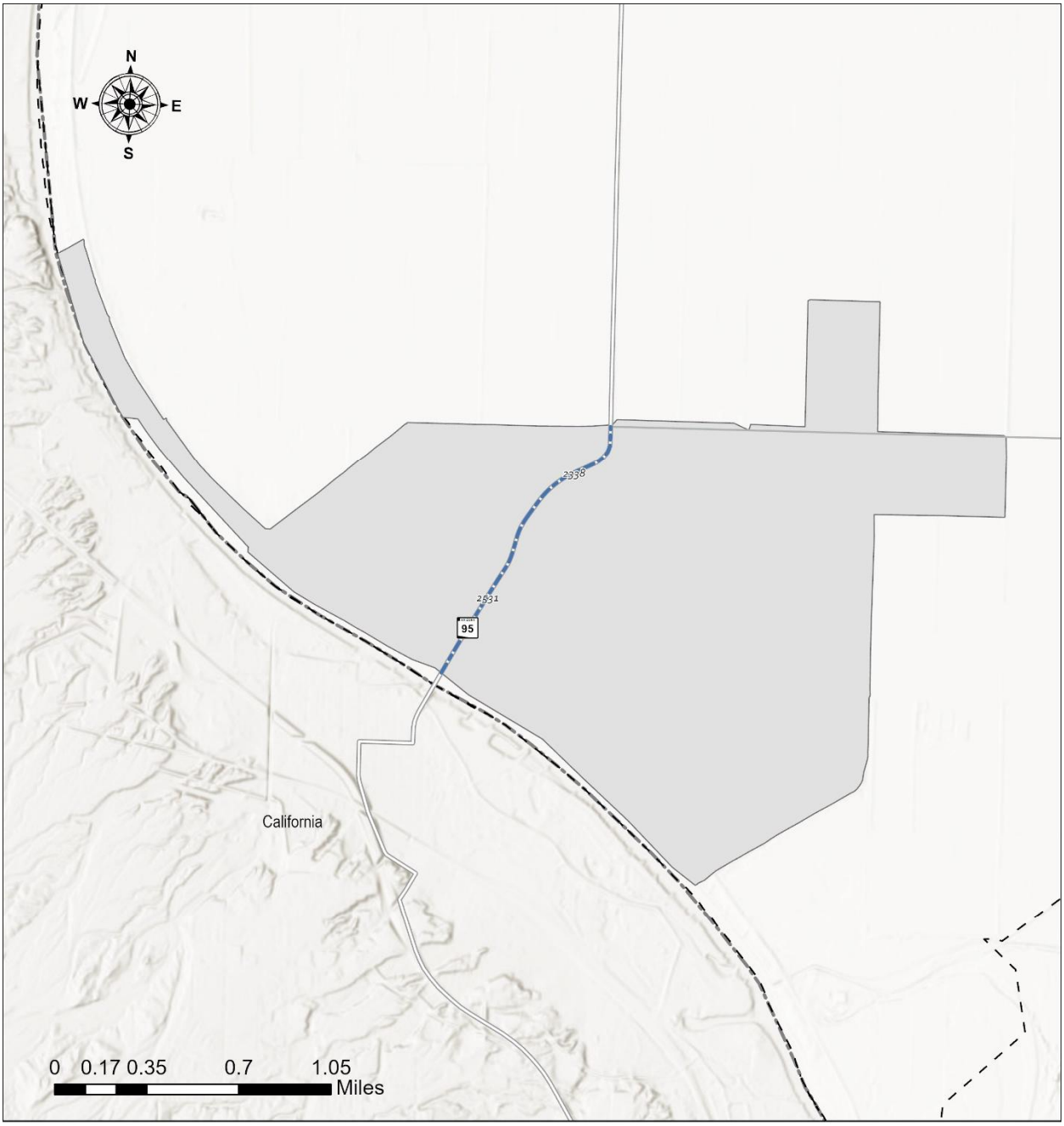
Corridor Scores (PAG)
High (33.5 Miles)
Medium (33.5 Miles)
Low (124 Miles)

Segment ID can be used to reference Appendix B scoring results.

Green Valley, AZ Urban Area
Pima Association of Governments

Scoring Results for Non-PAG/MAG Region by Urbanized Area

Bullhead City Metropolitan Planning Organization



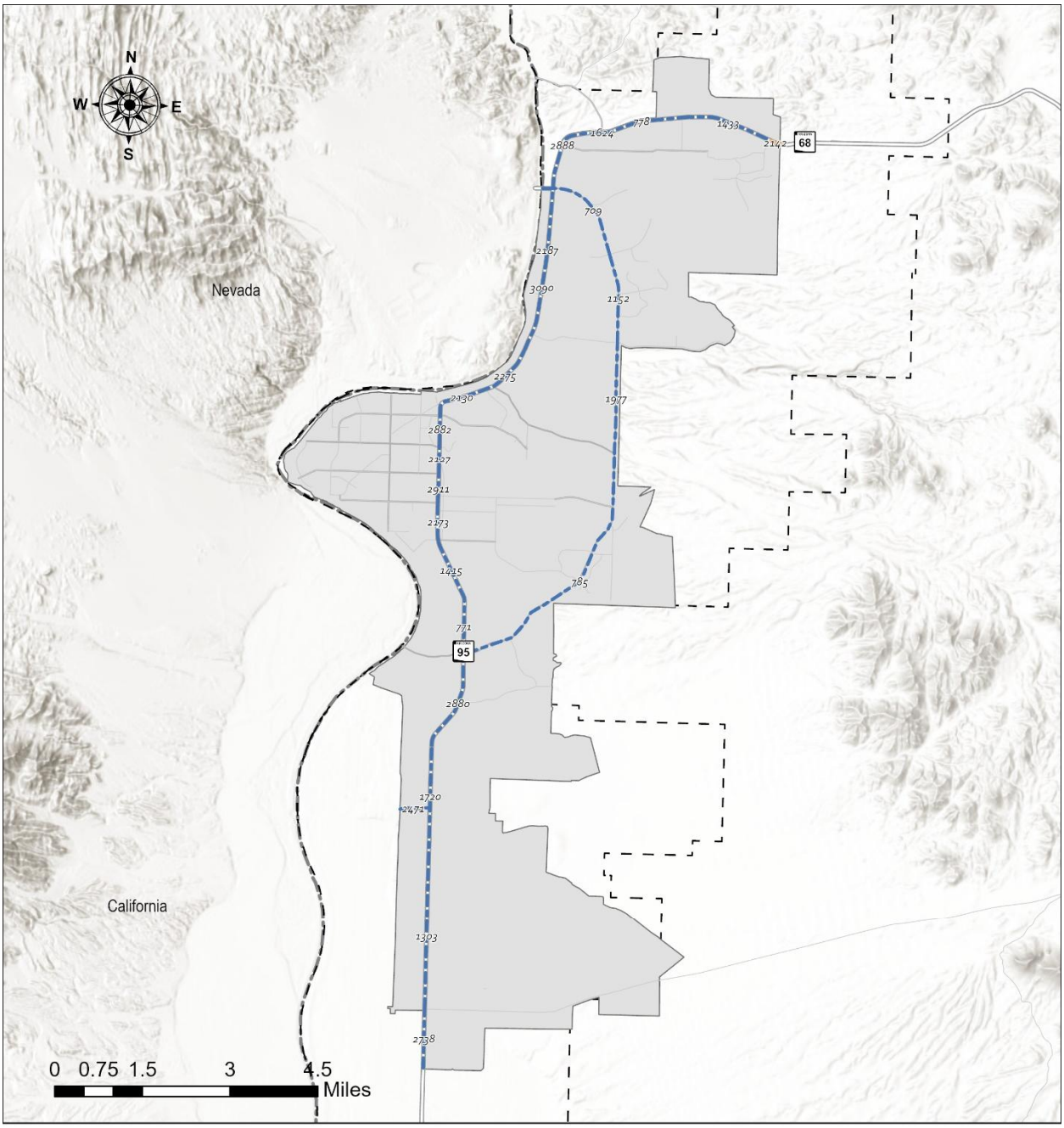
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Needles, CA--AZ Urban Area
Bullhead City Metropolitan Planning Organization



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

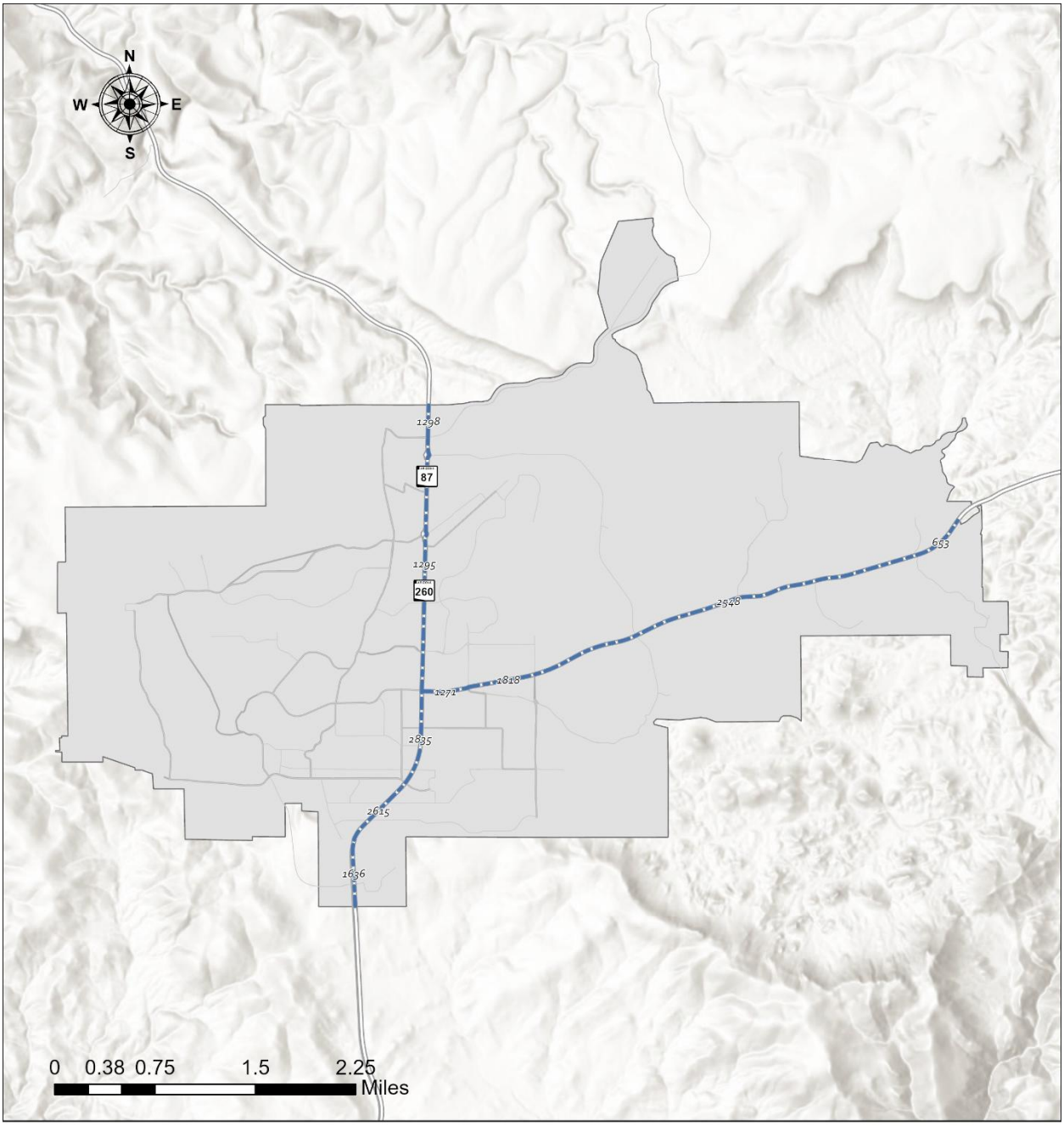
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Bullhead City, AZ--NV Urban Area
Bullhead City Metropolitan Planning Organization

Central Arizona Governments



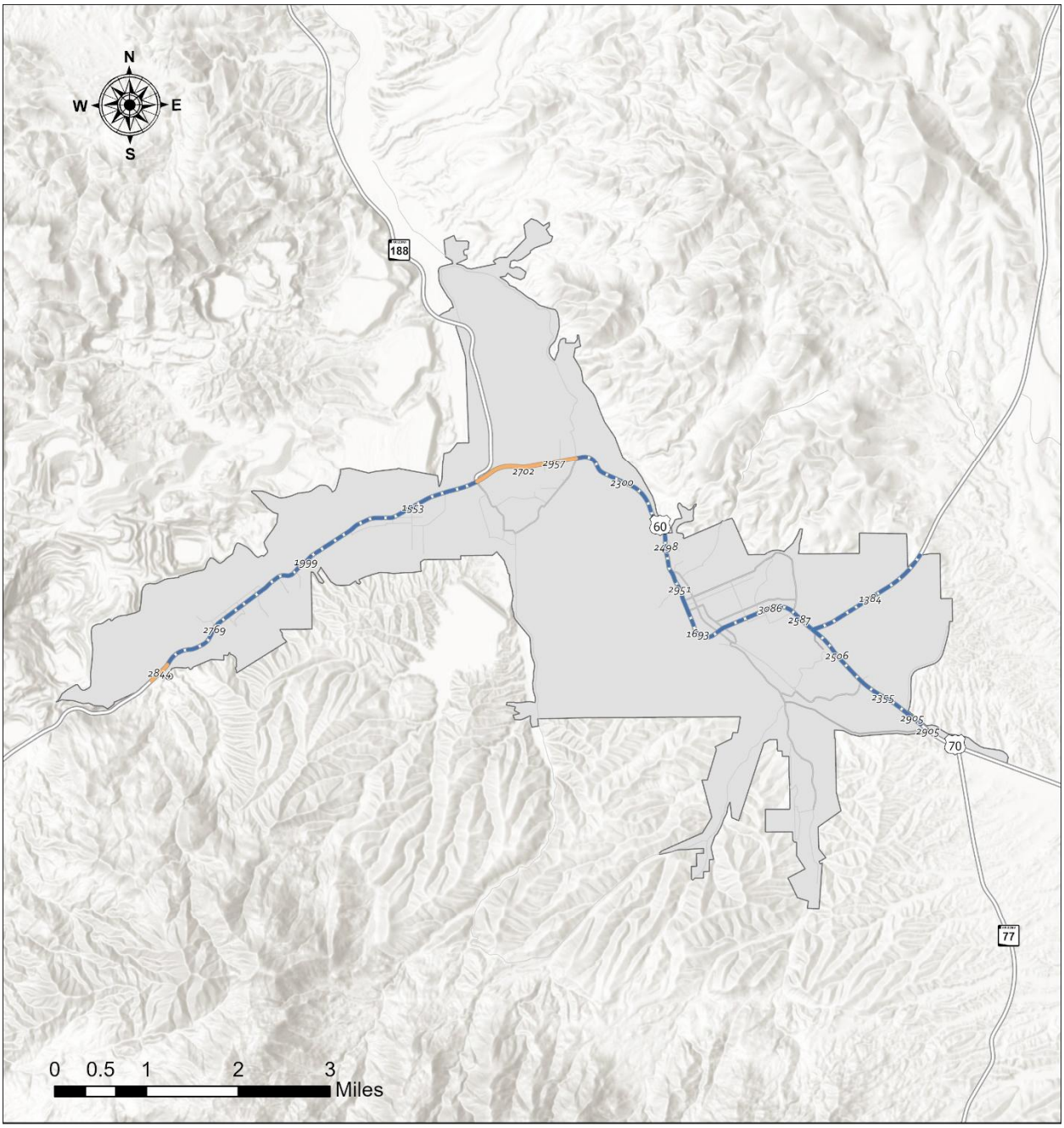
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Payson, AZ Urban Area
Central Arizona Governments



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

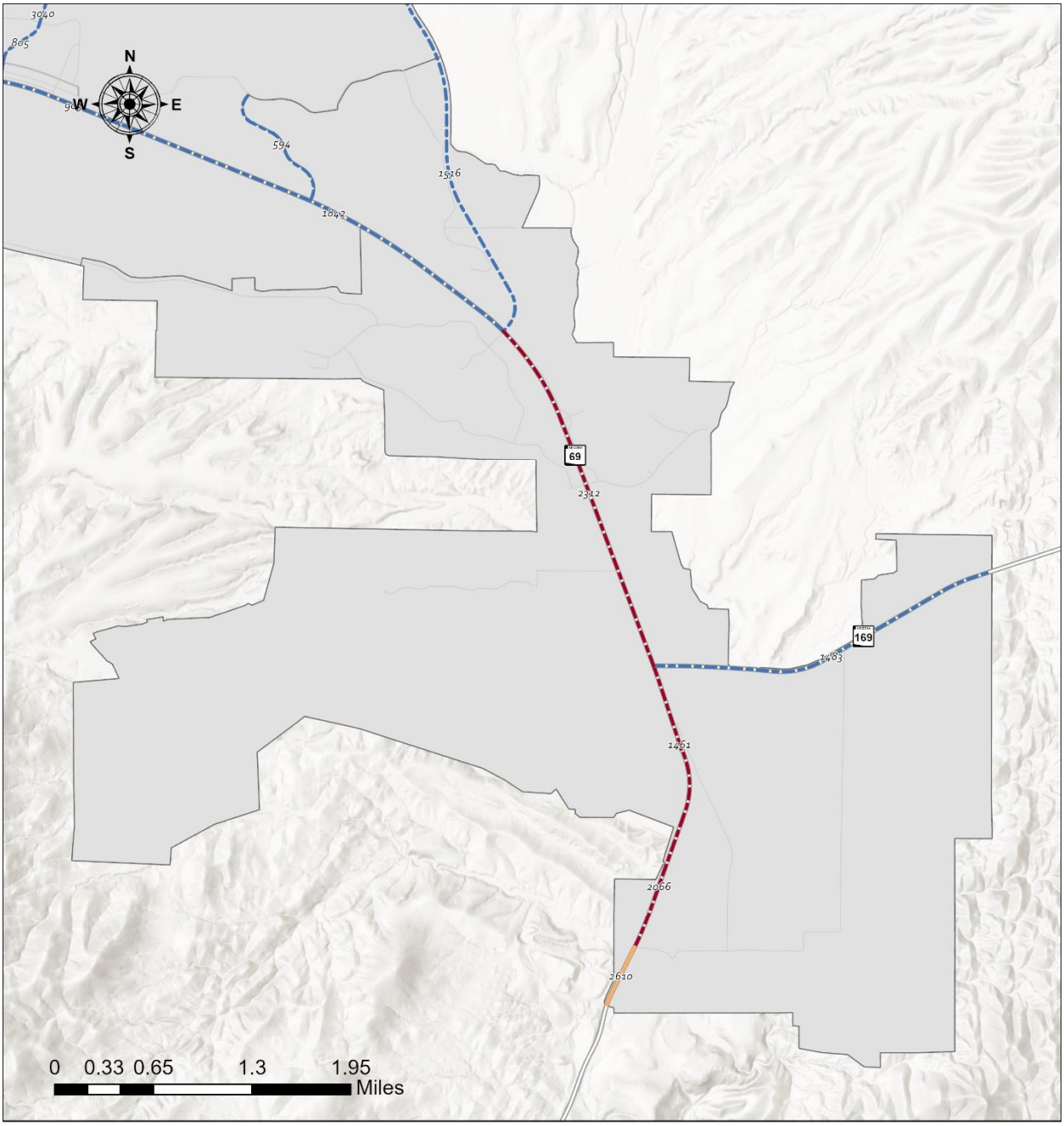
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Globe, AZ Urban Area
Central Arizona Governments

Central Yavapai Metropolitan Planning



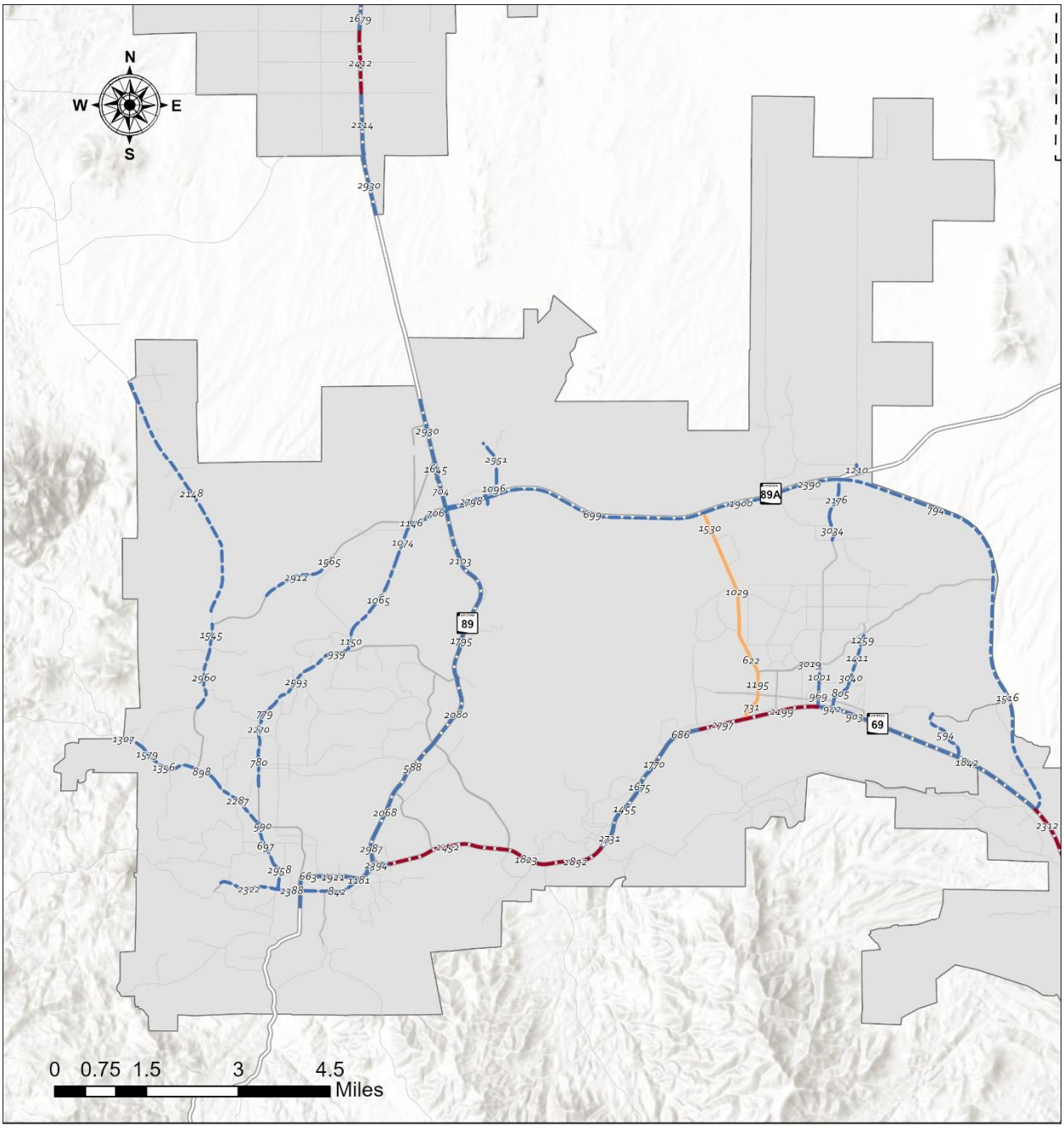
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Prescott Valley East, AZ Urban Area
Central Yavapai Metropolitan Planning Organization



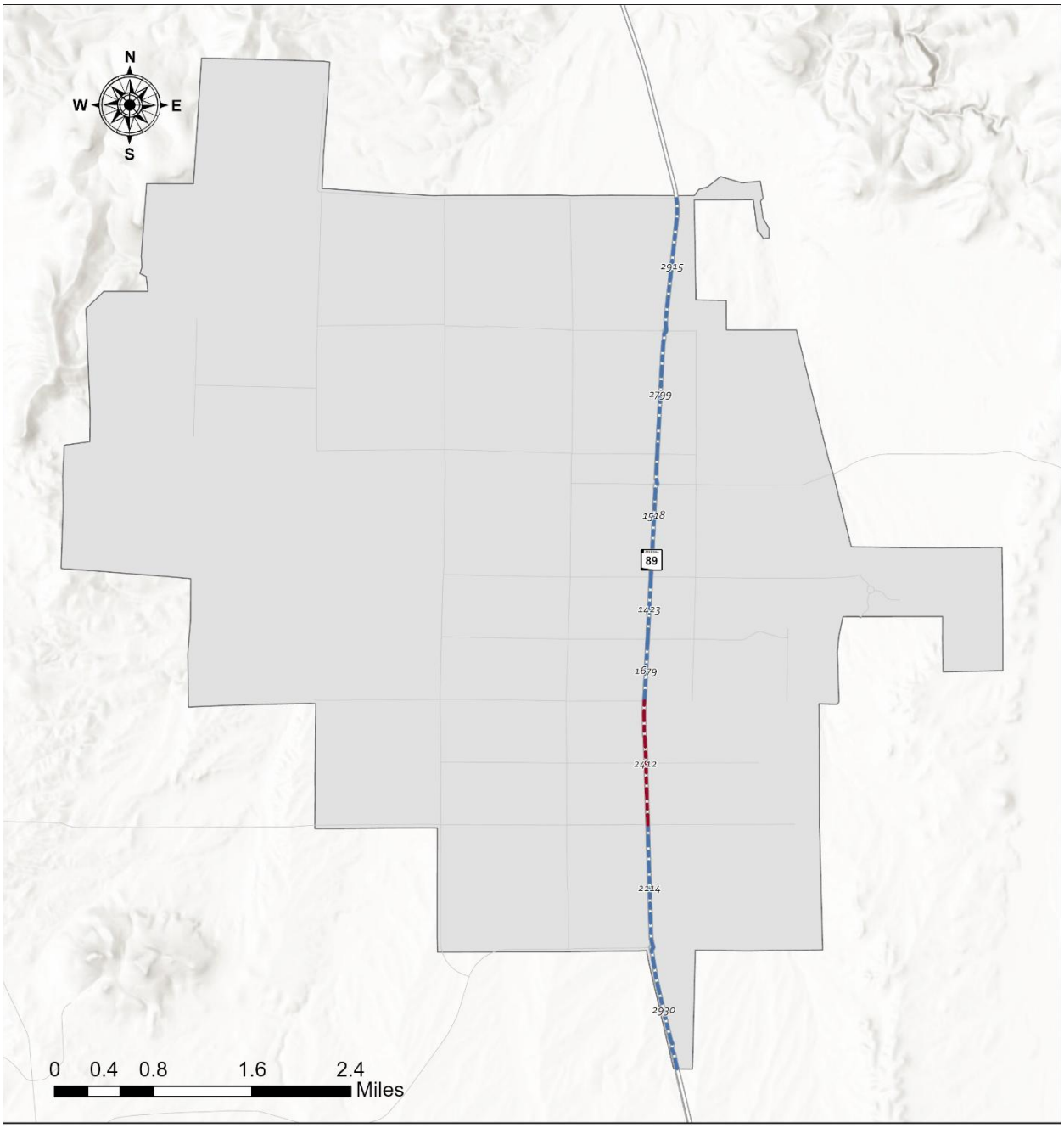
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Prescott--Prescott Valley, AZ
Urban Area
Central Yavapai Metropolitan
Planning Organization



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

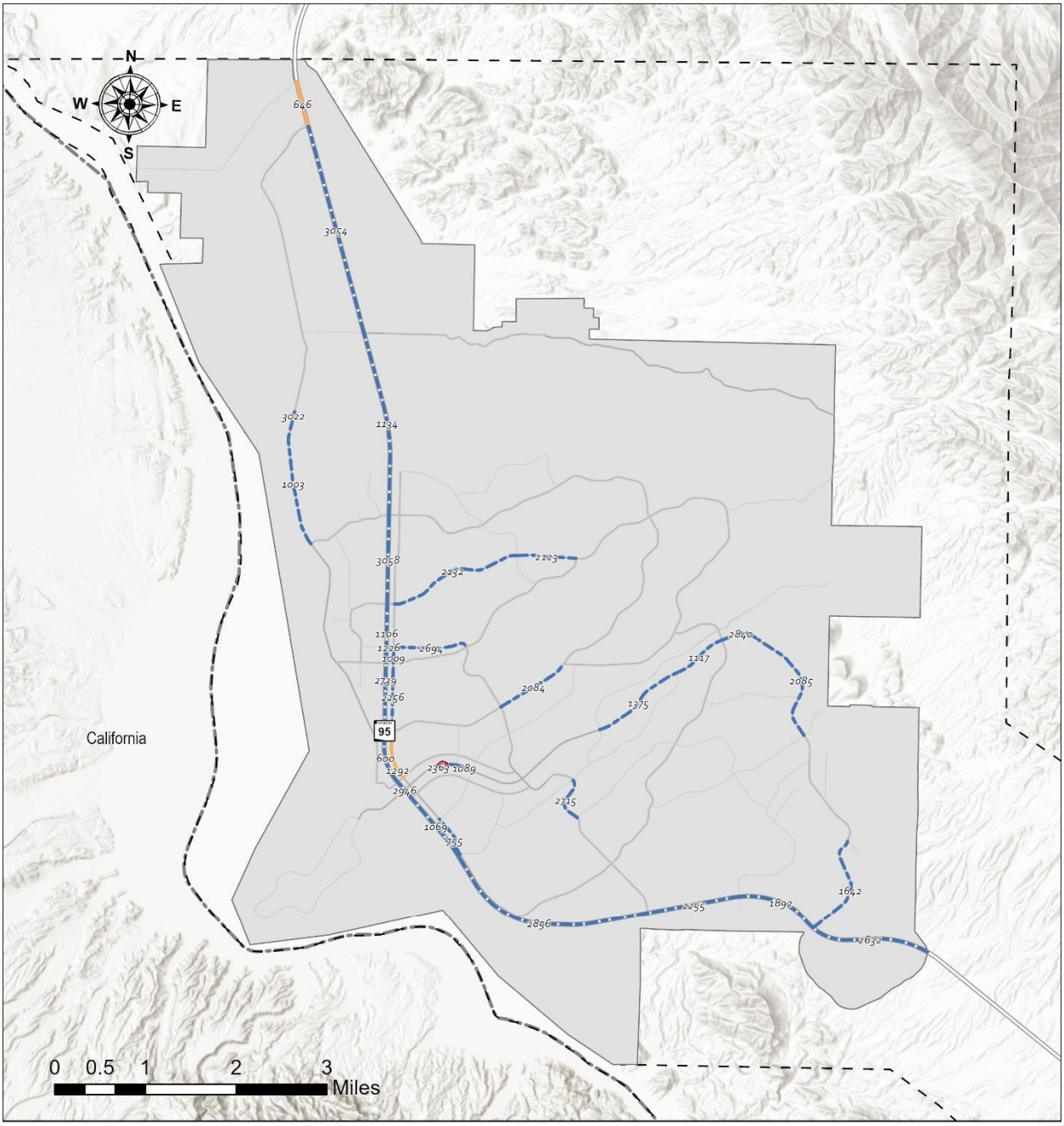
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Chino Valley, AZ Urban Area
Central Yavapai Metropolitan Planning Organization

Lake Havasu Metropolitan Planning Organization



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

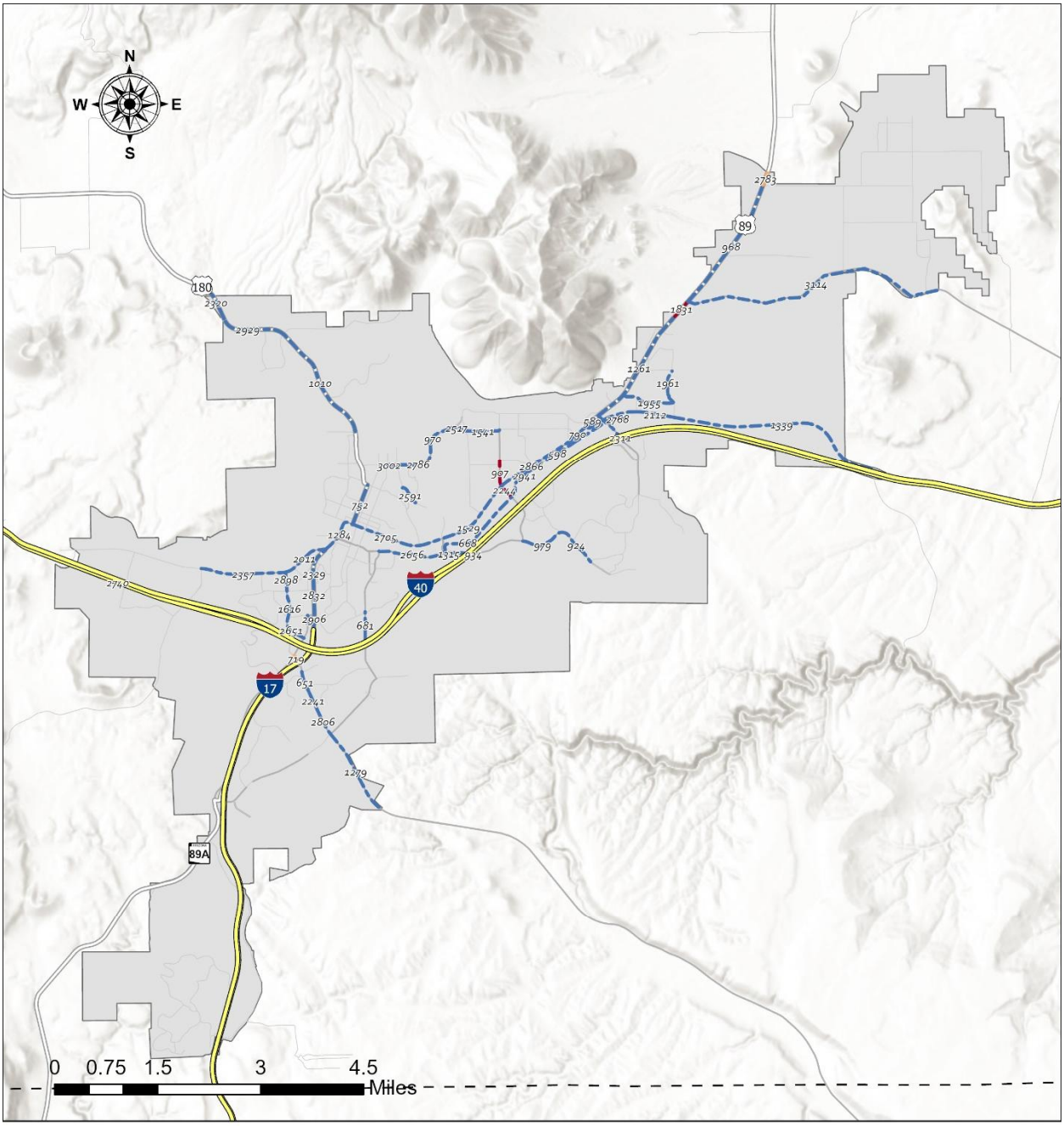
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Lake Havasu City, AZ Urban Area
Sun Corridor Metropolitan Planning Organization

MetroPlan (Flagstaff MPO)



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

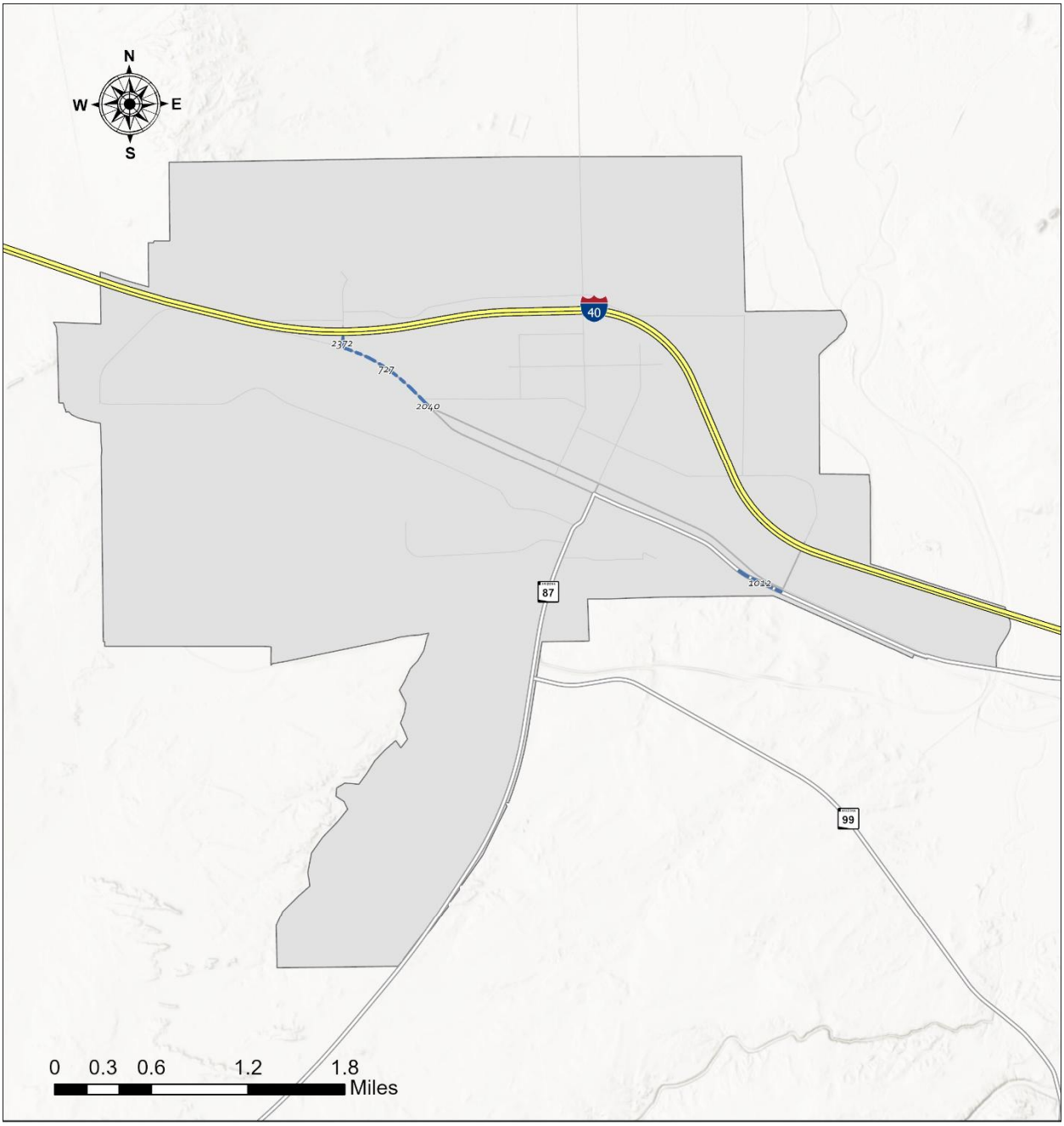
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Flagstaff, AZ Urban Area
MetroPlan (Flagstaff MPO)

Northern Arizona Council of Governments



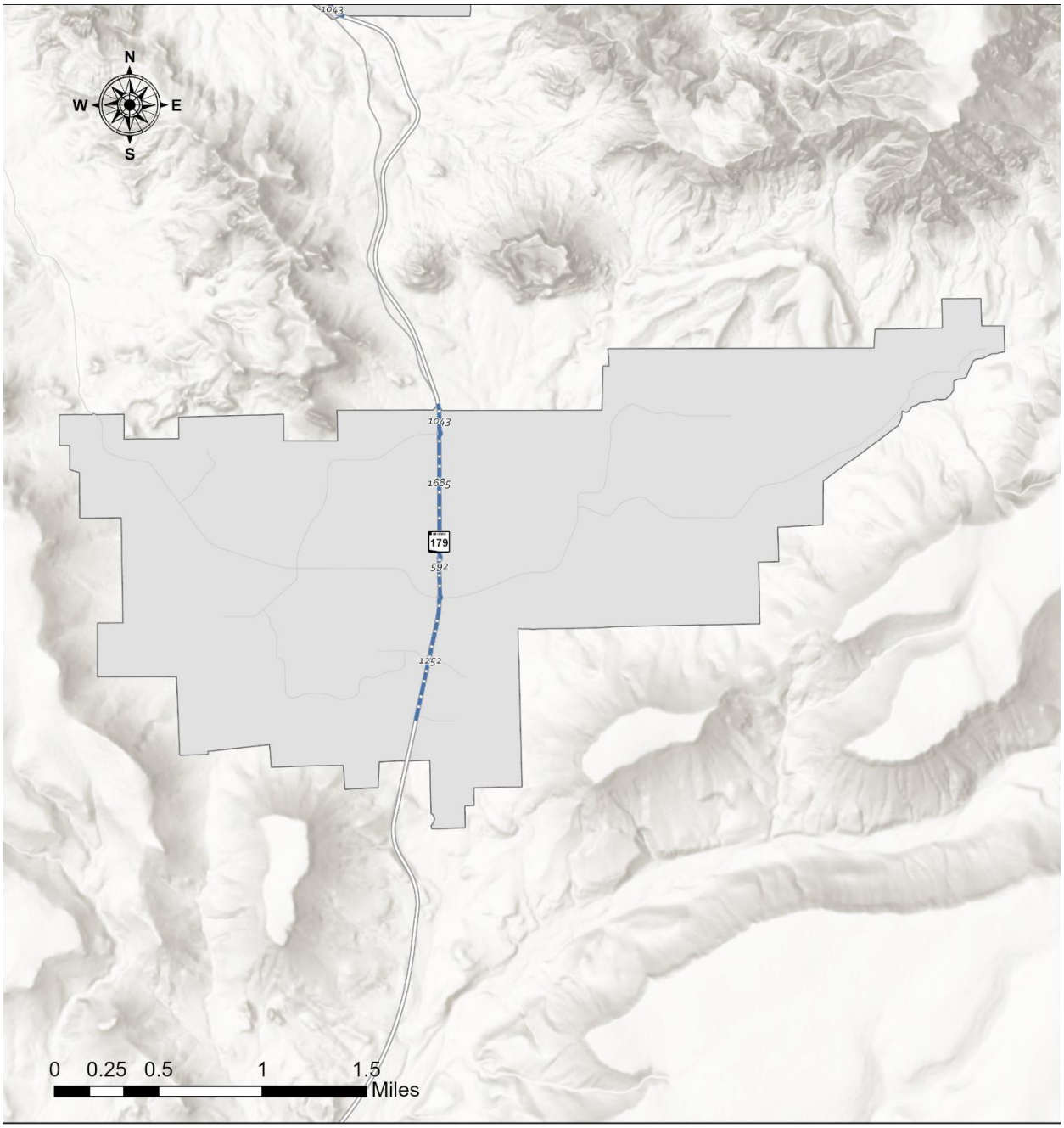
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Winslow, AZ Urban Area
Northern Arizona Council of Governments



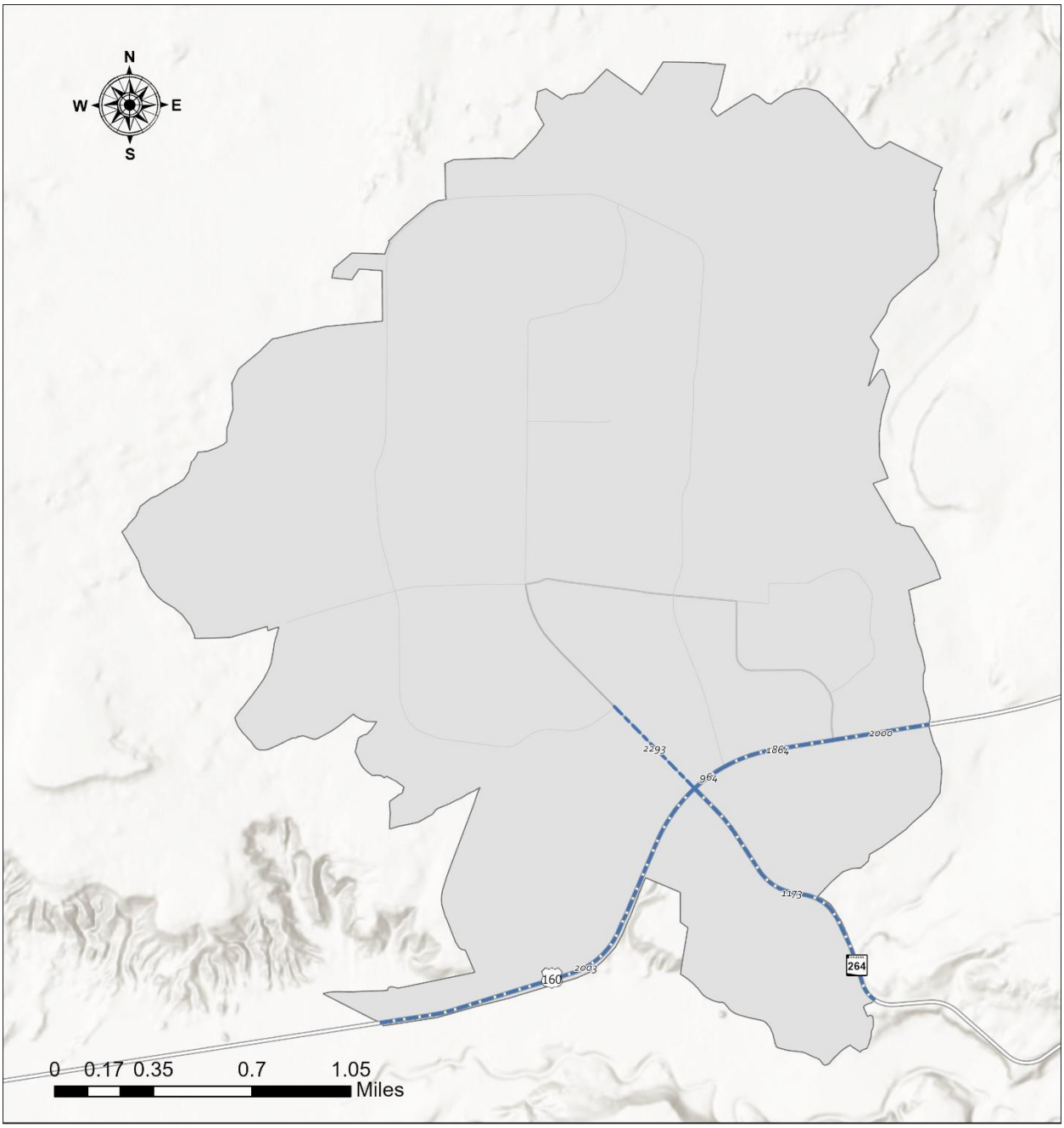
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Village of Oak Creek (Big Park), AZ Urban Area
Northern Arizona Council of Governments



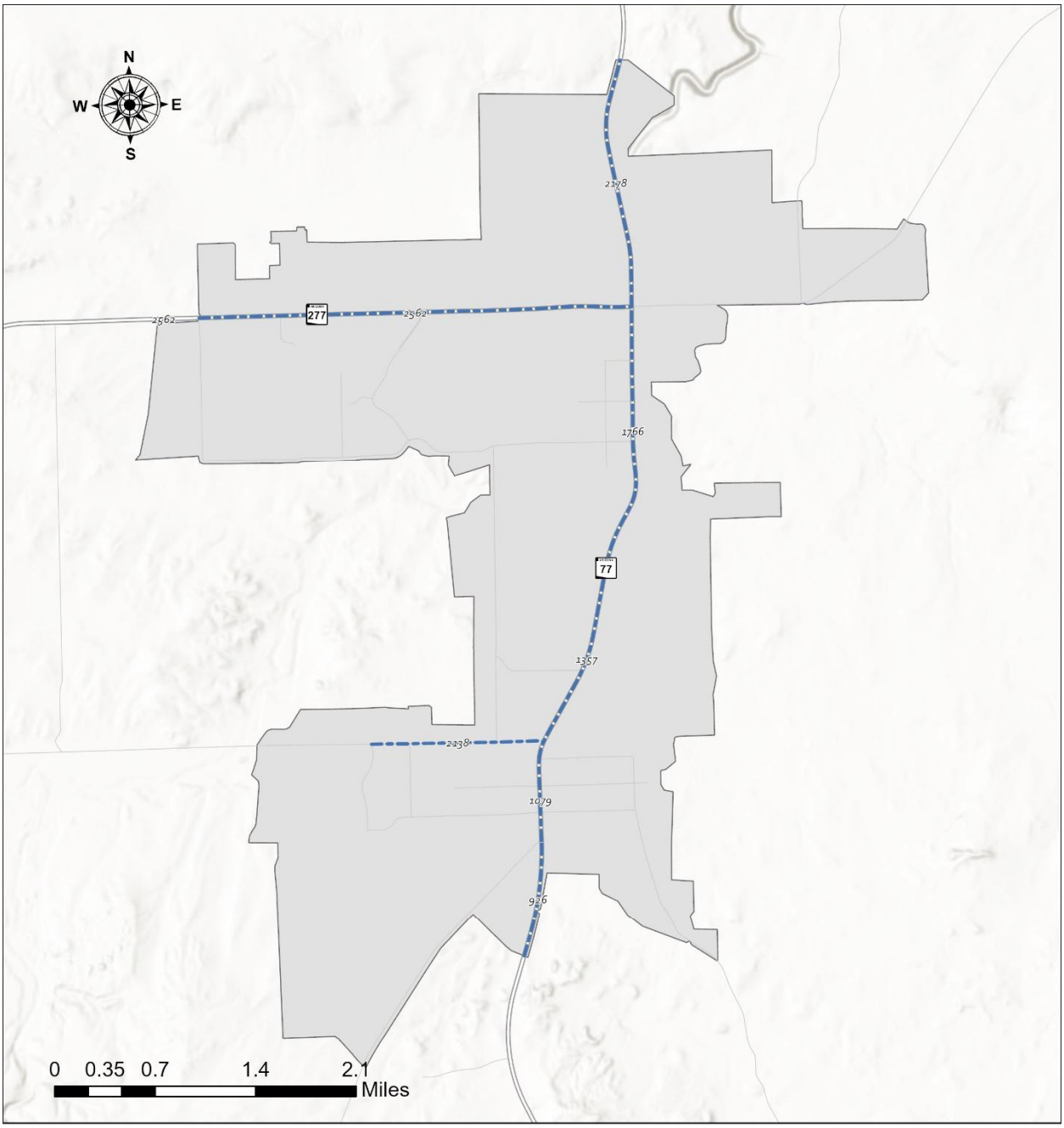
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Tuba City, AZ Urban Area
Northern Arizona Council of Governments



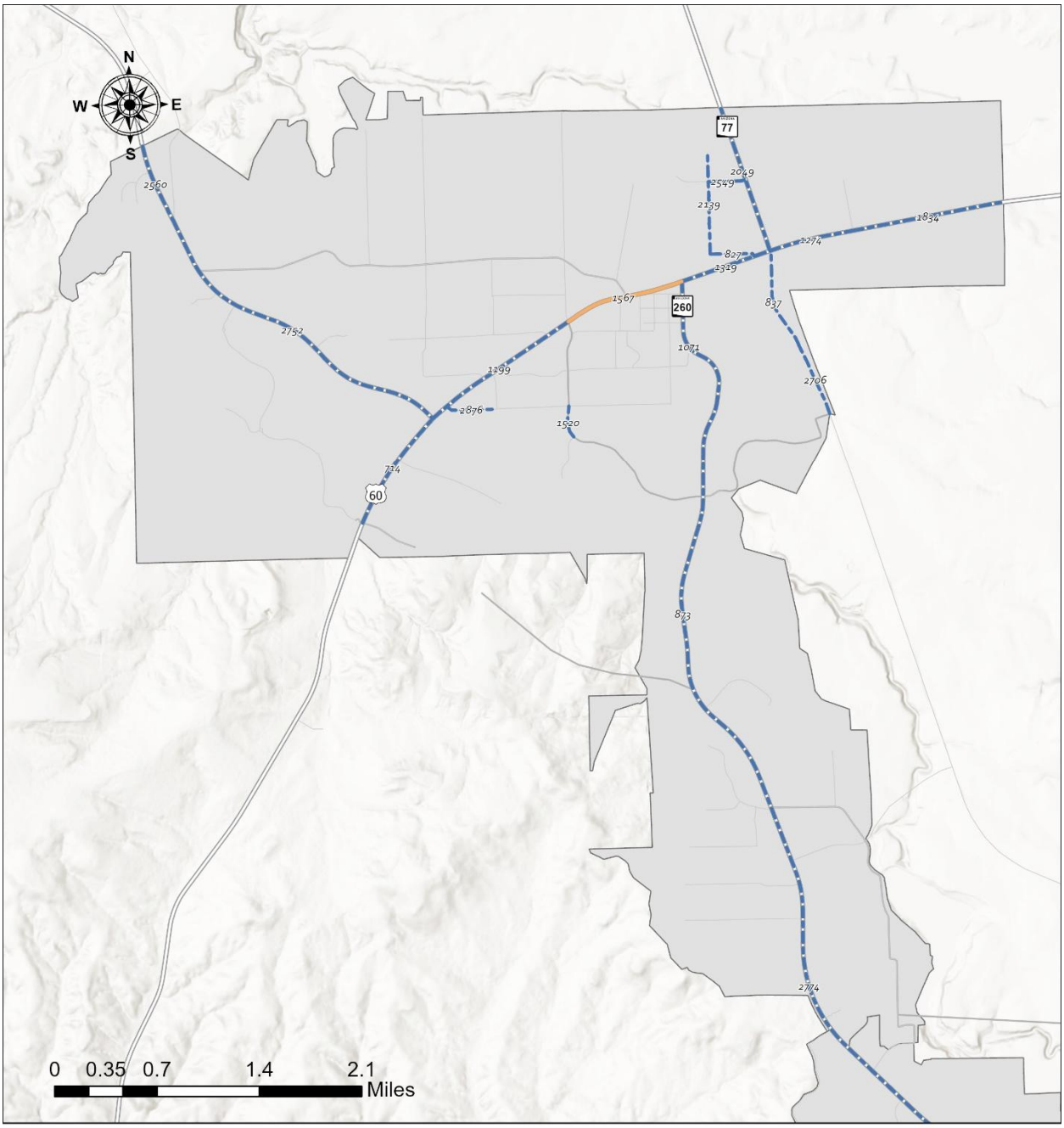
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
- High (25 Miles)
- Medium (25 Miles)
- Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Snowflake, AZ Urban Area
Northern Arizona Council of Governments



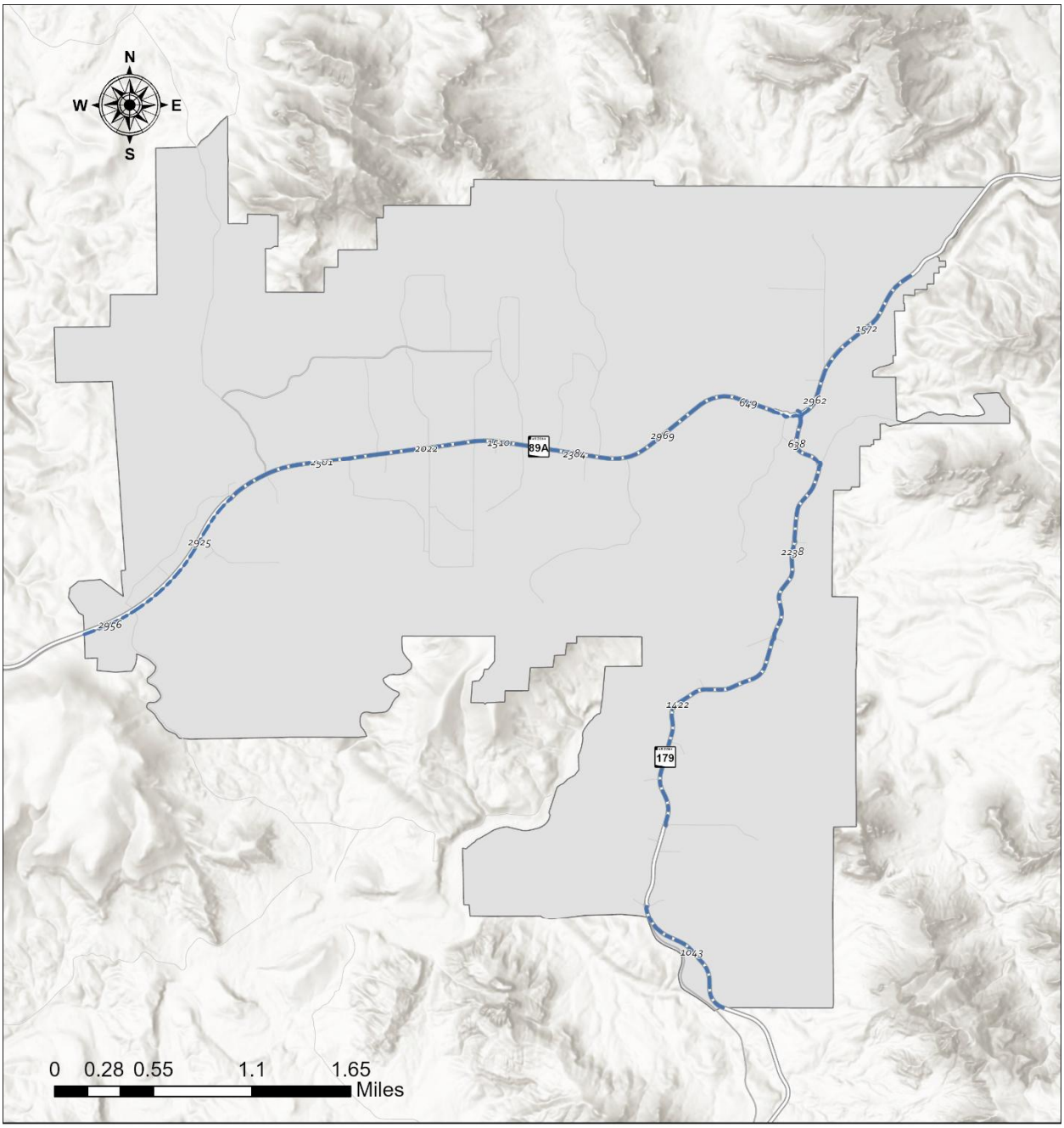
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Show Low, AZ Urban Area
Northern Arizona Council of Governments



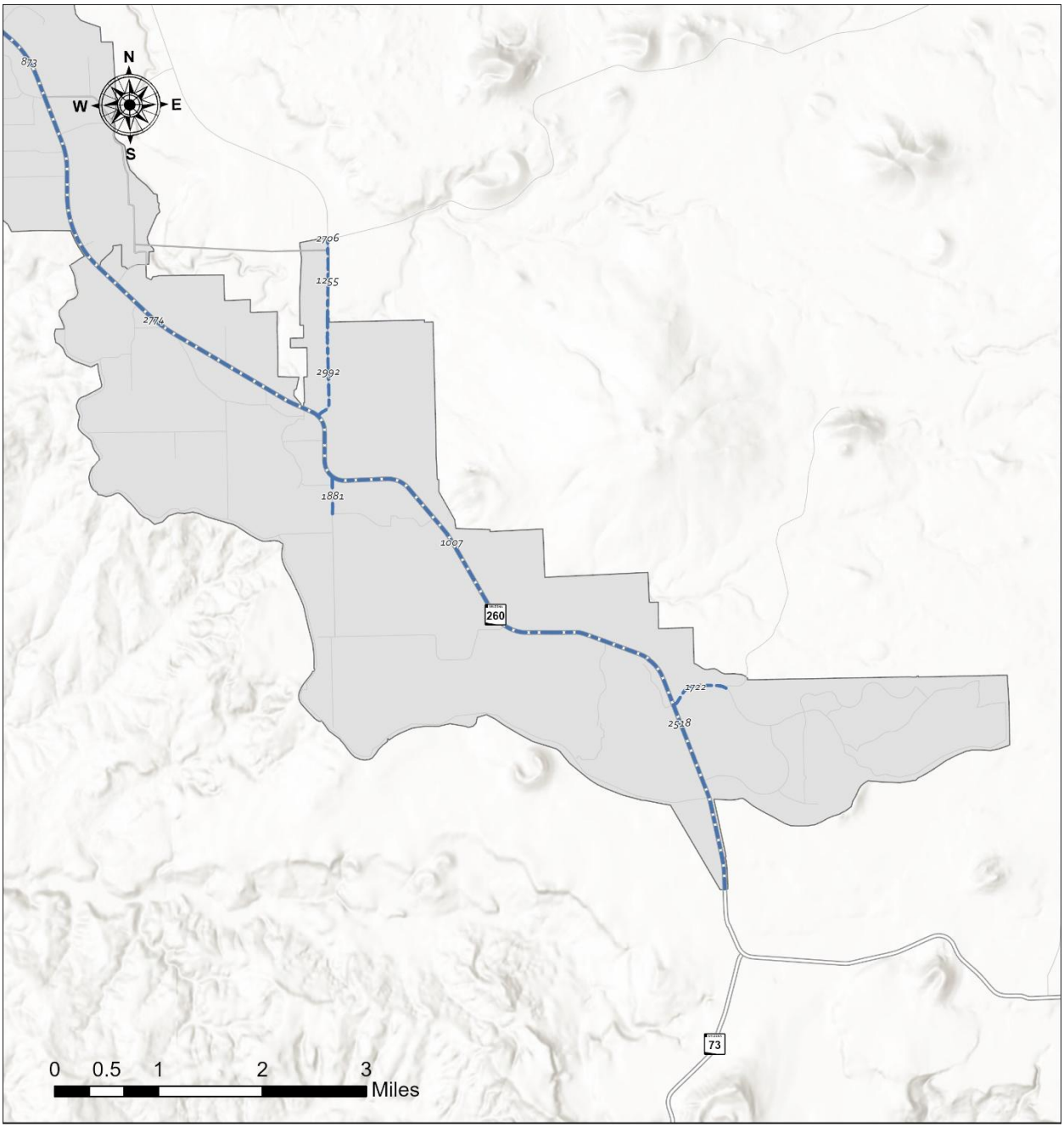
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Sedona, AZ Urban Area
Northern Arizona Council of Governments



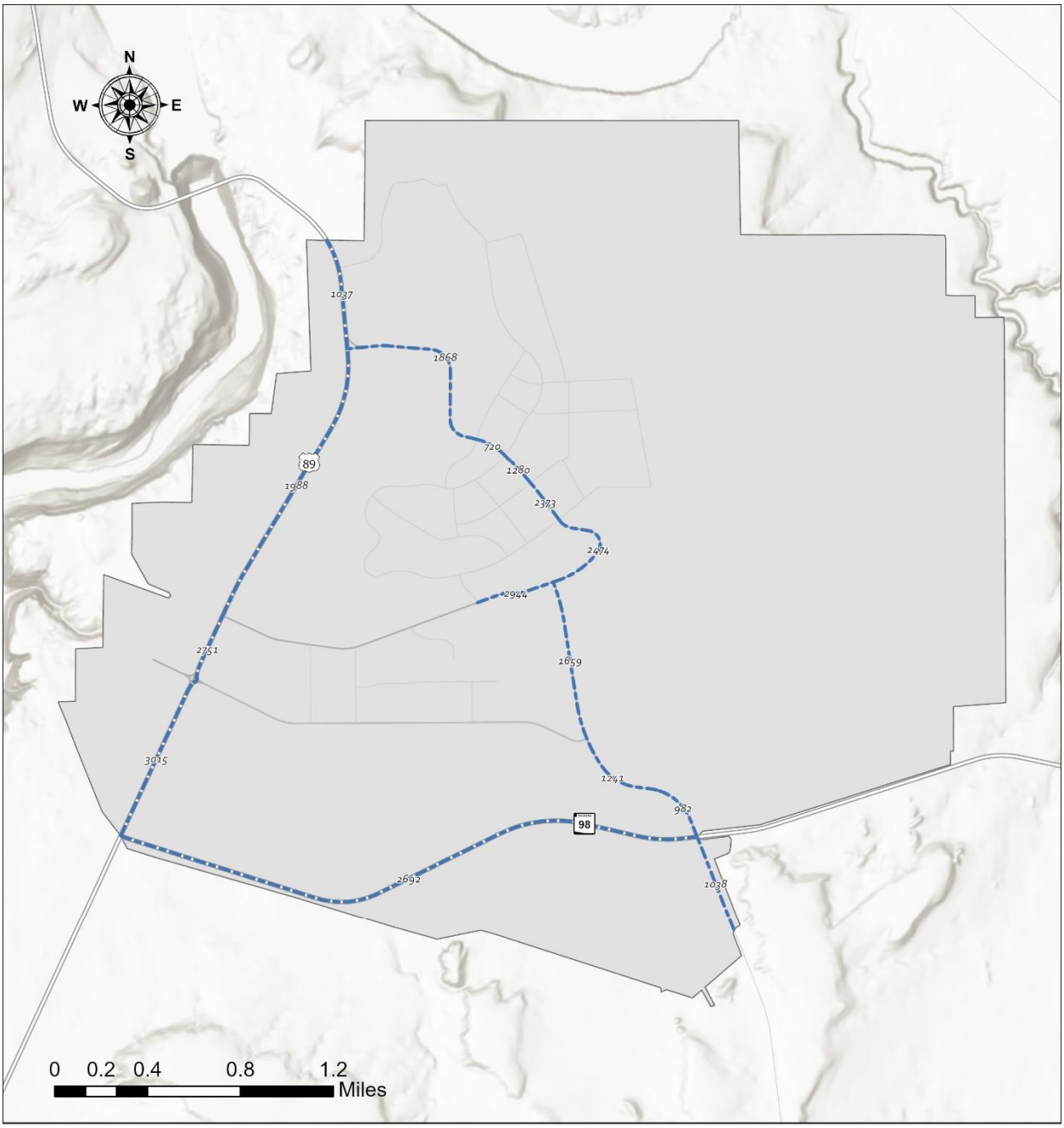
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Pinetop-Lakeside, AZ Urban Area
Northern Arizona Council of Governments



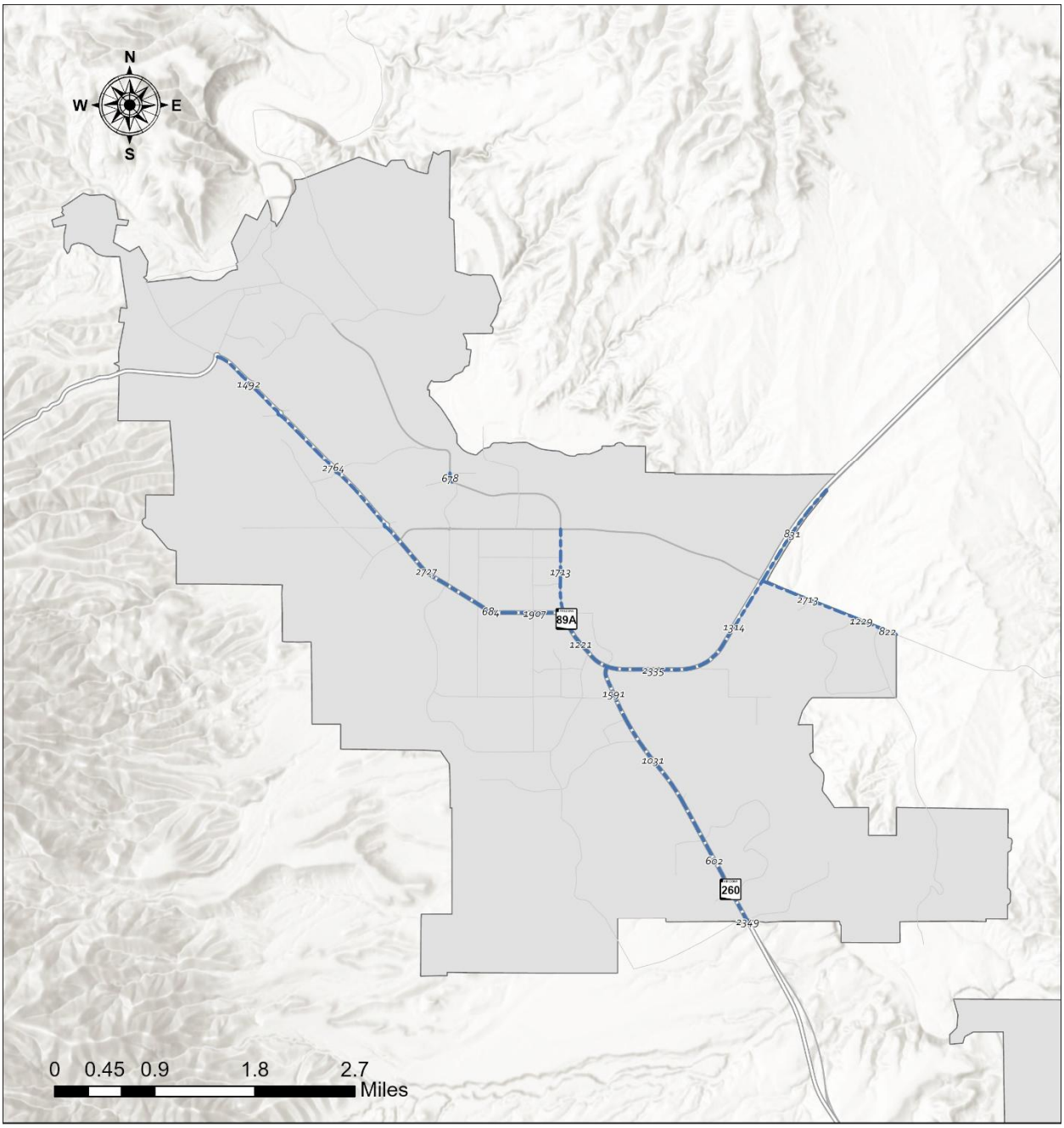
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Page, AZ Urban Area
Northern Arizona Council of Governments



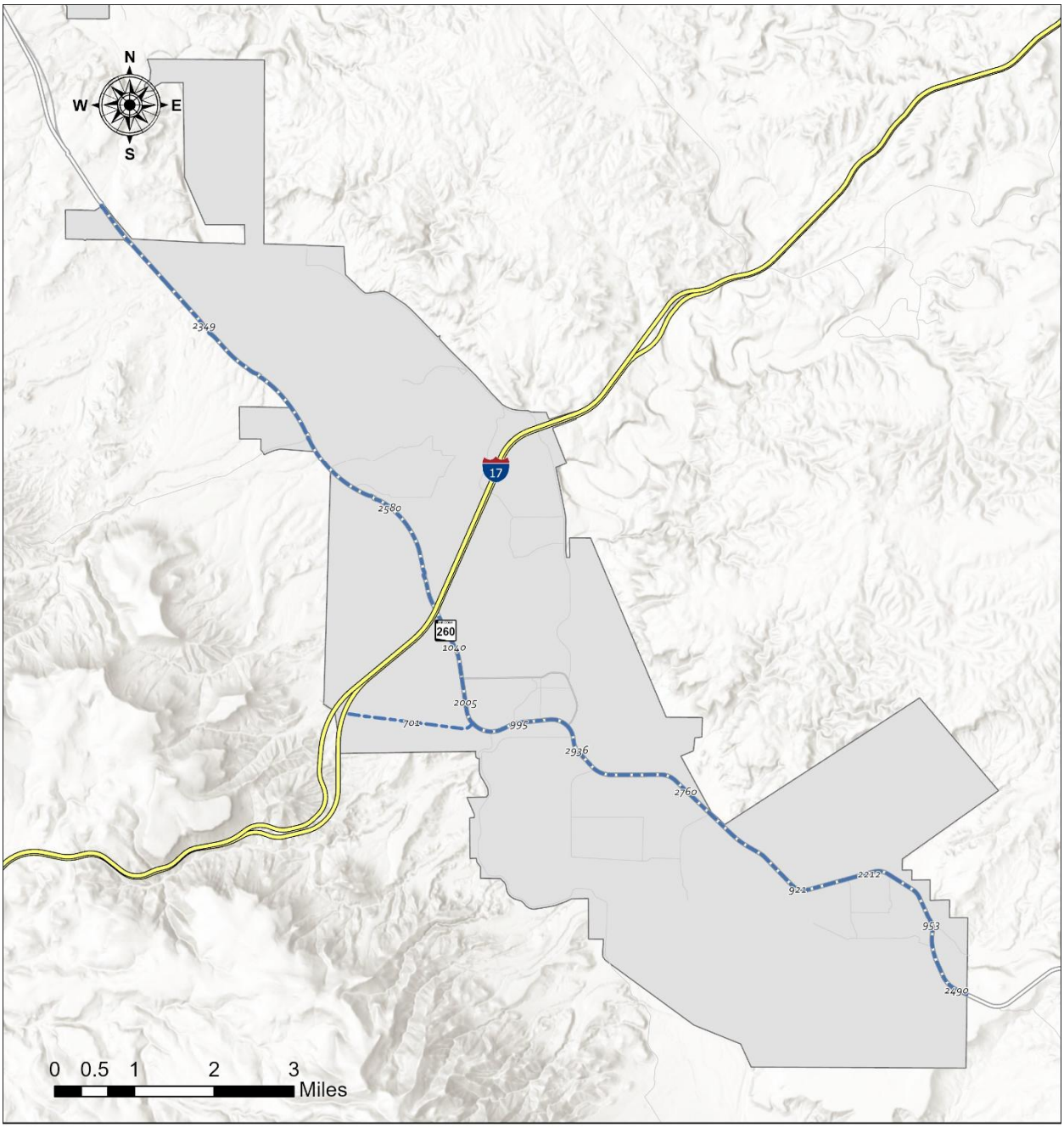
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Cottonwood (Yavapai County)--Verde Village, AZ Urban Area
Northern Arizona Council of Governments



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

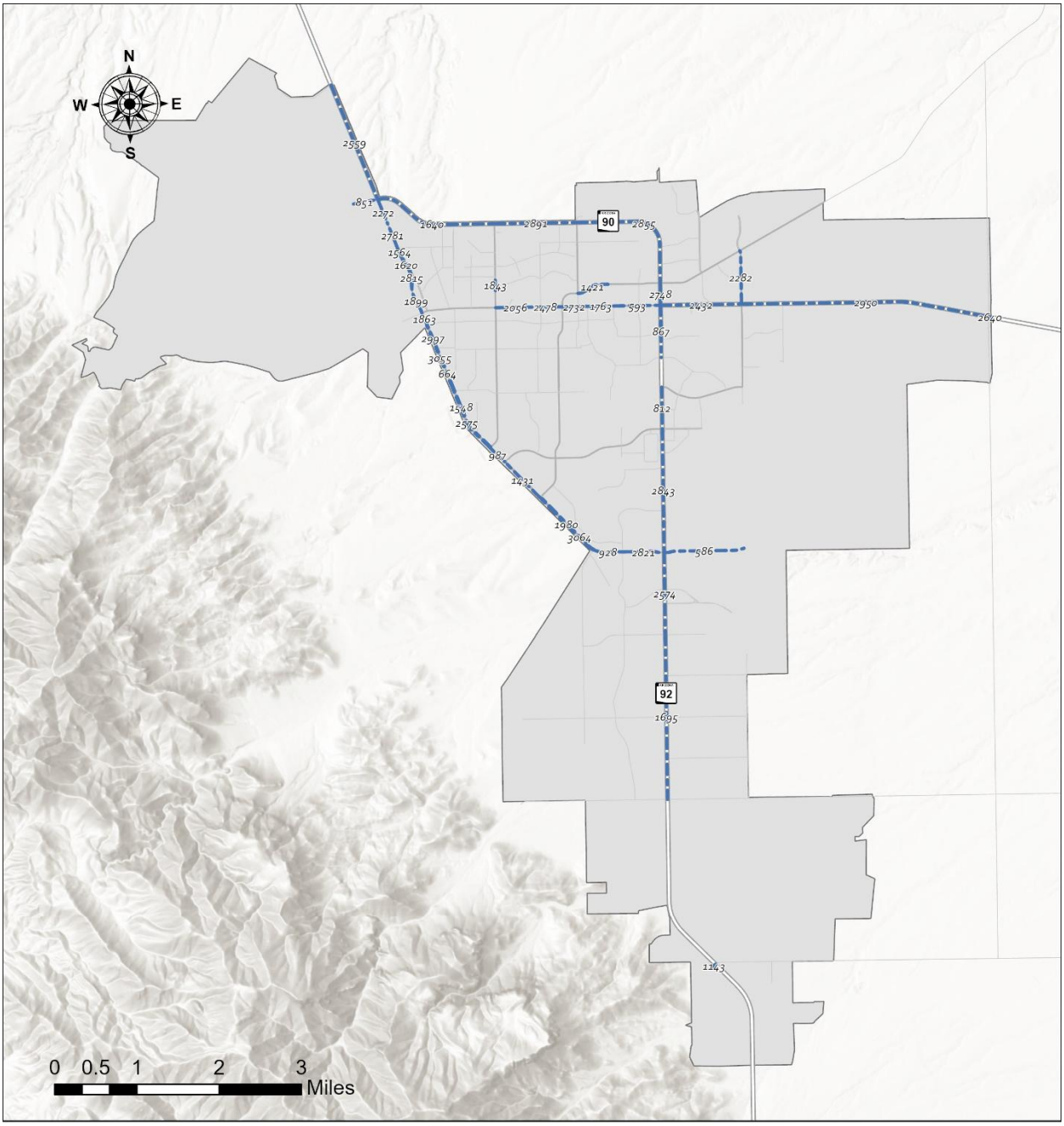
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Camp Verde, AZ Urban Area
Northern Arizona Council of Governments

Sierra Vista Metropolitan Planning Organization



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

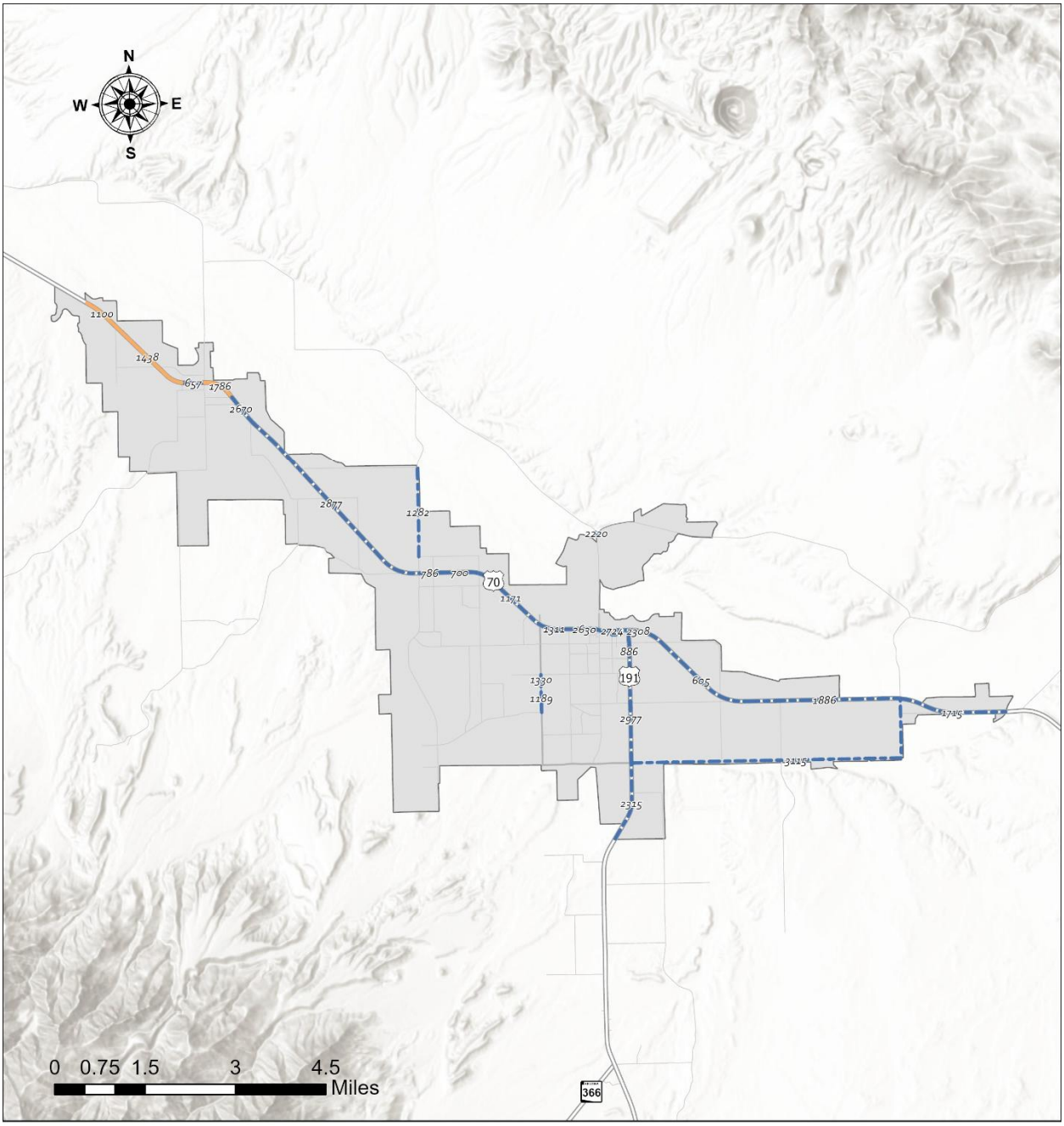
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Sierra Vista, AZ Urban Area
Sierra Vista Metropolitan Planning Organization

SouthEastern Arizona Governments Organization



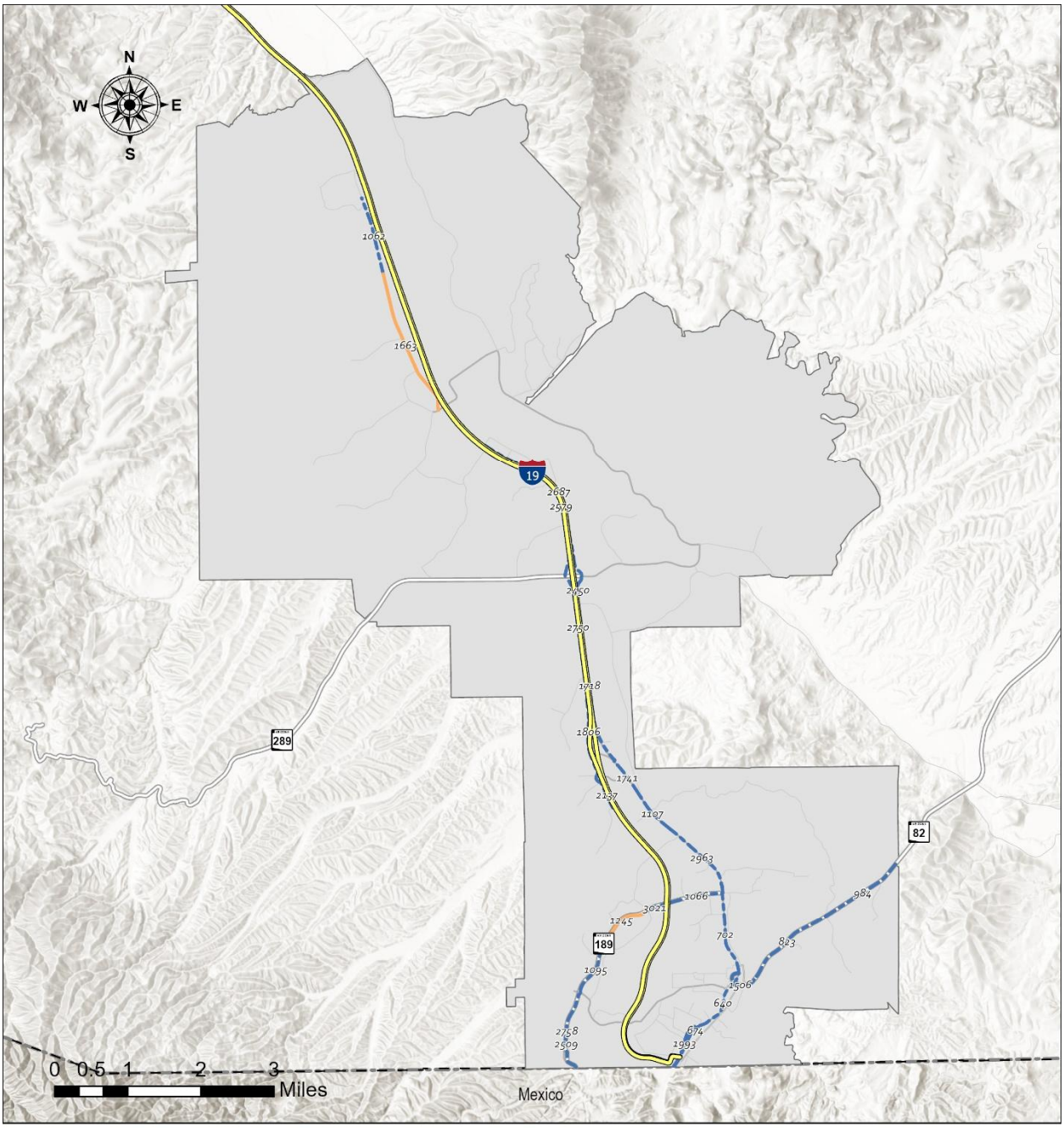
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Safford, AZ Urban Area
SouthEastern Arizona Governments Organization



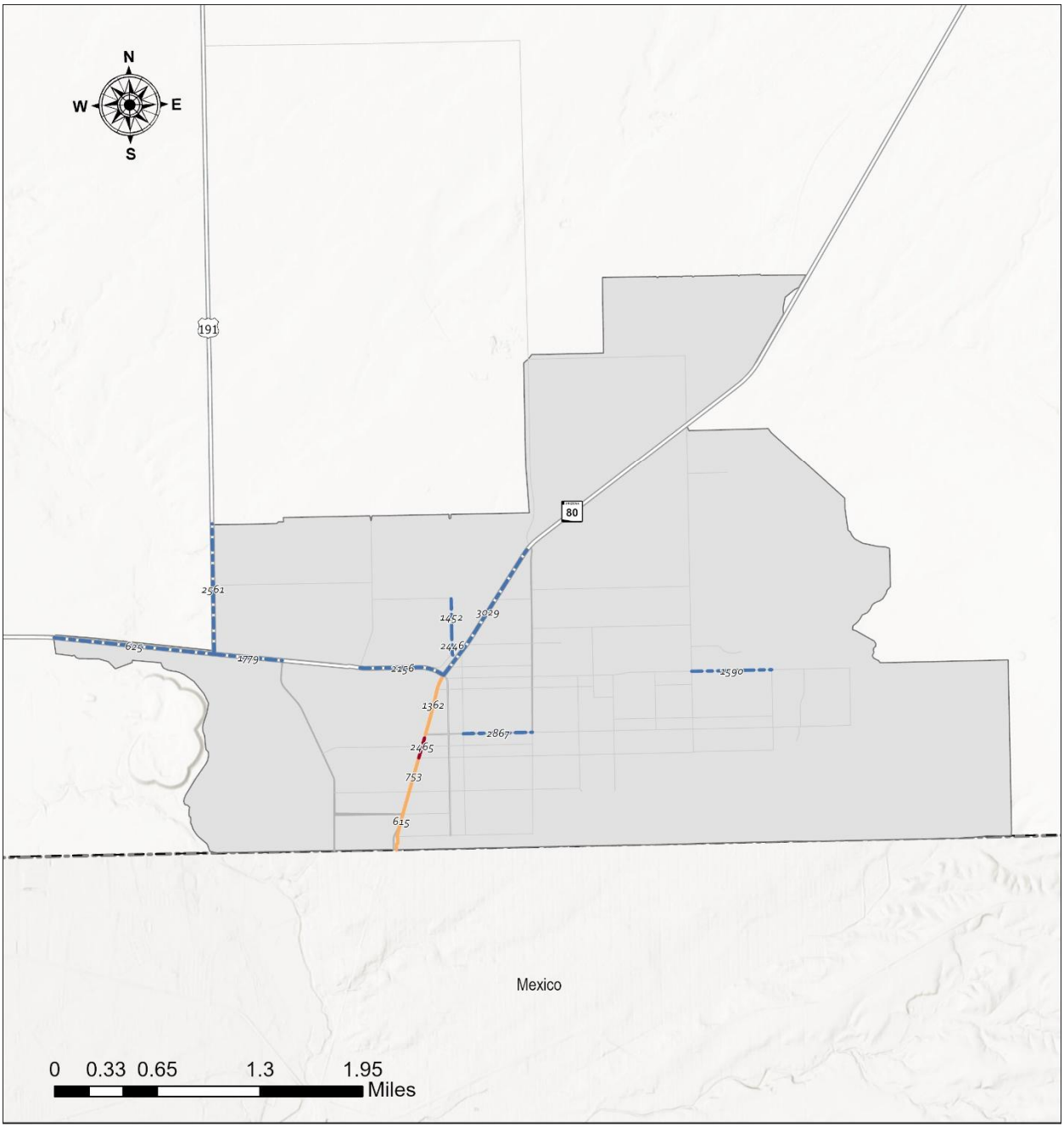
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Nogales, AZ Urban Area
SouthEastern Arizona Governments Organization



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

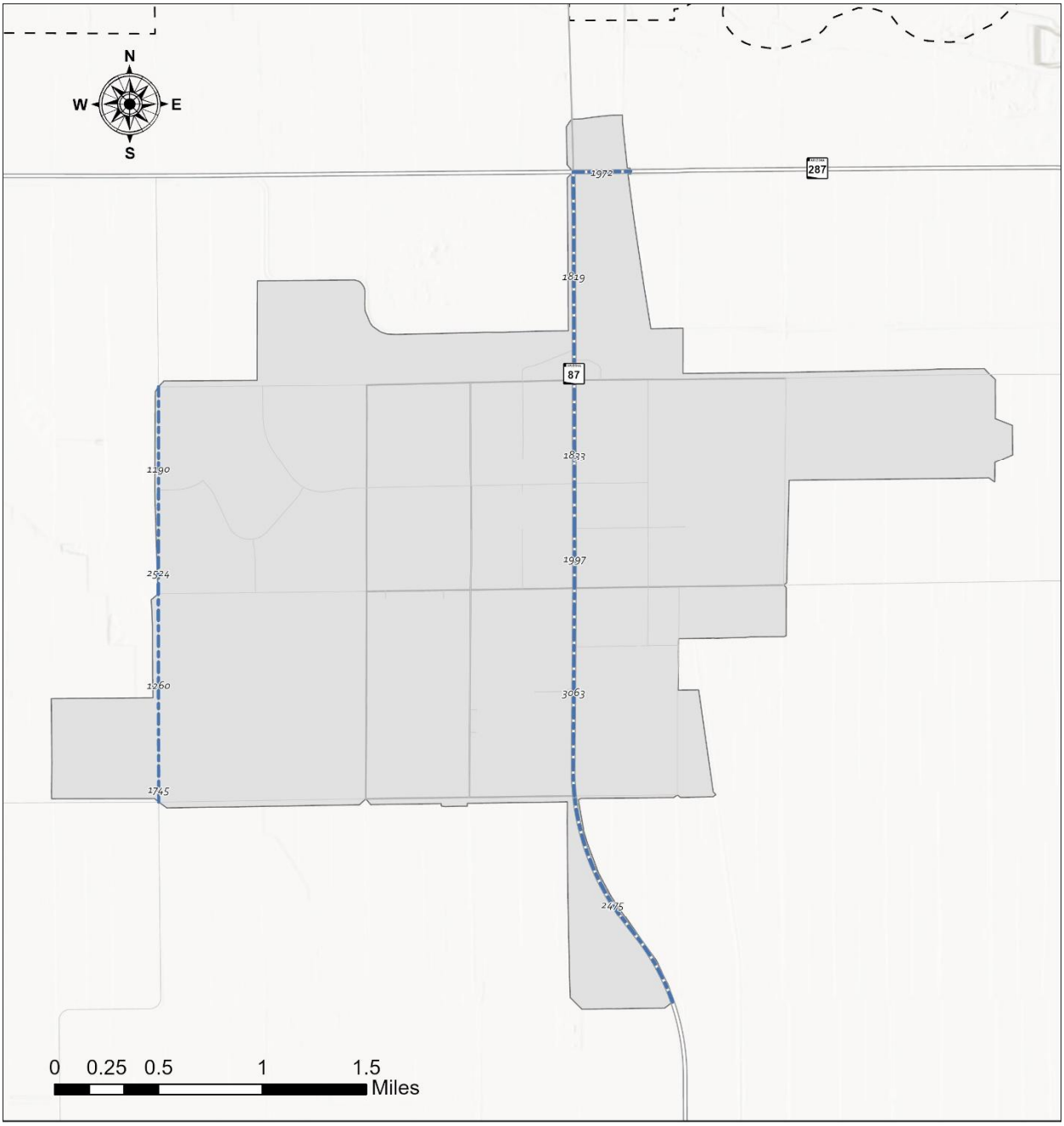
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
- High (25 Miles)
- Medium (25 Miles)
- Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Douglas, AZ Urban Area
SouthEastern Arizona Governments Organization

Sun Corridor Metropolitan Planning Organization



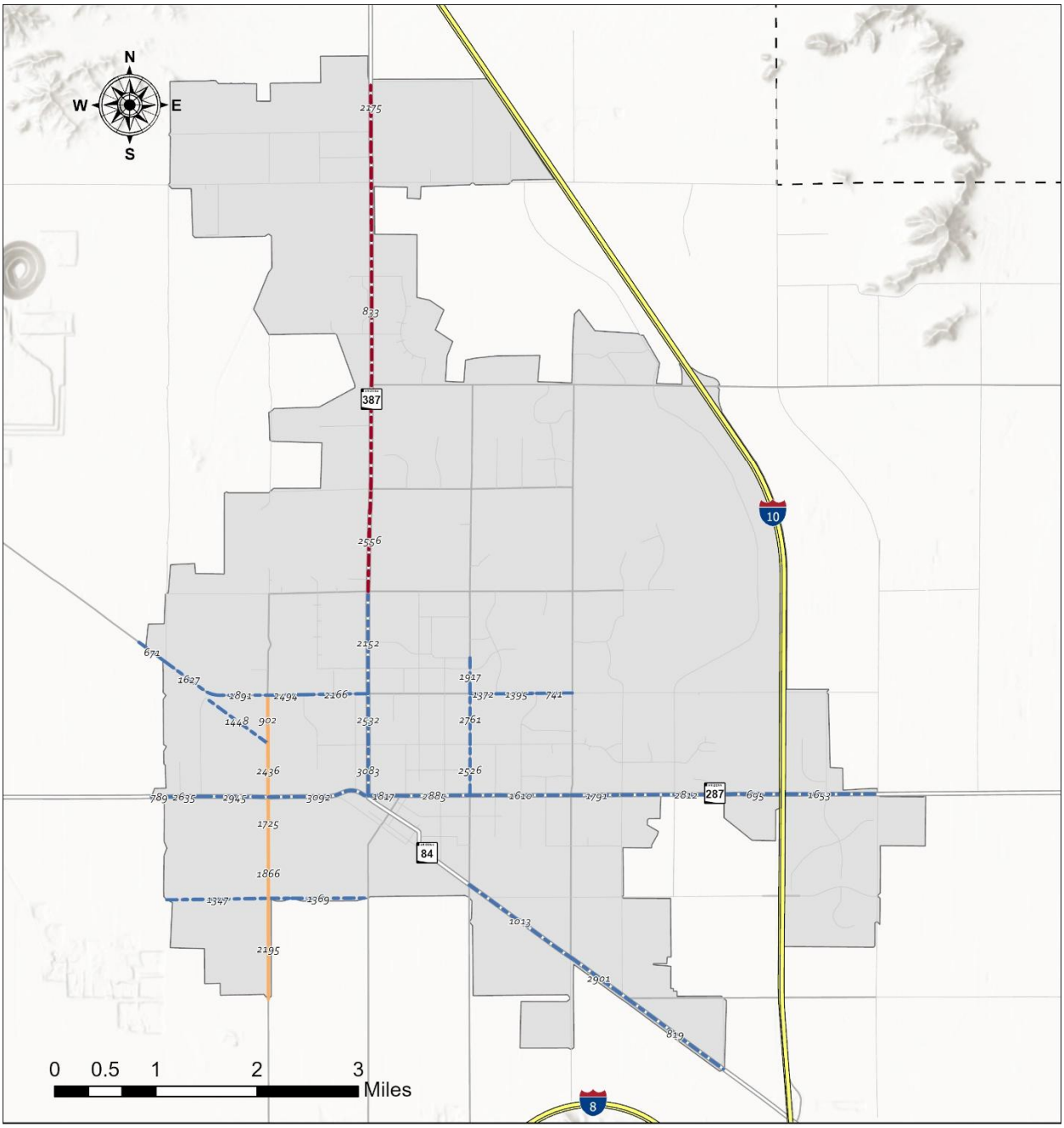
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Coolidge, AZ Urban Area
Sun Corridor Metropolitan Planning Organization



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

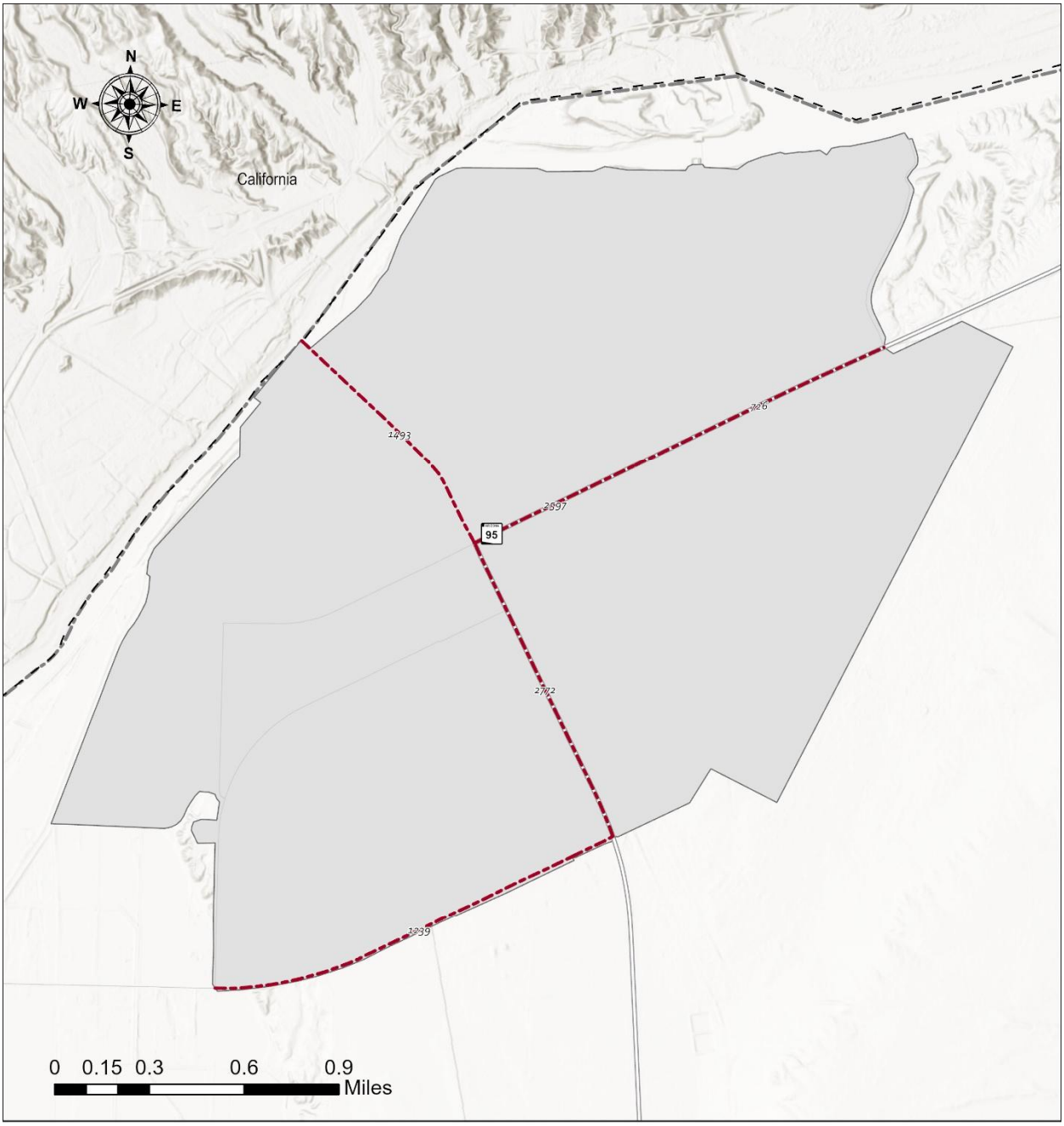
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
- High (25 Miles)
- Medium (25 Miles)
- Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Casa Grande, AZ Urban Area
Sun Corridor Metropolitan Planning Organization

Western Arizona Council of Governments



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Parker, AZ--CA Urban Area
Western Arizona Council of Governments

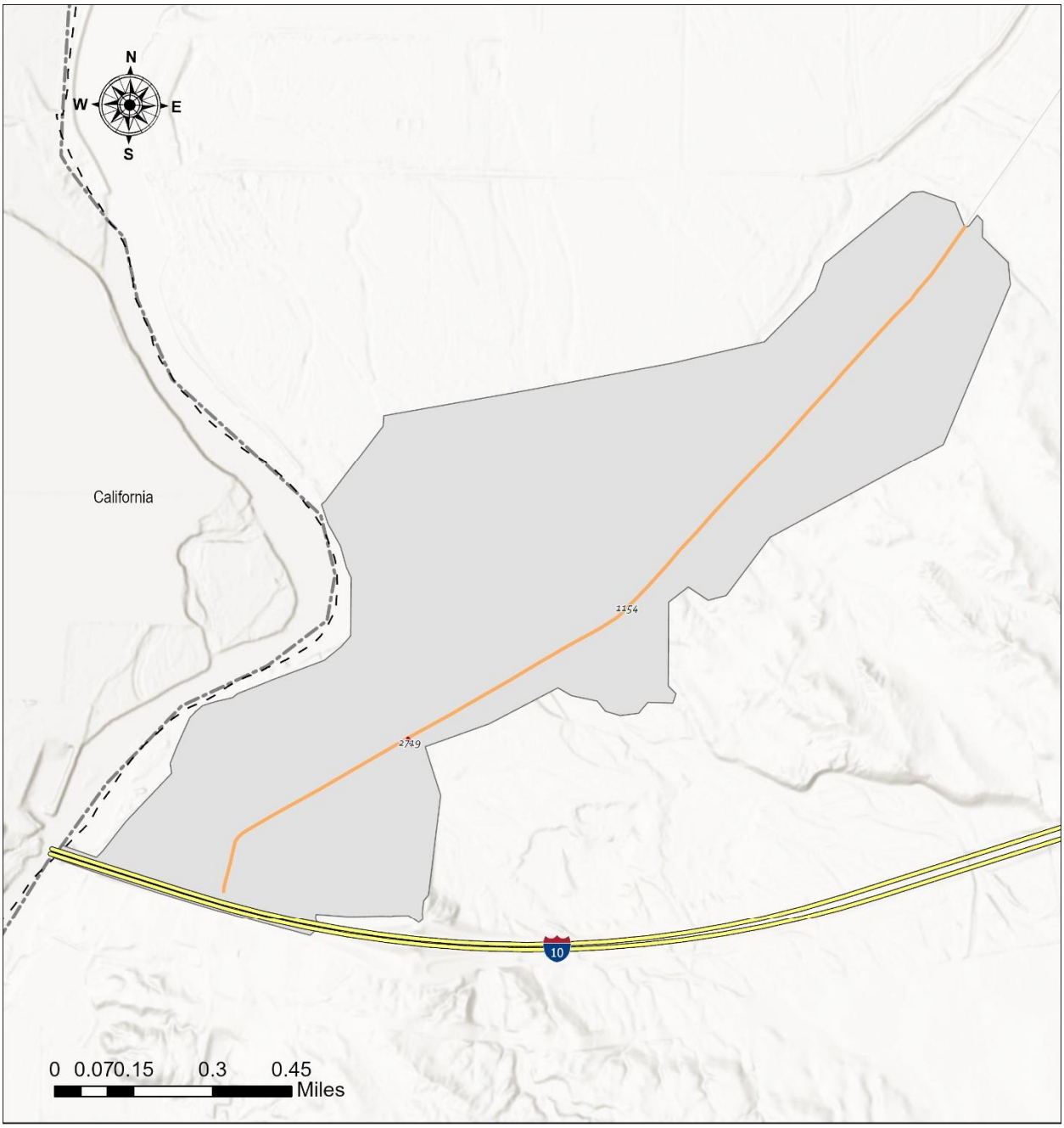
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Kingman, AZ Urban Area
Western Arizona Council of Governments



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

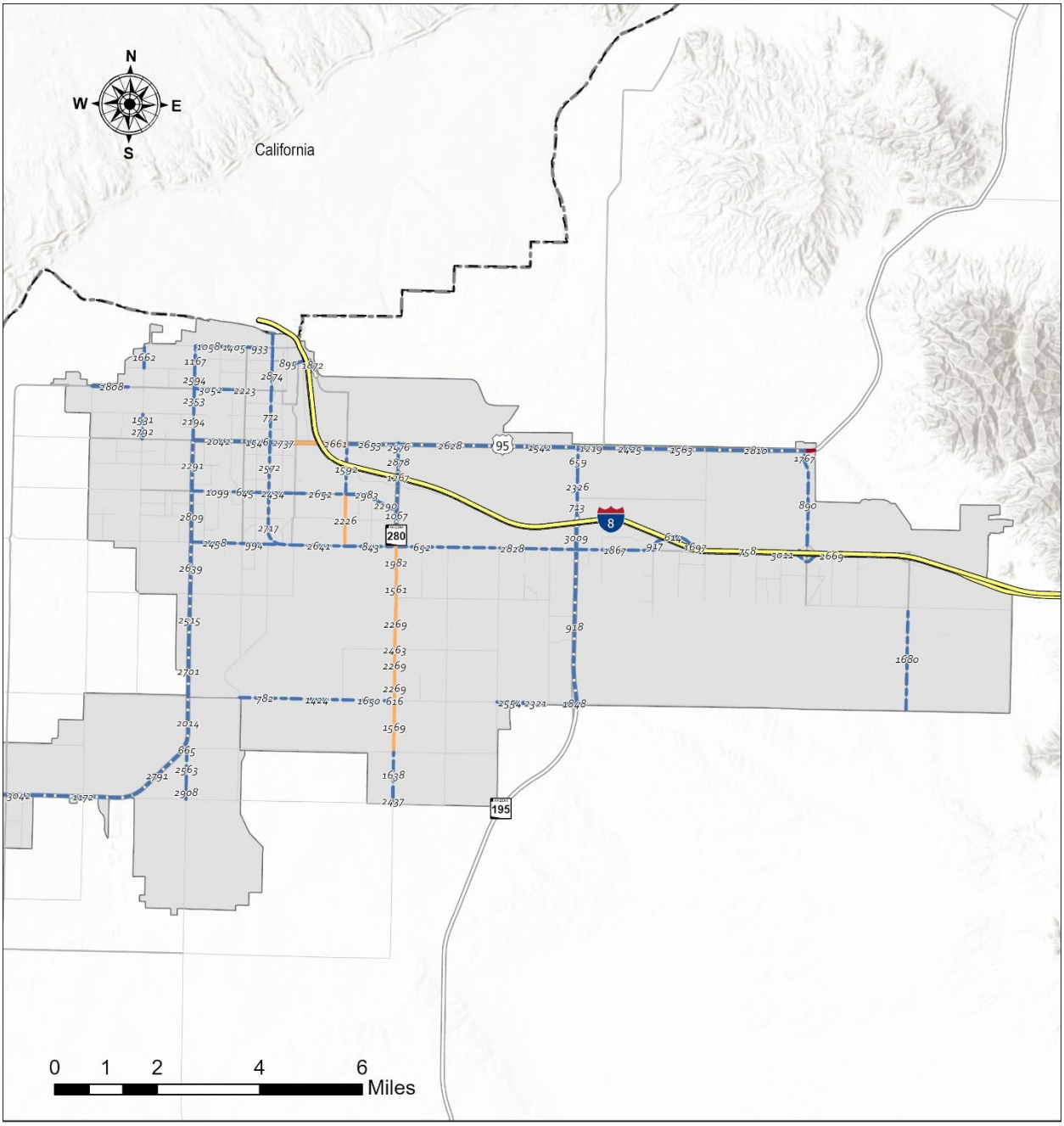
Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Blythe, CA--AZ Urban Area
Western Arizona Council of Governments

Yuma Metropolitan Planning Organization



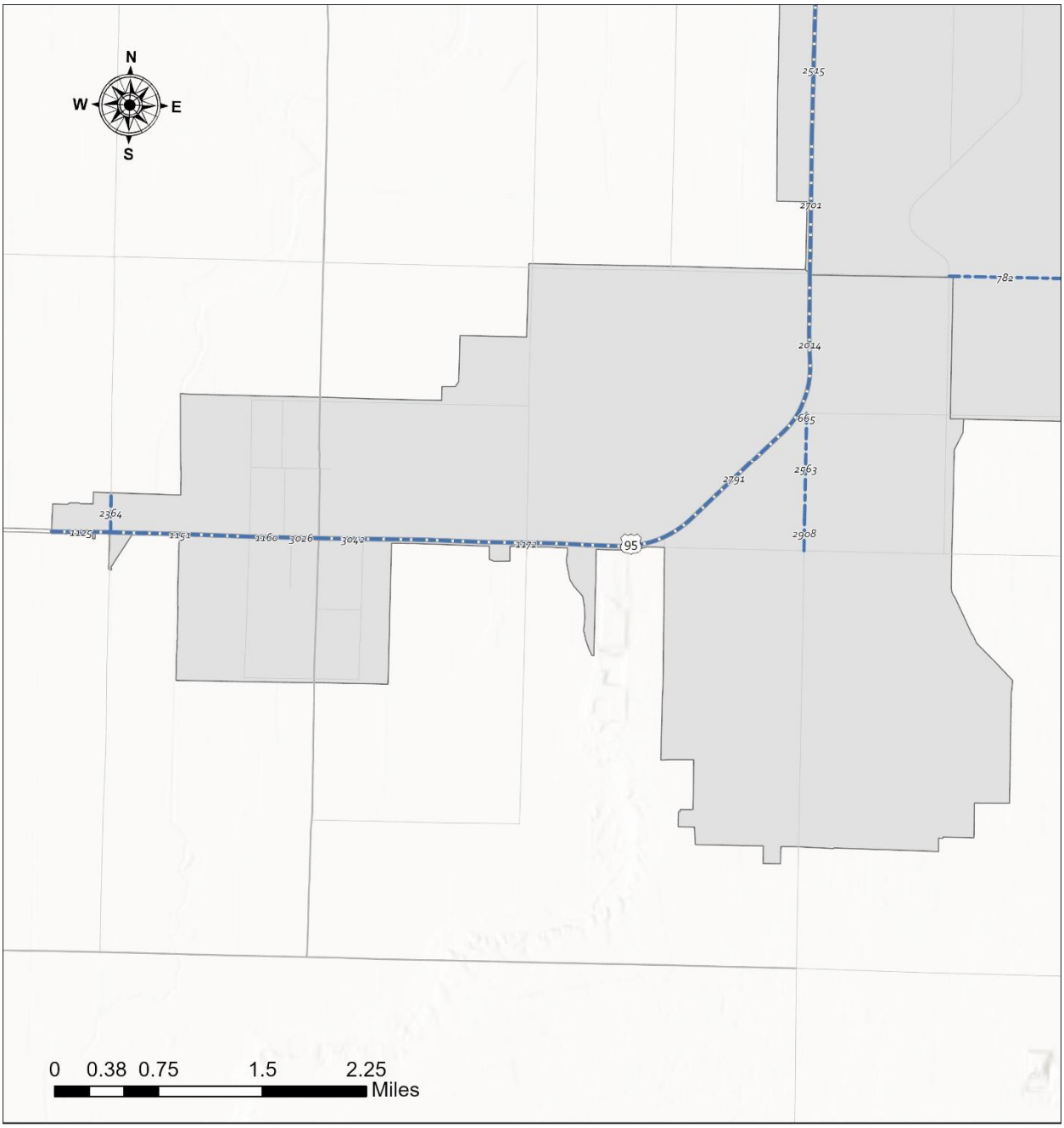
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Yuma, AZ--CA Urban Area
Yuma Metropolitan Planning Organization



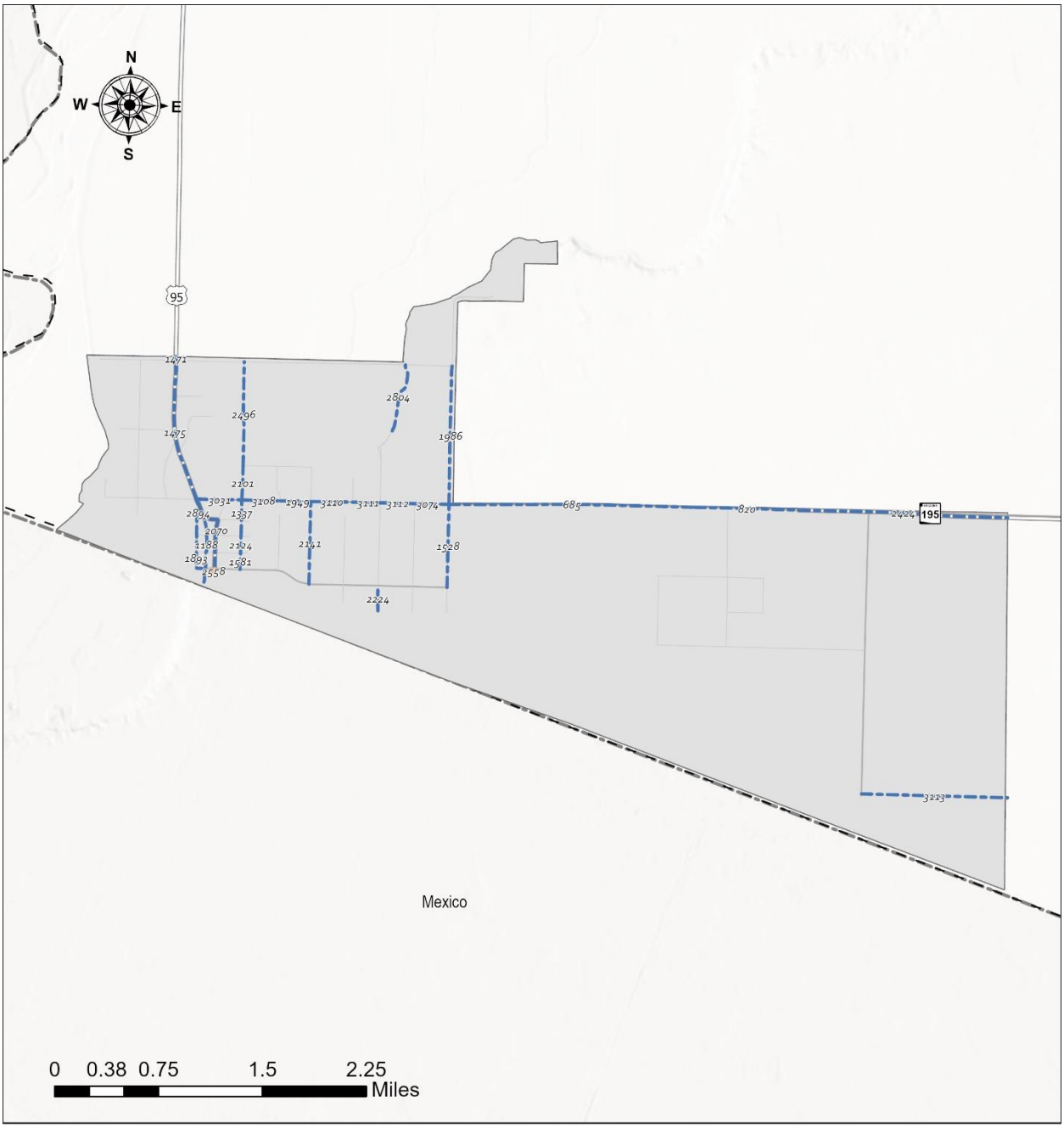
Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

Prioritization (with Segment ID)

Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

Somerton, AZ Urban Area
Yuma Metropolitan Planning Organization



Primary Highway Freight System (PHFS) and Interstates
State System
Urban Boundary
MPO Boundary
State Boundary

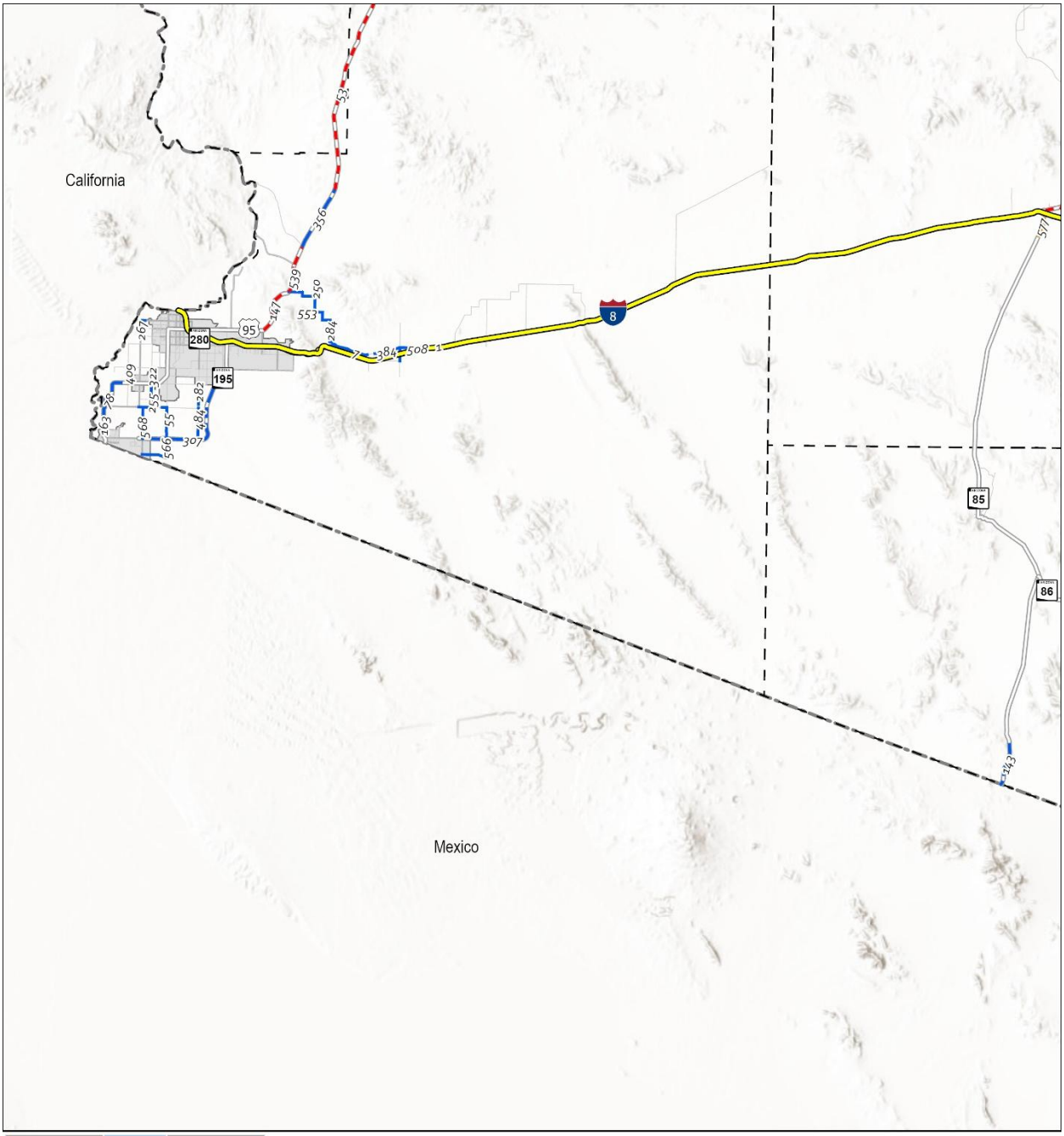
Prioritization (with Segment ID)

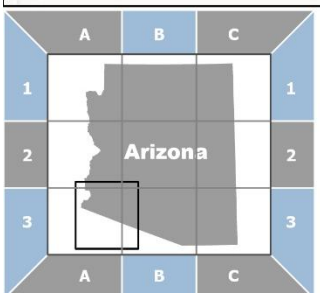
Corridor Scores (Non-MAG/PAG)
High (25 Miles)
Medium (25 Miles)
Low (495 Miles)

Segment ID can be used to reference Appendix B scoring results.

San Luis, AZ Urban Area
Yuma Metropolitan Planning Organization

Prioritization of Rural Corridor Segments (Zoomed-in Maps)



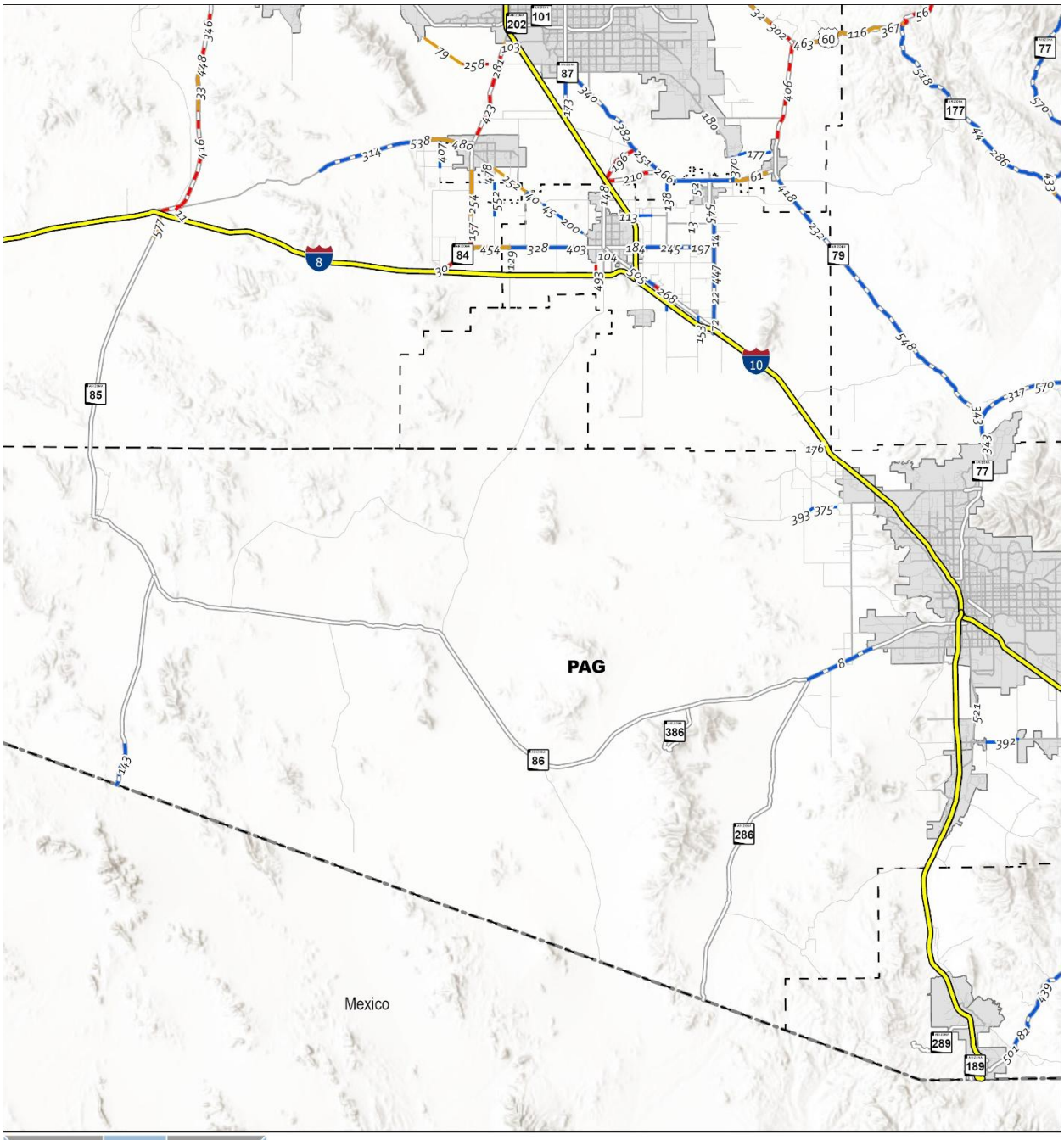


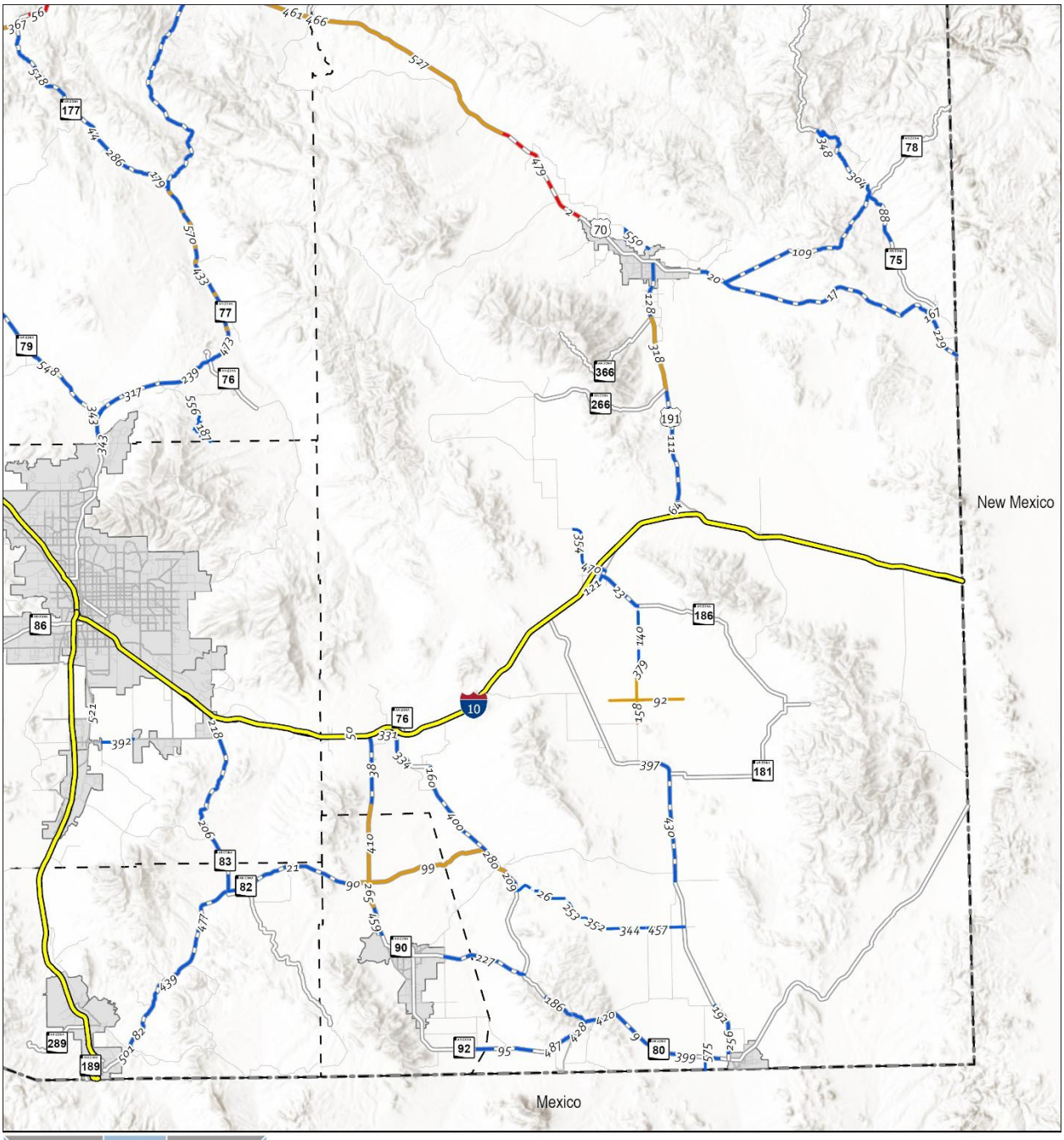
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary

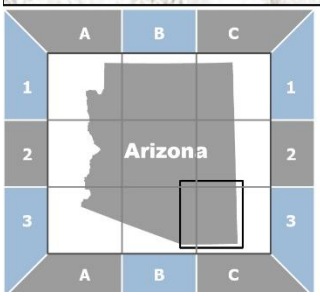
Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)

Segment ID can be used to reference Appendix B scoring results.

N
0 5 10 Miles


PAG
Mexico
Arizona
A
B
C
1
2
3
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary
Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)
Segment ID can be used to reference Appendix B scoring results.
N
0 5 10 Miles



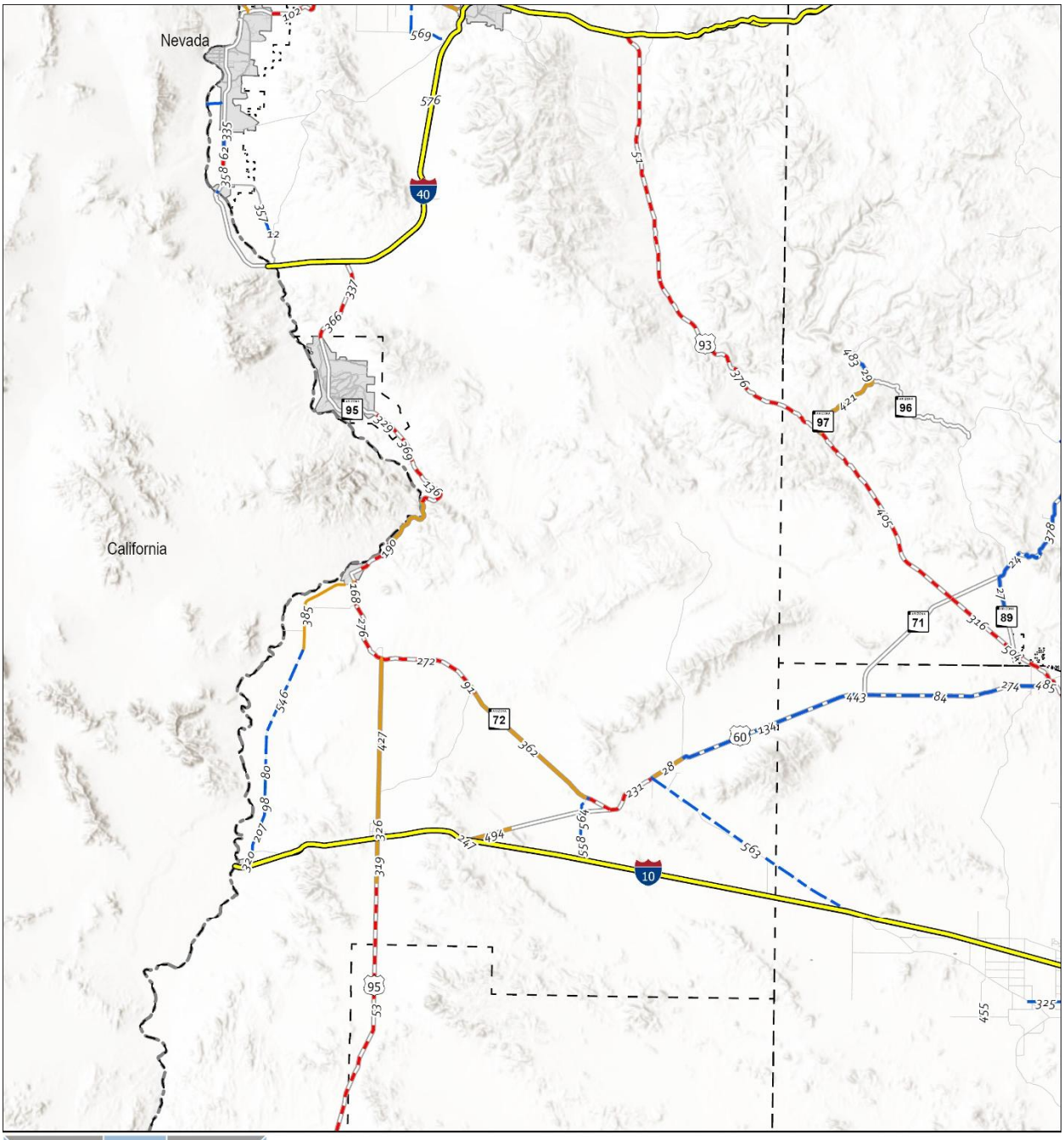


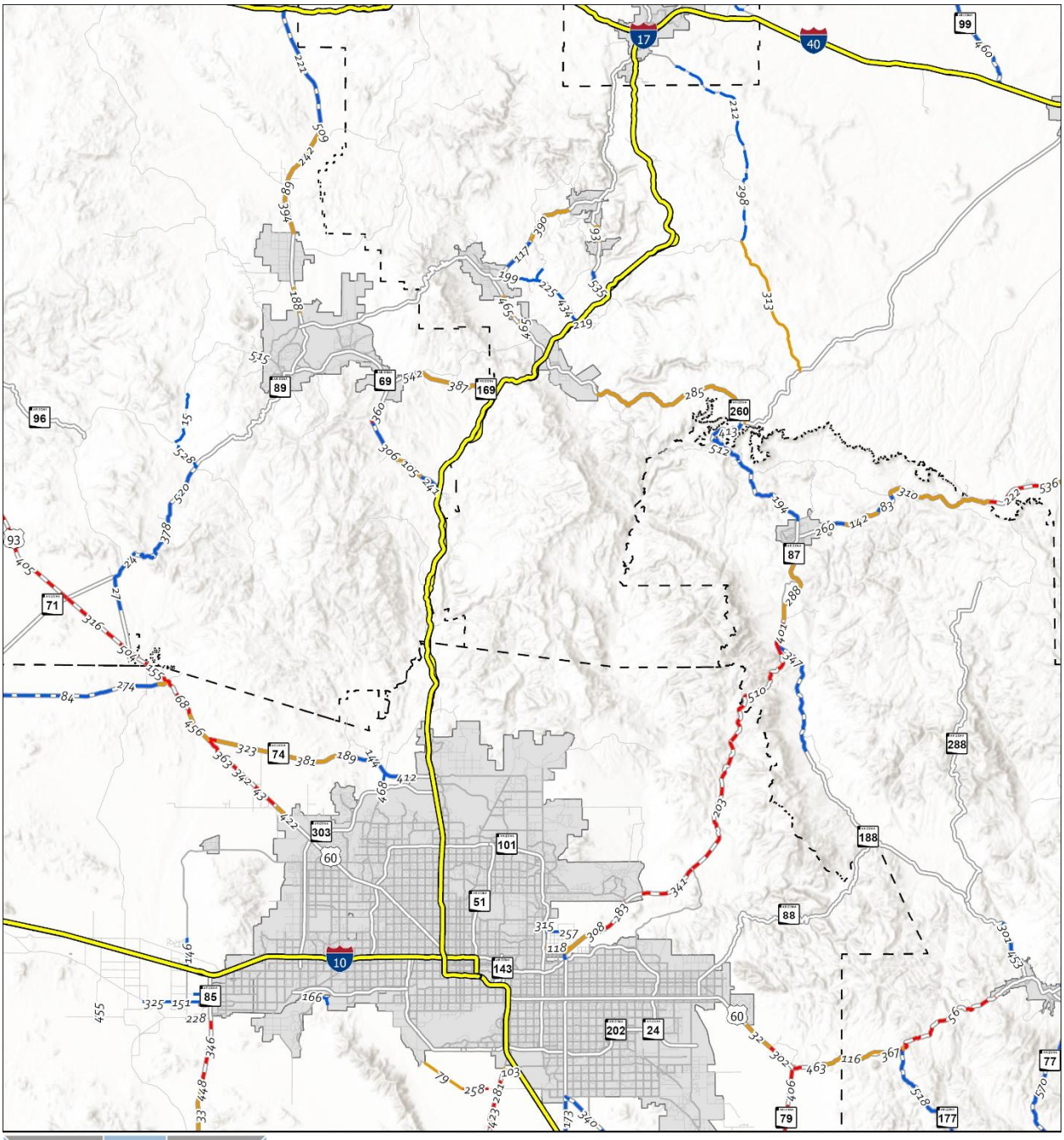
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary

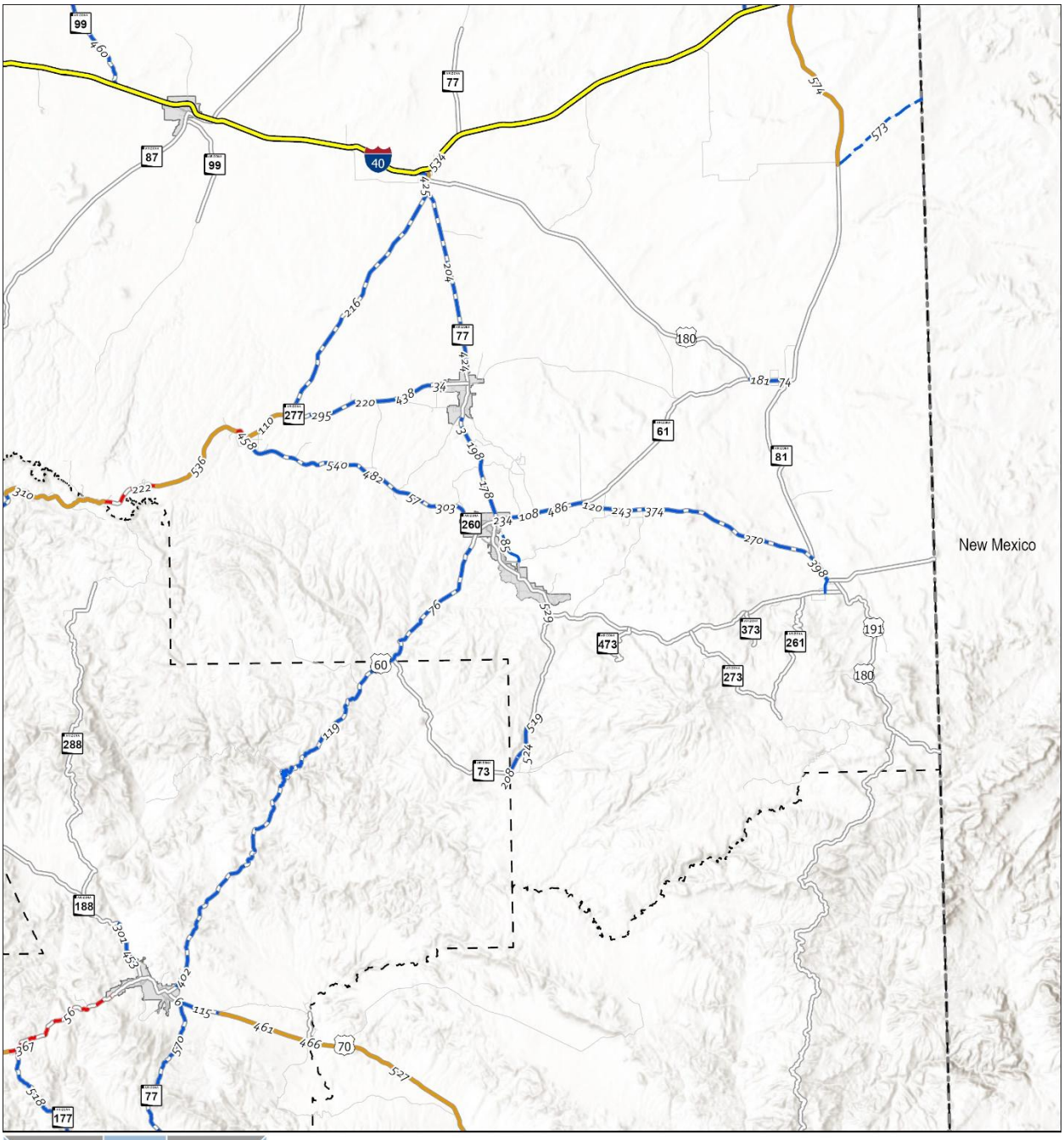
Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)

Segment ID can be used to reference Appendix B scoring results.

N
0 5 10 Miles


Nevada
California
40
95
93
97
96
71
89
72
60
10
A
B
C
1
2
3
Arizona
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary
Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)
Segment ID can be used to reference Appendix B scoring results.
N
0 5 10 Miles


17
40
99
96
89
69
169
260
87
71
74
303
60
101
51
10
143
85
202
24
79
177
77
288
188
88
Arizona
A
B
C
1
2
3
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary
Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)
Segment ID can be used to reference Appendix B scoring results.
N
0 5 10 Miles

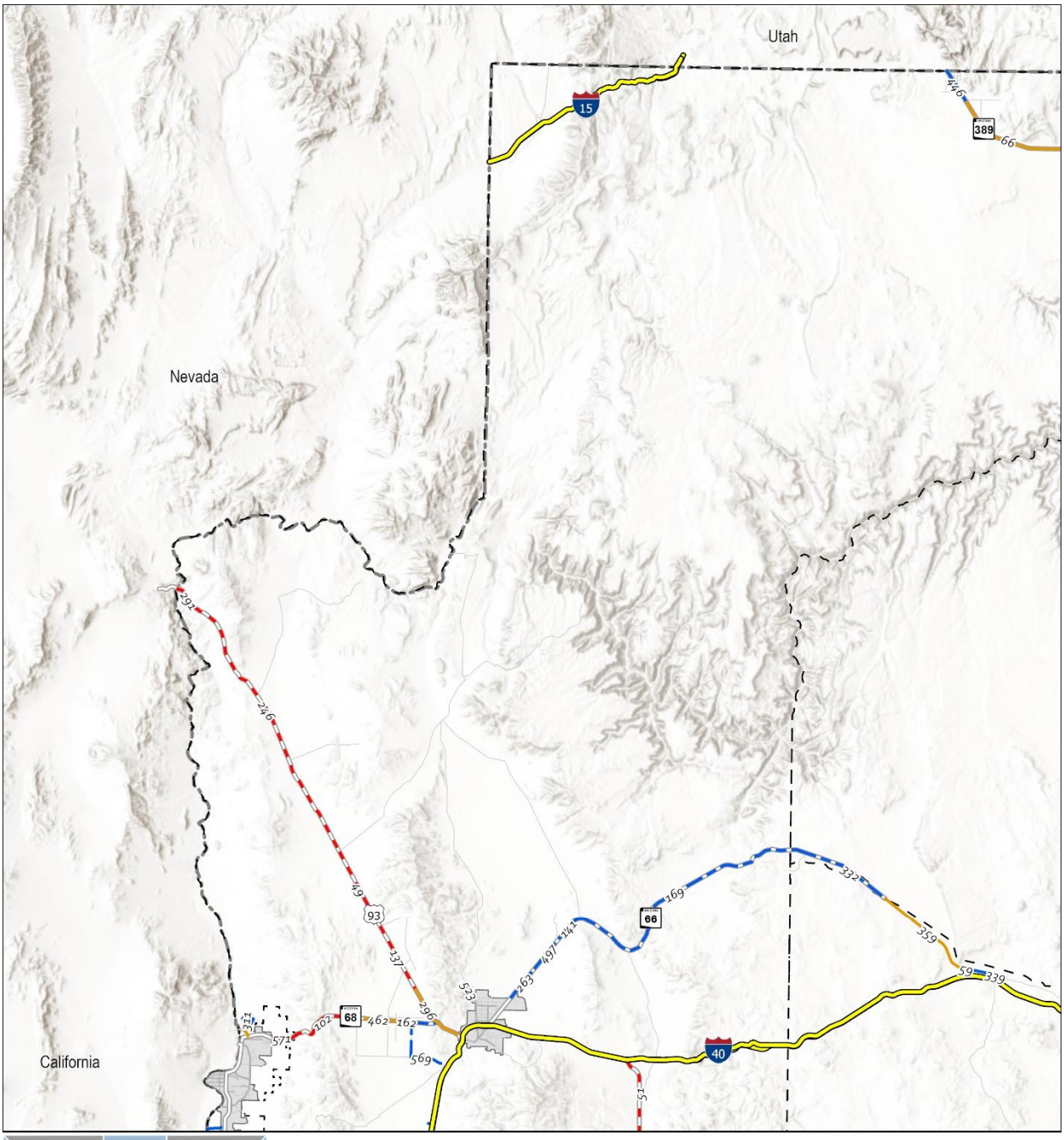


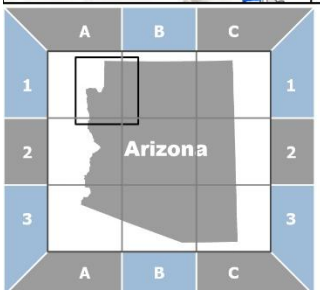
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary

Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)

Segment ID can be used to reference Appendix B scoring results.

N
0 5 10 Miles



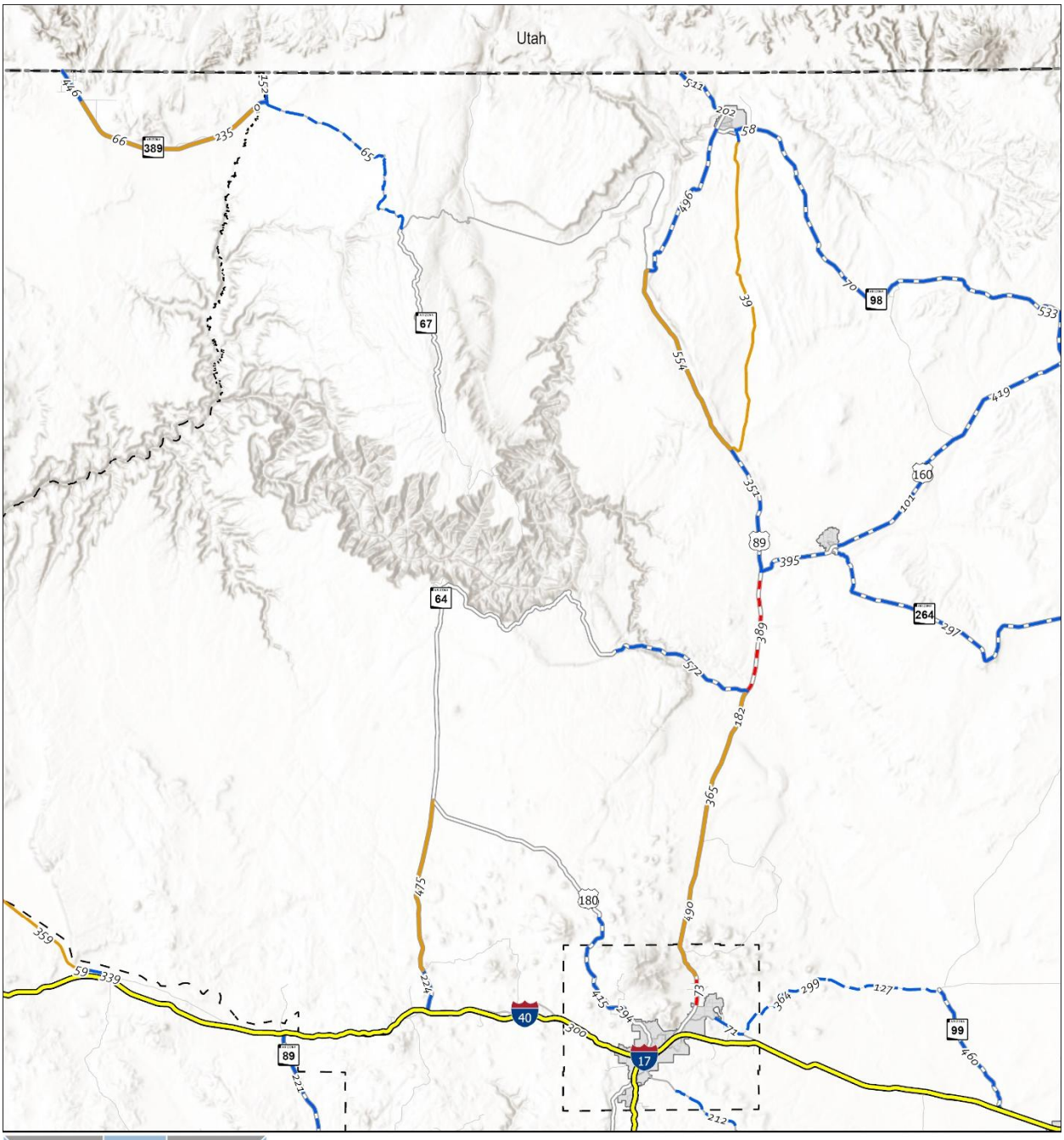


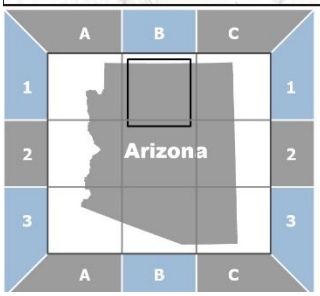
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary

Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)

Segment ID can be used to reference Appendix B scoring results.

N
0 5 10 Miles



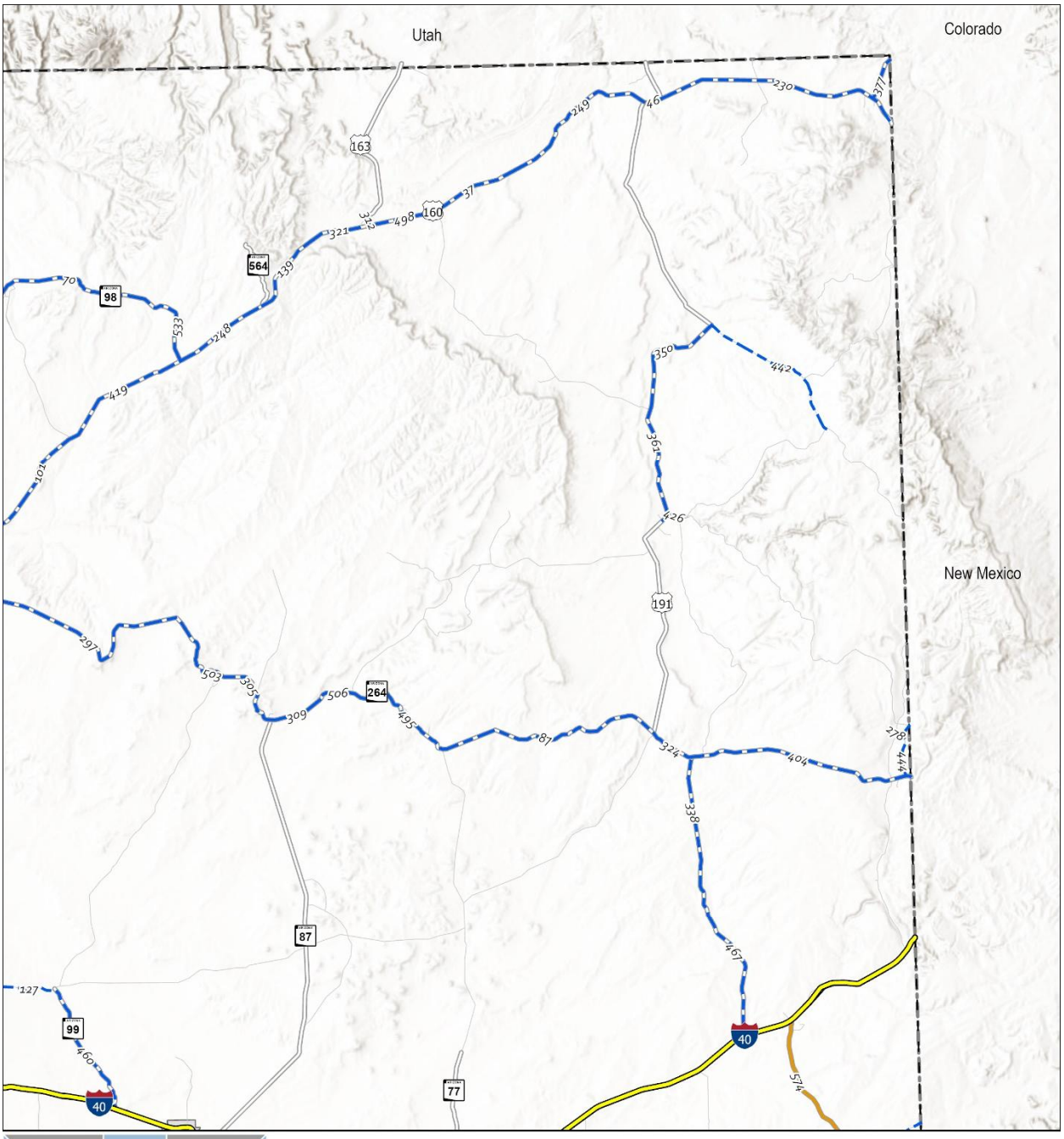


Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary

Prioritization (with Segment ID)
High Score (600 mi)
Medium Score (600 mi)
Low Score (2,144 mi)

Segment ID can be used to reference Appendix B scoring results.

N
0 5 10 Miles


Utah
Colorado
New Mexico
163
160
564
98
264
191
87
99
40
77
A
B
C
1
2
3
Arizona
Primary Highway Freight System (PHFS) and Interstates
State System
MPO Boundary
Urban Area (UA)
State Boundary
Prioritization (with Segment ID)
Medium Score (600 mi)
Low Score (2,144 mi)
Segment ID can be used to reference Appendix B scoring results.
N
0 5 10 Miles

Appendix D. Scoring Process for Rural and Urban Corridors

Rural Corridor Calculation Details

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
405	1,763	Yes	15.23	266,336	2	1	1	1.12	2	2	2	2	4	4	4	1	91.28
376	2,137	Yes	21.04	26,995	2	1	1	1.16	2	2	2	2	3	4	4	1	88.36
131	2,056	Yes	10.6	933	2	1	0	1.32	2	2	0	2	2	3	4	4	80.45
281	2,430	No	11.43	20,290	2	0	1	1.43	0	0	2	2	3	3	4	4	77.53
258	1,099	No	8.89	41,223	2	0	1	1.31	0	0	2	2	3	3	4	3	74.61
316	2,145	Yes	12.05	40,862	2	1	0	1.16	2	2	0	2	3	3	4	1	74.61
168	1,595	Yes	22.86	26,051	2	0	0	1.14	0	2	0	2	3	4	4	1	73.36
276	1,595	Yes	22.89	26,617	2	0	0	1.13	0	2	0	2	3	4	4	1	73.36
571	1,101	Yes	16	896	2	0	0	1.18	0	2	0	2	2	4	4	2	73.36
246	3,188	Yes	10.42	34,893	2	1	0	1.11	2	2	0	2	3	3	4	0	71.69
62	1,128	Yes	17.78	874	1	0	0	1.17	0	2	0	1	2	4	4	2	70.44
411	1,285	Yes	16	1,514	2	0	0	1.15	0	2	0	2	2	4	4	1	70.44
43	2,838	Yes	10.68	30,903	2	0	0	1.19	0	2	0	2	3	3	4	2	70.03
133	2,969	Yes	14.11	305	2	0	0	1.33	0	2	0	2	1	3	4	4	70.03
196	806	No	18.61	52,775	2	0	0	1.31	0	0	0	2	4	4	3	3	70.03
272	715	Yes	26.67	62,021	2	0	0	1.12	0	2	0	2	4	4	3	1	70.03
291	3,188	Yes	22.86	34	1	1	0	1.10	2	2	0	1	1	4	4	0	69.18
493	658	No	17.18	-	2	0	1	1.30	0	0	2	2	1	4	3	3	68.77
406	510	Yes	2.78	171,808	2	0	1	1.39	0	2	2	2	4	1	3	4	67.54
11	2,345	No	46.7	806	2	0	0	1.22	0	0	0	2	2	4	4	2	67.52
102	1,101	No	16	896	2	0	0	1.18	0	0	0	2	2	4	4	2	67.52
135	1,168	Yes	13.44	23	2	0	0	1.23	0	2	0	2	1	3	4	3	67.11
210	808	No	16.91	50,305	2	0	0	1.26	0	0	0	2	3	4	3	3	67.11
283	2,441	Yes	9.76	1,190	2	0	0	1.20	0	2	0	2	2	3	4	2	67.11
474	4,640	No	11.43	803	2	0	0	1.32	0	0	0	2	2	3	4	4	67.11
337	591	Yes	9.75	140,843	2	0	0	1.22	0	2	0	2	4	3	3	2	66.7
51	1,095	Yes	6.86	46,853	2	1	0	1.11	2	2	0	2	3	2	4	0	65.44
137	3,319	Yes	6.87	13,955	2	1	0	1.07	2	2	0	2	3	2	4	0	65.44
56	717	Yes	5.19	74,764	1	0	1	1.20	0	2	2	1	4	2	3	2	65.03
155	578	Yes	5	16,021	2	1	0	1.21	2	2	0	2	3	2	3	2	65.03
289	4,640	No	29.54	230	2	0	0	1.19	0	0	0	2	1	4	4	2	64.6
363	2,649	Yes	15.96	372	2	0	0	1.10	0	2	0	2	1	4	4	0	64.6
236	1,368	No	13.33	661	2	0	0	1.23	0	0	0	2	2	3	4	3	64.19
342	2,781	Yes	12.23	1,094	2	0	0	1.15	0	2	0	2	2	3	4	1	64.19
369	832	Yes	17.78	1,153	2	0	0	1.13	0	2	0	2	2	4	3	1	64.19
401	1,014	No	9.43	81	2	0	0	1.36	0	0	0	2	1	3	4	4	64.19
345	781	No	11.65	52,150	2	0	0	1.28	0	0	0	2	4	3	3	3	63.78
222	540	Yes	4	84,252	1	0	0	1.59	0	2	0	1	4	2	3	4	63.37
510	621	Yes	4.11	79,395	2	0	0	1.30	0	2	0	2	4	2	3	3	63.37
103	2,430	No	3.05	1,736	2	0	1	1.41	0	0	2	2	2	1	4	4	62.11
463	1,031	Yes	3.65	27	1	0	1	1.69	0	2	2	1	1	1	4	4	62.11
423	1,772	No	1.99	58,895	2	0	1	1.39	0	0	2	2	4	0	4	4	61.7
91	534	Yes	20	103	2	0	0	1.12	0	2	0	2	1	4	3	1	61.27
147	1,259	Yes	8.26	914	1	0	0	1.16	0	2	0	1	2	3	4	1	61.27
238	1,209	No	11.49	45	2	0	0	1.23	0	0	0	2	1	3	4	3	61.27
279	952	No	22.86	-	2	0	0	1.25	0	0	0	2	1	4	3	3	61.27
543	2,660	No	13.33	1,586	2	0	0	1.16	0	0	0	2	2	3	4	2	61.27
2	707	Yes	11.74	62,607	2	0	0	1.09	0	2	0	2	4	3	3	0	60.86
53	286	Yes	15.02	152,658	2	0	0	1.10	0	2	0	2	4	4	2	0	60.86
68	649	Yes	8.89	67,104	1	0	0	1.12	0	2	0	1	4	3	3	1	60.86
73	1,067	Yes	5	1,720	2	0	0	1.17	0	2	0	2	2	2	4	2	60.86
341	833	Yes	7.54	99	2	0	0	1.27	0	2	0	2	1	3	3	3	60.86
367	1,020	Yes	5.79	27	2	0	0	1.27	0	2	0	2	1	2	4	3	60.86
425	525	Yes	9.75	3,601	2	0	0	1.18	0	2	0	2	2	3	3	2	60.86
479	573	Yes	13.95	146,559	2	0	0	1.10	0	2	0	2	4	3	3	0	60.86
148	1,174	Yes	3.4	1,774	2	0	0	1.42	0	2	0	2	2	1	4	4	60.45
49	3,319	Yes	6.87	892	1	1	0	1.08	2	2	0	1	2	2	4	0	59.6
504	1,449	No	2.68	7,582	2	1	0	1.22	2	0	0	2	2	1	4	3	59.19
346	4,154	No	15.66	1,583	1	0	0	1.09	0	0	0	1	2	4	4	0	58.76
416	2,714	No	20.42	374	2	0	0	1.09	0	0	0	2	1	4	4	0	58.76
329	781	Yes	16	140	2	0	0	1.11	0	2	0	2	1	4	3	0	58.35
89	567	Yes	13.35	3,334	2	0	0	1.14	0	2	0	2	2	3	3	1	57.94
136	358	Yes	17.78	8,112	1	0	0	1.14	0	2	0	1	3	4	2	1	57.94
203	833	Yes	10	4,802	1	0	0	1.22	0	2	0	1	2	3	3	2	57.94
326	352	No	22.86	2,568	3	0	0	1.18	0	0	0	3	2	4	2	2	57.94
126	414	No	11.43	8,074	2	0	0	1.38	0	0	0	2	3	3	2	4	57.53
217	414	No	10	17,934	2	0	0	1.39	0	0	0	2	3	3	2	4	57.53
231	191	Yes	22.86	212,809	2	0	0	1.15	0	2	0	2	4	4	1	1	57.53
269	616	Yes	5.72	-	2	0	0	1.61	0	2	0	2	1	2	3	4	57.53
358	473	Yes	4.37	87,787	2	0	0	1.13	0	2	0	2	4	2	3	1	57.53
389	607	Yes	4	138,440	2	0	0	1.16	0	2	0	2	4	2	3	1	57.53
485	515	Yes	7.27	32,504	2	0	0	1.21	0	2	0	2	3	2	3	2	57.53
492	422	Yes	11.43	14,802	1	0	0	1.23	0	2	0	1	3	3	2	3	57.53
175	398	Yes	4	7,641	2	0	0	1.32	0	2	0	2	3	2	2	4	57.12
30	255	No	8.44	215	2	0	1	1.25	0	0	2	2	1	3	2	3	56.27
157	398	No	5.59	106,533	2	0	1	1.17	0	0	2	2	4	2	2	2	55.86
302	968	Yes	2.19	934	1	0	1	1.22	0	2	2	1	2	0	4	3	55.86
268	1,400	No	16.67	665	0	0	0	0.00	0	0	0	0	2	4	4	0	55.84
161	2,838	Yes	12.57	29	1	0	0	1.10	0	2	0	1	1	3	4	0	55.43
539	1,211	Yes	13.44	113	1	0	0	1.11	0	2	0	1	1	3	4	0	55.43
190	358	Yes	20	2,755	1	0	0	1.14	0	2	0	1	2	4	2	1	55.02

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
290	952	No	8.37	950	2	0	0	1.20	0	0	0	2	2	3	3	2	55.02
306	1,010	Yes	5.71	54	1	0	0	1.17	0	2	0	1	1	2	4	2	55.02
360	1,072	Yes	5	51	2	0	0	1.14	0	2	0	2	1	2	4	1	55.02
366	738	Yes	9.75	1,336	2	0	0	1.10	0	2	0	2	2	3	3	0	55.02
386	358	Yes	20	2,602	1	0	0	1.15	0	2	0	1	2	4	2	1	55.02
557	321	Yes	20	171	1	0	0	1.18	0	2	0	1	1	4	2	2	55.02
308	2,441	Yes	2.5	1,538	2	0	0	1.17	0	2	0	2	2	1	4	2	54.61
368	527	No	5	1,820	2	0	0	1.35	0	0	0	2	2	2	3	4	54.61
410	523	Yes	7	1,886	2	0	0	1.22	0	2	0	2	2	2	3	2	54.61
554	325	Yes	10.14	127,933	2	0	0	1.11	0	2	0	2	4	3	2	0	54.61
536	448	Yes	3.64	99,780	2	0	0	1.62	0	2	0	2	4	1	2	4	53.79
48	313	No	8.57	6,127	2	0	1	1.14	0	0	2	2	2	3	2	1	53.35
296	1,699	Yes	0	5,547	2	1	0	1.15	2	2	0	2	2	0	4	1	52.94
421	257	No	4	4,264	2	0	1	1.23	0	0	2	2	2	2	2	3	52.94
454	210	No	8.44	8,741	2	0	1	1.18	0	0	2	2	3	3	1	2	52.94
92	619	No	75.13	-	2	0	0	0.00	0	0	0	2	1	4	3	0	52.51
158	660	No	57.65	42	2	0	0	0.00	0	0	0	2	1	4	3	0	52.51
385	1,106	No	8.37	-	2	0	0	0.00	0	0	0	2	1	3	4	0	52.51
448	4,140	No	11.43	245	2	0	0	1.08	0	0	0	2	1	3	4	0	52.51
422	2,990	Yes	7.17	18	2	0	0	1.08	0	2	0	2	1	2	4	0	52.1
481	952	No	8.37	-	2	0	0	1.18	0	0	0	2	1	3	3	2	52.1
544	425	No	22.65	2,127	2	0	0	1.13	0	0	0	2	2	4	2	1	52.1
28	195	No	22.86	208,865	2	0	0	1.15	0	0	0	2	4	4	1	1	51.69
97	269	No	8.41	102	2	0	0	1.36	0	0	0	2	1	3	2	4	51.69
105	989	Yes	2.89	1,911	2	0	0	1.13	0	2	0	2	2	1	4	1	51.69
242	519	Yes	6.71	1,953	2	0	0	1.12	0	2	0	2	2	2	3	1	51.69
362	596	Yes	5.84	76,473	1	0	0	1.12	0	2	0	1	4	2	3	0	51.69
390	530	Yes	4.44	3,722	2	0	0	1.14	0	2	0	2	2	2	3	1	51.69
527	425	Yes	13.53	191,020	1	0	0	1.12	0	2	0	1	4	3	2	0	51.69
534	491	No	4.44	1,841	2	0	0	1.31	0	0	0	2	2	2	3	3	51.69
90	236	Yes	9.68	-	2	0	0	1.38	0	2	0	2	1	3	1	4	51.28
205	515	No	2.43	12,768	2	0	0	1.32	0	0	0	2	3	1	3	4	51.28
456	587	Yes	3.59	3,080	2	0	0	1.26	0	2	0	2	2	1	3	3	51.28
465	523	Yes	3.34	1,991	2	0	0	1.26	0	2	0	2	2	1	3	3	51.28
466	510	Yes	3.73	79,538	2	0	0	1.14	0	2	0	2	4	1	3	1	51.28
490	259	Yes	4.44	8,674	2	0	0	1.17	0	2	0	2	3	2	2	2	51.28
537	637	Yes	2.86	63,680	2	0	0	1.15	0	2	0	2	4	1	3	1	51.28
545	483	No	2.5	87,785	2	0	1	1.11	0	0	2	2	4	1	3	0	50.02
433	202	Yes	4.9	205,696	2	0	1	1.11	0	2	2	2	4	2	1	0	49.61
33	3,605	No	12.34	15	1	0	0	1.08	0	0	0	1	1	3	4	0	49.59
66	320	No	16	2,911	2	0	0	0.00	0	0	0	2	2	4	2	0	49.18
79	863	No	7.64	-	2	0	0	1.12	0	0	0	2	1	3	3	1	49.18
235	297	No	16	3,044	2	0	0	0.00	0	0	0	2	2	4	2	0	49.18
273	952	No	8.37	-	2	0	0	1.15	0	0	0	2	1	3	3	1	49.18
287	358	Yes	20	153	1	0	0	1.10	0	2	0	1	1	4	2	0	49.18
323	781	No	12.71	52,009	1	0	0	1.10	0	0	0	1	3	3	3	0	49.18
462	301	No	17.78	3,550	2	0	0	1.11	0	0	0	2	2	4	2	0	49.18
555	358	Yes	20	-	1	0	0	1.10	0	2	0	1	1	4	2	0	49.18
6	500	No	4.6	-	2	0	0	1.23	0	0	0	2	1	2	3	3	48.77
32	968	Yes	3.33	1,132	2	0	0	1.09	0	2	0	2	2	1	4	0	48.77
61	544	No	5.41	1,914	1	0	0	1.22	0	0	0	1	2	2	3	3	48.77
72	531	Yes	6.9	-	2	0	0	1.16	0	2	0	2	1	2	3	1	48.77
182	726	Yes	4	151	2	0	0	1.14	0	2	0	2	1	2	3	1	48.77
226	649	Yes	5.22	3,124	2	0	0	1.11	0	2	0	2	2	2	3	0	48.77
244	303	No	10	5,968	2	0	0	1.20	0	0	0	2	2	3	2	2	48.77
247	183	No	17.78	-	2	0	0	1.28	0	0	0	2	1	4	1	3	48.77
288	974	No	2.77	4,051	1	0	0	1.27	0	0	0	1	2	1	4	3	48.77
313	153	No	18.52	1,253	1	0	0	1.30	0	0	0	1	2	4	1	3	48.77
427	389	No	8	111,744	2	0	0	1.12	0	0	0	2	4	3	2	0	48.77
437	760	No	5.71	1,442	2	0	0	1.22	0	0	0	2	2	2	3	2	48.77
461	498	Yes	5.68	55	2	0	0	1.12	0	2	0	2	1	2	3	1	48.77
471	571	No	4.61	5,278	2	0	0	1.18	0	0	0	2	2	2	3	2	48.77
509	258	No	9.38	3,504	2	0	0	1.17	0	0	0	2	2	3	2	2	48.77
99	189	Yes	10.37	4,929	2	0	0	1.19	0	2	0	2	2	3	1	2	48.36
265	629	Yes	2.5	87	2	0	0	1.32	0	2	0	2	1	1	3	3	48.36
359	86	Yes	24.47	471,679	2	0	0	0.00	0	2	0	2	4	4	0	0	48.36
365	270	Yes	5.39	160,589	2	0	0	1.09	0	2	0	2	4	2	2	0	48.36
394	747	Yes	2.98	112,347	2	0	0	1.11	0	2	0	2	4	1	3	0	48.36
577	210	Yes	10	1,000	2	0	0	1.21	0	2	0	2	2	3	1	2	48.36
77	384	Yes	2.5	108,348	2	0	0	1.17	0	2	0	2	4	1	2	2	47.95
310	479	Yes	2.22	273,732	1	0	0	1.24	0	2	0	1	4	0	3	3	47.95
318	265	No	2.86	160,207	2	0	0	1.37	0	0	0	2	4	1	2	4	47.95
16	320	No	8.57	-	2	0	1	0.00	0	0	2	2	1	3	2	0	47.51
116	768	Yes	3.44	1,249	1	0	1	1.11	0	2	2	1	2	1	3	0	47.1
188	735	Yes	3.08	37	1	0	1	1.13	0	2	2	1	1	1	3	1	47.1
451	435	No	5.33	2,078	1	0	1	1.16	0	0	2	1	2	2	2	2	47.1
254	435	No	2.86	95,393	2	0	1	1.16	0	0	2	2	4	1	2	1	46.69
118	1,492	No	4	-	2	0	0	0.00	0	0	0	2	1	2	4	0	46.26
46	270	No	8.52	-	2	0	0	1.18	0	0	0	2	1	3	2	2	45.85
96	358	Yes	7.39	5,204	1	0	0	1.12	0	2	0	1	2	3	2	0	45.85
381	339	No	8.54	8,971	1	0	0	1.14	0	0	0	1	3	3	2	1	45.85

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
494	183	No	17.78	749	1	0	0	1.19	0	0	0	1	2	4	1	2	45.85
74	272	No	4.78	3,525	2	0	0	1.23	0	0	0	2	2	2	2	3	45.44
280	240	Yes	4.71	3,767	1	0	0	1.17	0	2	0	1	2	2	2	2	45.44
319	303	Yes	4.31	3,165	2	0	0	1.13	0	2	0	2	2	2	2	1	45.44
373	226	No	7.99	-	2	0	0	1.64	0	0	0	2	1	3	1	4	45.44
529	327	No	4	84	2	0	0	2.43	0	0	0	2	1	2	2	4	45.44
574	35	Yes	28	26,614	2	0	0	1.09	0	2	0	2	3	4	0	0	45.44
110	178	Yes	4	249,438	2	0	0	1.14	0	2	0	2	4	2	1	1	45.03
142	668	Yes	1.83	66,467	2	0	0	1.13	0	2	0	2	4	0	3	1	45.03
327	239	Yes	4.01	3,783	2	0	0	1.24	0	2	0	2	2	2	1	3	45.03
387	289	Yes	2.54	7,300	2	0	0	1.23	0	2	0	2	2	1	2	3	45.03
285	40	Yes	4	72,603	2	0	0	1.26	0	2	0	2	4	2	0	3	44.62
252	282	No	5.33	150,743	0	0	1	0.00	0	0	2	0	4	2	2	0	44.18
39	357	No	7.78	77	2	0	0	1.13	0	0	0	2	1	3	2	1	42.93
93	505	No	4.44	54	2	0	0	1.16	0	0	0	2	1	2	3	1	42.93
193	558	No	4.63	196	1	0	0	1.21	0	0	0	1	1	2	3	2	42.93
475	283	No	10.45	1,065	2	0	0	1.12	0	0	0	2	2	3	2	0	42.93
480	779	No	5.93	4,853	2	0	0	0.00	0	0	0	2	2	2	3	0	42.93
538	880	No	5.99	3,238	2	0	0	0.00	0	0	0	2	2	2	3	0	42.93
22	296	Yes	7.19	6,479	1	0	0	1.13	0	2	0	1	2	2	2	1	42.52
38	499	No	3.7	10,377	1	0	0	1.16	0	0	0	1	3	1	3	2	42.52
86	305	No	4.44	-	2	0	0	1.28	0	0	0	2	1	2	2	3	42.52
141	132	Yes	16	6,849	2	0	0	0.00	0	2	0	2	2	4	0	0	42.52
149	37	Yes	14.89	1,481	1	0	0	1.13	0	2	0	1	2	4	0	1	42.52
164	349	No	5.81	-	2	0	0	1.27	0	0	0	2	1	2	2	3	42.52
173	540	No	2.41	1,826	2	0	0	1.20	0	0	0	2	2	1	3	2	42.52
314	277	No	5.46	170,180	2	0	0	0.00	0	0	0	2	4	2	2	0	42.52
315	1,141	No	2.09	-	2	0	0	1.29	0	0	0	2	1	0	4	3	42.52
414	630	Yes	3.02	217	2	0	0	1.15	0	2	0	2	1	1	3	1	42.52
419	268	No	4	158,311	2	0	0	1.10	0	0	0	2	4	2	2	0	42.52
459	911	Yes	2.5	992	2	0	0	1.11	0	2	0	2	2	1	3	0	42.52
511	379	Yes	5	4,843	1	0	0	1.15	0	2	0	1	2	2	2	1	42.52
83	743	Yes	1.33	1,254	2	0	0	1.19	0	2	0	2	2	0	3	2	42.11
241	548	Yes	0.88	6,799	2	0	0	1.17	0	2	0	2	2	0	3	2	42.11
558	84	Yes	8.55	2,283	2	0	0	1.19	0	2	0	2	2	3	0	2	42.11
129	107	No	8.14	8,450	2	0	1	0.00	0	0	2	2	3	3	0	0	40.85
348	467	No	2.83	59	2	0	1	1.21	0	0	2	2	1	1	2	2	40.85
179	202	No	3.91	-	2	0	1	1.32	0	0	2	2	1	1	1	4	40.44
301	124	No	4.03	-	2	0	1	1.35	0	0	2	2	1	2	0	4	40.44
174	381	No	22.65	-	0	0	0	0.00	0	0	0	0	1	4	2	0	40.42
311	381	No	22.65	-	0	0	0	0.00	0	0	0	0	1	4	2	0	40.42
0	371	No	7.84	-	2	0	0	0.00	0	0	0	2	1	3	2	0	40.01
146	621	No	6.67	4,500	1	0	0	0.00	0	0	0	1	2	2	3	0	40.01
207	523	No	7.33	-	2	0	0	0.00	0	0	0	2	1	2	3	0	40.01
320	523	No	7.33	-	2	0	0	0.00	0	0	0	2	1	2	3	0	40.01
546	607	No	6.76	-	2	0	0	0.00	0	0	0	2	1	2	3	0	40.01
10	219	No	7.5	8,382	2	0	0	0.00	0	0	0	2	3	3	1	0	39.6
63	297	Yes	4.62	-	2	0	0	0.00	0	2	0	2	1	2	2	0	39.6
169	113	Yes	16	242	2	0	0	0.00	0	2	0	2	1	4	0	0	39.6
209	191	Yes	8.72	143	2	0	0	1.11	0	2	0	2	1	3	1	0	39.6
213	151	No	10.98	11,975	2	0	0	0.00	0	0	0	2	3	3	1	0	39.6
232	321	Yes	4.33	171	2	0	0	1.09	0	2	0	2	1	2	2	0	39.6
292	485	Yes	3.23	169	2	0	0	1.10	0	2	0	2	1	1	3	0	39.6
351	371	Yes	6.05	295	2	0	0	1.12	0	2	0	2	1	2	2	0	39.6
361	276	No	4.44	3,276	2	0	0	1.16	0	0	0	2	2	2	2	1	39.6
408	510	No	2.79	2,203	2	0	0	1.13	0	0	0	2	2	1	3	1	39.6
418	295	Yes	6.25	279	2	0	0	1.09	0	2	0	2	1	2	2	0	39.6
443	202	No	10	136	2	0	0	1.20	0	0	0	2	1	3	1	2	39.6
450	682	No	2.5	161	2	0	0	1.18	0	0	0	2	1	1	3	2	39.6
526	210	No	7.5	8,611	2	0	0	0.00	0	0	0	2	3	3	1	0	39.6
553	37	Yes	14.89	24,435	0	0	0	0.00	0	2	0	0	3	4	0	0	39.6
64	235	No	6.06	-	2	0	0	1.45	0	0	0	2	1	2	1	4	39.19
119	169	No	5.15	46,851	2	0	0	1.17	0	0	0	2	3	2	1	2	39.19
233	122	No	13.07	-	2	0	0	3.26	0	0	0	2	1	3	0	4	39.19
349	387	No	3.08	425	2	0	0	1.53	0	0	0	2	1	1	2	4	39.19
372	719	Yes	1.57	1,410	2	0	0	1.16	0	2	0	2	2	0	3	1	39.19
452	165	No	4.44	11,125	2	0	0	1.19	0	0	0	2	3	2	1	2	39.19
458	324	Yes	3.64	6,004	2	0	0	1.15	0	2	0	2	2	1	2	1	39.19
502	293	No	3.7	94	2	0	0	1.45	0	0	0	2	1	1	2	4	39.19
223	83	Yes	4.43	-	2	0	0	1.38	0	2	0	2	1	2	0	4	38.78
271	366	No	1.45	8,159	2	0	0	1.35	0	0	0	2	3	0	2	4	38.78
370	368	No	1.42	123,109	2	0	0	1.30	0	0	0	2	4	0	2	3	38.78
520	104	No	4.7	9,220	2	0	0	2.31	0	0	0	2	3	2	0	4	38.78
220	140	No	9.29	-	1	0	1	0.00	0	0	2	1	1	3	1	0	38.34
104	176	No	5	5,293	0	0	1	1.19	0	0	2	0	2	2	1	2	37.93
489	439	No	2.83	-	2	0	1	1.13	0	0	2	2	1	1	2	1	37.93
106	251	No	1.53	3,602	2	0	1	1.17	0	0	2	2	2	0	2	2	37.52
192	449	No	2.22	61	2	0	1	1.26	0	0	2	2	1	0	2	3	37.52
216	89	Yes	2.67	#######	2	0	1	1.12	0	2	2	2	4	1	0	0	37.11
108	593	No	4.44	92	1	0	0	1.10	0	0	0	1	1	2	3	0	37.09
21	206	No	10.56	931	2	0	0	1.11	0	0	0	2	2	3	1	0	36.68

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
84	233	No	10	235	2	0	0	1.12	0	0	0	2	1	3	1	1	36.68
94	37	Yes	14.89	740	0	0	0	0.00	0	2	0	0	2	4	0	0	36.68
171	421	No	6.01	130	2	0	0	1.13	0	0	0	2	1	2	2	1	36.68
198	320	No	4.44	11,815	1	0	0	1.09	0	0	0	1	3	2	2	0	36.68
202	379	No	4.58	-	1	0	0	1.20	0	0	0	1	1	2	2	2	36.68
239	262	Yes	4.62	314	1	0	0	1.10	0	2	0	1	1	2	2	0	36.68
259	216	No	7.5	4,186	2	0	0	0.00	0	0	0	2	2	3	1	0	36.68
294	356	No	4.44	77	1	0	0	1.20	0	0	0	1	1	2	2	2	36.68
488	312	No	4.44	-	1	0	0	1.16	0	0	0	1	1	2	2	2	36.68
513	37	Yes	14.89	740	0	0	0	0.00	0	2	0	0	2	4	0	0	36.68
4	463	Yes	3.03	-	1	0	0	1.22	0	2	0	1	1	1	2	2	36.27
52	159	No	5.56	17,059	2	0	0	1.14	0	0	0	2	3	2	1	1	36.27
107	243	No	3.15	-	2	0	0	1.25	0	0	0	2	1	1	2	3	36.27
115	356	Yes	2.5	154	2	0	0	1.14	0	2	0	2	1	1	2	1	36.27
117	260	Yes	2.59	105	2	0	0	1.15	0	2	0	2	1	1	2	1	36.27
120	183	No	4.44	150	2	0	0	1.26	0	0	0	2	1	2	1	3	36.27
211	564	No	2.19	1,894	1	0	0	1.30	0	0	0	1	2	0	3	3	36.27
249	189	No	6.2	219,845	2	0	0	1.10	0	0	0	2	4	2	1	0	36.27
260	642	Yes	2.22	4,481	2	0	0	1.11	0	2	0	2	2	0	3	0	36.27
274	233	No	4.75	8,349	2	0	0	1.13	0	0	0	2	3	2	1	1	36.27
321	311	No	2.41	133,339	1	0	0	1.13	0	0	0	1	4	1	2	1	36.27
388	146	No	4	-	2	0	0	1.24	0	0	0	2	1	2	1	3	36.27
472	427	No	2.86	4,363	2	0	0	1.20	0	0	0	2	2	1	2	2	36.27
522	293	No	3.7	-	2	0	0	1.23	0	0	0	2	1	1	2	3	36.27
542	329	Yes	2.37	83	2	0	0	1.14	0	2	0	2	1	1	2	1	36.27
20	392	Yes	1.82	2,306	1	0	0	1.26	0	2	0	1	2	0	2	3	35.86
165	318	Yes	1.38	17,317	1	0	0	1.17	0	2	0	1	3	0	2	2	35.86
340	189	No	2.38	225,353	2	0	0	1.19	0	0	0	2	4	1	1	2	35.86
343	240	No	1	7,763	1	0	0	1.40	0	0	0	1	3	0	2	4	35.86
382	299	No	0.9	145,196	2	0	0	1.19	0	0	0	2	4	0	2	2	35.86
429	228	No	2.39	4,446	2	0	0	1.41	0	0	0	2	2	1	1	4	35.86
495	68	Yes	4	13,296	2	0	0	1.13	0	2	0	2	3	2	0	1	35.86
194	190	Yes	2.22	11,680	2	0	0	1.23	0	2	0	2	3	0	1	3	35.45
552	1,768	No	0	15	0	0	1	0.00	0	0	2	0	1	0	4	0	35.42
307	194	No	5.32	5,084	1	0	1	1.12	0	0	2	1	2	2	1	0	35.01
41	281	No	2	-	0	0	1	1.39	0	0	2	0	1	0	2	4	34.6
204	258	No	2.24	18,265	2	0	1	1.12	0	0	2	2	3	0	2	0	34.6
263	171	Yes	3.2	160	2	0	1	0.00	0	2	2	2	1	1	1	0	34.6
25	192	Yes	1.97	428	2	0	1	1.17	0	2	2	2	1	0	1	2	34.19
75	137	Yes	0.69	6,799	2	0	1	1.15	0	2	2	2	2	0	1	1	34.19
109	208	No	1.38	659	2	0	1	1.28	0	0	2	2	2	0	1	3	34.19
304	155	No	1.13	6,717	2	0	1	1.30	0	0	2	2	2	0	1	3	34.19
518	179	No	1.82	10,867	2	0	1	1.18	0	0	2	2	3	0	1	2	34.19
500	357	No	7.78	-	0	0	0	0.00	0	0	0	0	1	3	2	0	34.17
78	119	Yes	1.14	8,058	2	0	1	1.17	0	2	2	2	3	0	0	2	33.78
54	37	Yes	14.89	-	0	0	0	0.00	0	2	0	0	1	4	0	0	33.76
60	470	Yes	3.63	-	0	0	0	0.00	0	2	0	0	1	1	3	0	33.76
98	316	No	6.76	-	2	0	0	0.00	0	0	0	2	1	2	2	0	33.76
123	37	Yes	14.89	-	0	0	0	0.00	0	2	0	0	1	4	0	0	33.76
250	37	Yes	14.89	-	0	0	0	0.00	0	2	0	0	1	4	0	0	33.76
282	470	Yes	3.63	117	0	0	0	0.00	0	2	0	0	1	1	3	0	33.76
284	37	Yes	14.89	-	0	0	0	0.00	0	2	0	0	1	4	0	0	33.76
293	292	No	4.8	94	2	0	0	0.00	0	0	0	2	1	2	2	0	33.76
333	37	Yes	14.89	-	0	0	0	0.00	0	2	0	0	1	4	0	0	33.76
384	148	No	13.68	-	2	0	0	0.00	0	0	0	2	1	3	1	0	33.76
396	37	Yes	14.89	-	0	0	0	0.00	0	2	0	0	1	4	0	0	33.76
439	146	No	8.78	188	2	0	0	1.11	0	0	0	2	1	3	1	0	33.76
484	470	Yes	3.63	58	0	0	0	0.00	0	2	0	0	1	1	3	0	33.76
507	148	No	13.68	-	2	0	0	0.00	0	0	0	2	1	3	1	0	33.76
19	170	No	4	-	2	0	0	1.21	0	0	0	2	1	2	1	2	33.35
76	216	No	6.22	13,191	1	0	0	1.15	0	0	0	1	3	2	1	1	33.35
82	163	No	4.73	11,766	2	0	0	1.09	0	0	0	2	3	2	1	0	33.35
261	205	Yes	5.51	134	1	0	0	1.13	0	2	0	1	1	2	1	1	33.35
275	364	No	3.4	151	2	0	0	1.18	0	0	0	2	1	1	2	2	33.35
336	293	No	3.7	-	2	0	0	1.17	0	0	0	2	1	1	2	2	33.35
347	130	No	9.62	211	2	0	0	1.20	0	0	0	2	1	3	0	2	33.35
356	62	Yes	13.33	442	2	0	0	1.12	0	2	0	2	1	3	0	0	33.35
397	131	No	7.58	-	2	0	0	1.18	0	0	0	2	1	3	0	2	33.35
398	175	No	4	-	2	0	0	1.19	0	0	0	2	1	2	1	2	33.35
402	183	No	6.56	4,940	2	0	0	1.13	0	0	0	2	2	2	1	1	33.35
412	457	No	3.95	2,038	1	0	0	1.16	0	0	0	1	2	1	2	2	33.35
442	119	No	8.7	-	2	0	0	1.20	0	0	0	2	1	3	0	2	33.35
457	98	Yes	8.57	280	2	0	0	0.00	0	2	0	2	1	3	0	0	33.35
464	401	No	3.2	7,037	2	0	0	1.13	0	0	0	2	2	1	2	1	33.35
473	226	Yes	5.11	364	2	0	0	1.12	0	2	0	2	1	2	1	0	33.35
497	148	Yes	4.41	185	2	0	0	0.00	0	2	0	2	1	2	1	0	33.35
541	448	Yes	3.78	-	2	0	0	1.12	0	2	0	2	1	1	2	0	33.35
14	348	No	1.53	15,667	2	0	0	1.16	0	0	0	2	3	0	2	2	32.94
163	305	Yes	0.6	-	2	0	0	1.19	0	2	0	2	1	0	2	2	32.94
277	317	Yes	2	-	2	0	0	1.20	0	2	0	2	1	0	2	2	32.94
332	121	Yes	6.06	7,698	2	0	0	0.00	0	2	0	2	3	2	0	0	32.94

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
378	118	No	5.64	464	2	0	0	2.18	0	0	0	2	1	2	0	4	32.94
430	119	No	5.81	7,598	2	0	0	1.16	0	0	0	2	3	2	0	2	32.94
435	336	No	0.88	8,317	1	0	0	1.24	0	0	0	1	3	0	2	3	32.94
476	384	Yes	1.82	2,568	1	0	0	1.20	0	2	0	1	2	0	2	2	32.94
496	237	Yes	2.87	4,855	2	0	0	1.14	0	2	0	2	2	1	1	1	32.94
499	361	Yes	1.75	2,504	2	0	0	1.14	0	2	0	2	2	0	2	1	32.94
525	157	No	3.64	175	3	0	0	1.24	0	0	0	3	1	1	1	3	32.94
570	-	Yes	4.9	1,500	2	0	0	1.15	0	2	0	2	2	2	0	1	32.94
431	187	Yes	0.91	216,922	2	0	0	1.14	0	2	0	2	4	0	1	1	32.53
221	108	Yes	0	803,704	2	0	0	1.24	0	2	0	2	4	0	0	3	32.12
424	161	No	4.44	-	1	0	1	1.09	0	0	2	1	1	2	1	0	32.09
40	234	No	2.62	177,333	0	0	1	0.00	0	0	2	0	4	1	1	0	31.68
152	153	No	3.24	-	2	0	1	1.15	0	0	2	2	1	1	1	1	31.68
328	159	No	3.98	17,748	1	0	1	0.00	0	0	2	1	3	1	1	0	31.68
44	118	No	2.44	23,915	2	0	1	1.15	0	0	2	2	3	1	0	1	31.27
568	-	Yes	0	-	2	0	1	1.23	0	2	2	2	1	0	0	3	30.86
3	286	No	5	287	1	0	0	1.08	0	0	0	1	1	2	2	0	30.84
35	257	No	4.29	3,625	0	0	0	0.00	0	0	0	0	2	2	2	0	30.84
139	311	No	4.44	176	1	0	0	1.11	0	0	0	1	1	2	2	0	30.84
248	311	No	4	88	1	0	0	1.12	0	0	0	1	1	2	2	0	30.84
325	257	No	4.29	3,625	0	0	0	0.00	0	0	0	0	2	2	2	0	30.84
57	240	Yes	2.45	342	1	0	0	1.09	0	2	0	1	1	1	2	0	30.43
85	243	No	2.65	3,946	2	0	0	0.00	0	0	0	2	2	1	2	0	30.43
111	291	No	2.86	188	2	0	0	1.16	0	0	0	2	1	1	2	1	30.43
317	226	Yes	5.84	121	1	0	0	1.10	0	2	0	1	1	2	1	0	30.43
482	240	Yes	3.64	571	1	0	0	1.08	0	2	0	1	1	1	2	0	30.43
42	409	No	1.84	67	2	0	0	1.23	0	0	0	2	1	0	2	3	30.02
130	362	No	1.02	234,254	1	0	0	1.13	0	0	0	1	4	0	2	1	30.02
138	125	No	4.18	7,890	2	0	0	1.14	0	0	0	2	3	2	0	1	30.02
162	399	No	1.94	108,806	2	0	0	1.12	0	0	0	2	4	0	2	0	30.02
224	283	No	1.55	290	2	0	0	1.30	0	0	0	2	1	0	2	3	30.02
240	336	No	2.13	2,772	2	0	0	1.19	0	0	0	2	2	0	2	2	30.02
243	105	No	4.44	1,826	3	0	0	1.13	0	0	0	3	2	2	0	1	30.02
270	121	No	5	24,454	2	0	0	1.14	0	0	0	2	3	2	0	1	30.02
300	39	Yes	6.73	702	2	0	0	0.00	0	2	0	2	2	2	0	0	30.02
335	220	Yes	2.5	249	2	0	0	1.13	0	2	0	2	1	1	1	1	30.02
338	90	Yes	4.44	-	2	0	0	1.13	0	2	0	2	1	2	0	1	30.02
344	107	Yes	6.18	379,362	0	0	0	0.00	0	2	0	0	4	2	0	0	30.02
374	102	No	4.44	9,401	3	0	0	1.12	0	0	0	3	3	2	0	0	30.02
395	198	Yes	2.82	138	2	0	0	1.13	0	2	0	2	1	1	1	1	30.02
447	303	Yes	1.68	9,313	1	0	0	1.11	0	2	0	1	3	0	2	0	30.02
540	239	Yes	3.64	4,471	2	0	0	1.09	0	2	0	2	2	1	1	0	30.02
24	104	No	2.65	1,054	2	0	0	1.35	0	0	0	2	2	1	0	4	29.61
197	201	Yes	2.22	22,490	1	0	0	1.17	0	2	0	1	3	0	1	2	29.61
227	195	No	0.54	208,163	2	0	0	1.16	0	0	0	2	4	0	1	2	29.61
237	239	Yes	1.9	7,680	2	0	0	1.14	0	2	0	2	3	0	1	1	29.61
251	232	No	0.56	357,605	2	0	0	1.19	0	0	0	2	4	0	1	2	29.61
309	77	Yes	3.64	11,742	2	0	0	1.14	0	2	0	2	3	1	0	1	29.61
548	142	Yes	1.54	20,644	2	0	0	1.14	0	2	0	2	3	0	1	1	29.61
413	85	Yes	1.46	955,101	2	0	0	1.17	0	2	0	2	4	0	0	2	29.2
34	115	No	4	238	2	0	1	0.00	0	0	2	2	1	2	0	0	28.76
5	108	Yes	3.25	17,250	0	0	1	0.00	0	2	2	0	3	1	0	0	28.35
286	121	No	3.07	7,698	2	0	1	1.12	0	0	2	2	3	1	0	0	28.35
438	125	No	2.86	14,685	2	0	1	0.00	0	0	2	2	3	1	0	0	28.35
88	103	No	0.76	798	2	0	1	1.23	0	0	2	2	2	0	0	3	27.94
18	470	No	3.63	-	0	0	0	0.00	0	0	0	0	1	1	3	0	27.92
50	4,295	No	0	-	0	0	0	0.00	0	0	0	0	1	0	4	0	27.92
371	470	No	3.63	-	0	0	0	0.00	0	0	0	0	1	1	3	0	27.92
37	189	No	4	145	2	0	0	1.09	0	0	0	2	1	2	1	0	27.51
71	194	Yes	4.11	424	0	0	0	0.00	0	2	0	0	1	2	1	0	27.51
151	165	No	5.71	11,291	0	0	0	0.00	0	0	0	0	3	2	1	0	27.51
153	125	No	12.37	219	2	0	0	0.00	0	0	0	2	1	3	0	0	27.51
234	269	No	3.27	3,565	1	0	0	1.10	0	0	0	1	2	1	2	0	27.51
253	78	Yes	13.17	-	0	0	0	0.00	0	2	0	0	1	3	0	0	27.51
334	365	No	2.86	75	2	0	0	1.12	0	0	0	2	1	1	2	0	27.51
352	78	Yes	13.17	-	0	0	0	0.00	0	2	0	0	1	3	0	0	27.51
379	191	No	4.88	-	2	0	0	0.00	0	0	0	2	1	2	1	0	27.51
383	313	No	2.5	-	2	0	0	1.11	0	0	0	2	1	1	2	0	27.51
434	244	No	3.69	-	2	0	0	0.00	0	0	0	2	1	1	2	0	27.51
468	293	No	3.7	-	1	0	0	1.15	0	0	0	1	1	1	2	1	27.51
498	225	No	4	122	2	0	0	1.11	0	0	0	2	1	2	1	0	27.51
528	122	No	13.07	-	2	0	0	0.00	0	0	0	2	1	3	0	0	27.51
26	105	Yes	4.82	-	2	0	0	1.12	0	2	0	2	1	2	0	0	27.1
69	340	No	0.84	8,139	2	0	0	1.11	0	0	0	2	3	0	2	0	27.1
70	106	No	4.44	17,576	2	0	0	1.10	0	0	0	2	3	2	0	0	27.1
134	114	No	6.15	16,823	2	0	0	1.09	0	0	0	2	3	2	0	0	27.1
166	130	No	7.27	13,909	2	0	0	0.00	0	0	0	2	3	2	0	0	27.1
266	313	No	1.95	438	2	0	0	1.18	0	0	0	2	1	0	2	2	27.1
298	113	No	7.34	8,486	2	0	0	0.00	0	0	0	2	3	2	0	0	27.1
312	205	No	2.54	134	2	0	0	1.19	0	0	0	2	1	1	1	2	27.1
339	114	Yes	4	481	2	0	0	0.00	0	2	0	2	1	2	0	0	27.1

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
355	156	No	2.5	17,387	2	0	0	0.00	0	0	0	2	3	1	1	0	27.1
377	217	No	3.64	4,293	1	0	0	1.19	0	0	0	1	2	1	1	2	27.1
399	252	No	2	-	2	0	0	1.19	0	0	0	2	1	0	2	2	27.1
407	147	No	2.53	12,674	2	0	0	0.00	0	0	0	2	3	1	1	0	27.1
506	70	Yes	4	-	2	0	0	1.09	0	2	0	2	1	2	0	0	27.1
514	115	Yes	7.24	-	2	0	0	0.00	0	2	0	2	1	2	0	0	27.1
516	106	Yes	6.71	-	2	0	0	0.00	0	2	0	2	1	2	0	0	27.1
547	370	No	1.13	222	2	0	0	1.18	0	0	0	2	1	0	2	2	27.1
576	100	Yes	6	-	2	0	0	0.00	0	2	0	2	1	2	0	0	27.1
31	224	Yes	2.22	122	1	0	0	1.25	0	2	0	1	1	0	1	3	26.69
65	146	No	1.91	13,323	2	0	0	1.20	0	0	0	2	3	0	1	2	26.69
87	62	Yes	3.33	884	2	0	0	1.13	0	2	0	2	2	1	0	1	26.69
128	239	Yes	1.94	12,036	1	0	0	1.13	0	2	0	1	3	0	1	1	26.69
303	81	Yes	3.33	46,339	2	0	0	1.11	0	2	0	2	3	1	0	0	26.69
331	108	Yes	0.89	254	2	0	0	1.49	0	2	0	2	1	0	0	4	26.28
403	156	No	1.65	5,796	2	0	1	0.00	0	0	2	2	2	0	1	0	25.43
201	134	No	1.07	6,747	2	0	1	1.17	0	0	2	2	2	0	0	2	25.02
322	30	Yes	0.41	1,826	2	0	1	0.00	0	2	2	2	2	0	0	0	25.02
7	189	No	3.36	5,074	2	0	0	0.00	0	0	0	2	2	1	1	0	24.18
101	170	No	3.33	5,641	2	0	0	1.10	0	0	0	2	2	1	1	0	24.18
121	106	No	5.41	517	2	0	0	1.16	0	0	0	2	1	2	0	1	24.18
122	141	No	2.5	972	2	0	0	0.00	0	0	0	2	2	1	1	0	24.18
144	230	No	2.64	238	1	0	0	1.18	0	0	0	1	1	1	1	2	24.18
160	224	No	2.91	-	2	0	0	1.13	0	0	0	2	1	1	1	1	24.18
180	356	No	1.94	2,694	0	0	0	1.18	0	0	0	0	2	0	2	2	24.18
181	120	No	4.44	228	2	0	0	1.15	0	0	0	2	1	2	0	1	24.18
225	295	No	0.38	3,343	2	0	0	0.00	0	0	0	2	2	0	2	0	24.18
230	187	No	3.3	4,835	2	0	0	1.11	0	0	0	2	2	1	1	0	24.18
264	154	No	2.83	5,871	2	0	0	0.00	0	0	0	2	2	1	1	0	24.18
350	104	No	4.44	263	2	0	0	1.15	0	0	0	2	1	2	0	1	24.18
415	191	No	3.64	430	2	0	0	1.13	0	0	0	2	1	1	1	1	24.18
486	199	No	2.38	-	1	0	0	1.20	0	0	0	1	1	1	1	2	24.18
531	154	No	2.83	6,582	2	0	0	0.00	0	0	0	2	2	1	1	0	24.18
184	191	Yes	1.52	4,877	1	0	0	1.14	0	2	0	1	2	0	1	1	23.77
185	163	No	2	336	2	0	0	1.22	0	0	0	2	1	0	1	3	23.77
191	141	No	2	288,079	2	0	0	1.07	0	0	0	2	4	0	1	0	23.77
218	106	Yes	2.87	258	2	0	0	1.14	0	2	0	2	1	1	0	1	23.77
297	26	Yes	3.23	1,054	2	0	0	1.12	0	2	0	2	2	1	0	0	23.77
305	77	Yes	3.64	-	2	0	0	1.15	0	2	0	2	1	1	0	1	23.77
324	170	Yes	0.85	-	1	0	0	1.20	0	2	0	1	1	0	1	2	23.77
391	154	No	2.22	356	2	0	0	1.22	0	0	0	2	1	0	1	3	23.77
460	23	Yes	3.33	3,574	2	0	0	0.00	0	2	0	2	2	1	0	0	23.77
503	73	Yes	3.64	-	1	0	0	1.17	0	2	0	1	1	1	0	2	23.77
512	152	Yes	2.22	541	1	0	0	1.16	0	2	0	1	1	0	1	2	23.77
170	120	Yes	0.99	-	2	0	0	1.31	0	2	0	2	1	0	0	3	23.36
535	104	No	0.89	398,999	1	0	0	1.24	0	0	0	1	4	0	0	3	23.36
559	26	Yes	1.24	35,827	3	0	0	0.00	0	2	0	3	3	0	0	0	23.36
45	208	No	2.62	-	0	0	1	0.00	0	0	2	0	1	1	1	0	22.92
409	189	No	2.95	290	0	0	1	0.00	0	0	2	0	1	1	1	0	22.92
478	456	No	0	-	0	0	1	0.00	0	0	2	0	1	0	2	0	22.92
29	124	Yes	0	-	2	0	1	0.00	0	2	2	2	1	0	0	0	22.1
483	124	Yes	0	-	2	0	1	0.00	0	2	2	2	1	0	0	0	22.1
508	158	No	6.2	-	0	0	0	0.00	0	0	0	0	1	2	1	0	21.67
1	115	No	6.2	476	2	0	0	0.00	0	0	0	2	1	2	0	0	21.26
59	110	Yes	7.25	-	0	0	0	0.00	0	2	0	0	1	2	0	0	21.26
80	109	No	6.76	-	2	0	0	0.00	0	0	0	2	1	2	0	0	21.26
124	298	No	2.22	-	2	0	0	0.00	0	0	0	2	1	0	2	0	21.26
132	233	No	3.36	-	2	0	0	1.12	0	0	0	2	1	1	1	0	21.26
140	100	No	4.46	-	2	0	0	0.00	0	0	0	2	1	2	0	0	21.26
145	143	No	2.57	-	2	0	0	0.00	0	0	0	2	1	1	1	0	21.26
178	267	No	1.53	7,491	1	0	0	1.09	0	0	0	1	2	0	2	0	21.26
189	396	No	2.15	277	1	0	0	1.12	0	0	0	1	1	0	2	1	21.26
195	450	No	2.22	-	2	0	0	0.00	0	0	0	2	1	0	2	0	21.26
212	226	No	3.13	485	2	0	0	0.00	0	0	0	2	1	1	1	0	21.26
214	197	No	2.89	139	2	0	0	0.00	0	0	0	2	1	1	1	0	21.26
228	105	No	5.71	261	2	0	0	0.00	0	0	0	2	1	2	0	0	21.26
257	447	No	2.22	-	2	0	0	0.00	0	0	0	2	1	0	2	0	21.26
428	302	No	2.22	-	2	0	0	0.00	0	0	0	2	1	0	2	0	21.26
446	322	No	2	-	2	0	0	0.00	0	0	0	2	1	0	2	0	21.26
455	465	No	0	-	2	0	0	0.00	0	0	0	2	1	0	2	0	21.26
491	139	No	2.31	-	2	0	0	0.00	0	0	0	2	1	1	1	0	21.26
501	167	No	2.5	-	2	0	0	1.09	0	0	0	2	1	1	1	0	21.26
524	297	No	2.22	92	2	0	0	0.00	0	0	0	2	1	0	2	0	21.26
533	101	No	4	-	2	0	0	1.11	0	0	0	2	1	2	0	0	21.26
560	21	Yes	4.31	-	0	0	0	0.00	0	2	0	0	1	2	0	0	21.26
8	143	No	1.44	19,734	1	0	0	1.14	0	0	0	1	3	0	1	1	20.85
36	163	No	0.99	11,261	2	0	0	0.00	0	0	0	2	3	0	1	0	20.85
112	127	No	2.5	8,198	2	0	0	0.00	0	0	0	2	3	1	0	0	20.85
167	166	No	1.9	165	1	0	0	1.22	0	0	0	1	1	0	1	3	20.85
172	129	No	2.28	7,646	2	0	0	0.00	0	0	0	2	3	1	0	0	20.85
417	67	Yes	3.85	409	2	0	0	0.00	0	2	0	2	1	1	0	0	20.85

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
444	202	No	1.1	-	2	0	0	1.22	0	0	0	2	1	0	1	2	20.85
467	34	Yes	2.63	-	2	0	0	1.11	0	2	0	2	1	1	0	0	20.85
549	114	No	2.5	-	2	0	0	1.17	0	0	0	2	1	1	0	2	20.85
551	136	No	1.62	-	2	0	0	1.17	0	0	0	2	1	0	1	2	20.85
58	130	No	2.22	7,165	3	0	0	1.18	0	0	0	3	2	0	0	2	20.44
206	43	Yes	1.11	1,274	2	0	0	1.13	0	2	0	2	2	0	0	1	20.44
245	111	Yes	2.13	8,392	1	0	0	1.13	0	2	0	1	3	0	0	1	20.44
295	104	No	1.89	9,747	2	0	0	1.21	0	0	0	2	3	0	0	2	20.44
477	80	Yes	2	11,986	2	0	0	1.12	0	2	0	2	3	0	0	0	20.44
564	-	Yes	0	-	2	0	0	1.17	0	2	0	2	1	0	0	2	20.44
567	-	Yes	0	-	2	0	0	1.17	0	2	0	2	1	0	0	2	20.44
177	135	No	1.86	7,306	0	0	1	1.12	0	0	2	0	2	0	1	0	19.59
255	22	Yes	0.41	1,245	0	0	1	0.00	0	2	2	0	2	0	0	0	19.18
453	104	No	2.22	263	2	0	1	1.15	0	0	2	2	1	0	0	1	19.18
55	336	No	2.13	2,691	0	0	0	0.00	0	0	0	0	2	0	2	0	18.34
330	336	No	2.13	5,463	0	0	0	0.00	0	0	0	0	2	0	2	0	18.34
9	201	No	1.43	4,634	2	0	0	1.07	0	0	0	2	2	0	1	0	17.93
67	162	No	0.9	-	1	0	0	1.22	0	0	0	1	1	0	1	2	17.93
229	141	No	2.22	7,189	2	0	0	1.10	0	0	0	2	2	0	1	0	17.93
375	163	No	1.89	11,093	1	0	0	0.00	0	0	0	1	3	0	1	0	17.93
440	111	No	3.75	58,250	0	0	0	0.00	0	0	0	0	4	1	0	0	17.93
445	111	No	3	58,250	0	0	0	0.00	0	0	0	0	4	1	0	0	17.93
470	206	No	1.82	4,788	2	0	0	0.00	0	0	0	2	2	0	1	0	17.93
505	138	No	1.67	7,147	2	0	0	0.00	0	0	0	2	2	0	1	0	17.93
17	117	No	2.22	8,196	2	0	0	1.13	0	0	0	2	3	0	0	1	17.52
186	102	No	0.68	537	2	0	0	1.30	0	0	0	2	1	0	0	3	17.52
426	111	No	1.43	-	2	0	0	1.26	0	0	0	2	1	0	0	3	17.52
569	-	Yes	0	-	3	0	0	1.08	0	2	0	3	1	0	0	0	17.52
572	30	Yes	0.79	1,826	2	0	0	1.10	0	2	0	2	2	0	0	0	17.52
200	180	No	2	-	0	0	1	0.00	0	0	2	0	1	0	1	0	16.67
143	104	No	1.82	263	2	0	1	0.00	0	0	2	2	1	0	0	0	16.26
12	105	No	5.98	-	0	0	0	0.00	0	0	0	0	1	2	0	0	15.42
154	195	No	2.55	-	0	0	0	0.00	0	0	0	0	1	1	1	0	15.42
187	251	No	0	-	0	0	0	0.00	0	0	0	0	1	0	2	0	15.42
199	249	No	0	-	0	0	0	0.00	0	0	0	0	1	0	2	0	15.42
357	105	No	5.98	-	0	0	0	0.00	0	0	0	0	1	2	0	0	15.42
380	125	No	4.18	219	0	0	0	0.00	0	0	0	0	1	2	0	0	15.42
432	105	No	5.98	-	0	0	0	0.00	0	0	0	0	1	2	0	0	15.42
469	183	No	2.47	-	0	0	0	0.00	0	0	0	0	1	1	1	0	15.42
556	251	No	0	-	0	0	0	0.00	0	0	0	0	1	0	2	0	15.42
13	108	No	3.51	-	2	0	0	0.00	0	0	0	2	1	1	0	0	15.01
15	100	No	2.96	-	2	0	0	0.00	0	0	0	2	1	1	0	0	15.01
23	109	No	2.86	754	1	0	0	0.00	0	0	0	1	2	1	0	0	15.01
27	110	No	2.59	249	1	0	0	1.16	0	0	0	1	1	1	0	1	15.01
81	149	No	2.03	-	2	0	0	0.00	0	0	0	2	1	0	1	0	15.01
215	232	No	2	-	2	0	0	0.00	0	0	0	2	1	0	1	0	15.01
219	186	No	1.79	-	2	0	0	0.00	0	0	0	2	1	0	1	0	15.01
256	146	No	2	-	2	0	0	1.11	0	0	0	2	1	0	1	0	15.01
262	213	No	0	-	2	0	0	0.00	0	0	0	2	1	0	1	0	15.01
267	116	No	2.38	-	2	0	0	0.00	0	0	0	2	1	1	0	0	15.01
400	156	No	2.22	176	2	0	0	1.10	0	0	0	2	1	0	1	0	15.01
420	162	No	2.22	338	2	0	0	1.08	0	0	0	2	1	0	1	0	15.01
449	116	No	2.38	-	2	0	0	0.00	0	0	0	2	1	1	0	0	15.01
487	112	No	2.5	-	2	0	0	0.00	0	0	0	2	1	1	0	0	15.01
521	163	No	0.25	11,093	0	0	0	0.00	0	0	0	0	3	0	1	0	15.01
523	160	No	1.53	-	2	0	0	0.00	0	0	0	2	1	0	1	0	15.01
550	145	Yes	2.15	-	0	0	0	0.00	0	2	0	0	1	0	1	0	15.01
127	45	Yes	0.43	-	2	0	0	0.00	0	2	0	2	1	0	0	0	14.6
364	67	Yes	2.08	13,903	0	0	0	0.00	0	2	0	0	3	0	0	0	14.6
392	117	No	1.05	15,923	2	0	0	0.00	0	0	0	2	3	0	0	0	14.6
561	-	Yes	0	-	2	0	0	1.10	0	2	0	2	1	0	0	0	14.6
563	-	Yes	0	-	2	0	0	1.06	0	2	0	2	1	0	0	0	14.6
573	35	Yes	2	-	2	0	0	0.00	0	2	0	2	1	0	0	0	14.6
575	44	Yes	0	-	2	0	0	0.00	0	2	0	2	1	0	0	0	14.6
208	205	No	1.82	134	1	0	0	0.00	0	0	0	1	1	0	1	0	12.09
519	105	No	2.5	-	1	0	0	0.00	0	0	0	1	1	1	0	0	12.09
532	136	No	1.62	-	1	0	0	1.12	0	0	0	1	1	0	1	0	12.09
530	123	No	1.4	7,350	2	0	0	0.00	0	0	0	2	2	0	0	0	11.68
47	129	No	2.28	-	0	0	0	0.00	0	0	0	0	1	1	0	0	9.17
113	174	No	1.03	-	0	0	0	0.00	0	0	0	0	1	0	1	0	9.17
125	152	No	1.03	360	0	0	0	0.00	0	0	0	0	1	0	1	0	9.17
156	144	No	0.45	-	0	0	0	0.00	0	0	0	0	1	0	1	0	9.17
159	127	No	2.5	216	0	0	0	0.00	0	0	0	0	1	1	0	0	9.17
354	114	No	2.66	-	0	0	0	0.00	0	0	0	0	1	1	0	0	9.17
515	123	No	3.17	223	0	0	0	0.00	0	0	0	0	1	1	0	0	9.17
517	127	No	2.5	-	0	0	0	0.00	0	0	0	0	1	1	0	0	9.17
95	131	No	1.91	418	2	0	0	0.00	0	0	0	2	1	0	0	0	8.76
100	110	No	2.18	249	2	0	0	0.00	0	0	0	2	1	0	0	0	8.76
114	102	No	0.91	-	2	0	0	0.00	0	0	0	2	1	0	0	0	8.76
150	110	No	2.18	8,717	0	0	0	0.00	0	0	0	0	3	0	0	0	8.76
299	36	Yes	1.4	-	0	0	0	0.00	0	2	0	0	1	0	0	0	8.76

	Actual Measure Value								Points (No Multiplier Adjusted)								
Segment ID	Truck Volumes	Agency Identified Corridors	Truck Percentage (%)	Safety	Pavement Condition	Key Commerce Corridors	Access to Freight Facilities	Travel Time Reliability	Key Commerce Corridors	Agency Identified Corridors	Access to Freight Facilities	Pavement Condition	Safety	Truck Percentage (%)	Truck Volumes	Travel Time Reliability	Final Score (Adjusted by Multiplier)
353	101	No	2.07	-	2	0	0	0.00	0	0	0	2	1	0	0	0	8.76
393	134	No	0	6,747	1	0	0	0.00	0	0	0	1	2	0	0	0	8.76
436	130	No	1.39	211	2	0	0	0.00	0	0	0	2	1	0	0	0	8.76
441	117	No	0.93	-	2	0	0	0.00	0	0	0	2	1	0	0	0	8.76
562	-	Yes	0	-	0	0	0	0.00	0	2	0	0	1	0	0	0	8.76
565	-	Yes	0	-	0	0	0	0.00	0	2	0	0	1	0	0	0	8.76
566	-	Yes	0	-	0	0	0	0.00	0	2	0	0	1	0	0	0	8.76
404	100	No	0.8	-	1	0	0	1.11	0	0	0	1	1	0	0	0	5.84
176	120	No	1.86	-	0	0	0	0.00	0	0	0	0	1	0	0	0	2.92
183	111	No	1.24	-	0	0	0	0.00	0	0	0	0	1	0	0	0	2.92
278	101	No	0.55	-	0	0	0	0.00	0	0	0	0	1	0	0	0	2.92

Urban Corridor Calculation Details (Non-MAG/PAG Region)

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
2142	Bullhead City Metropolitan Planning Organization	1,101	16	2	4	112.5
2882	Bullhead City Metropolitan Planning Organization	927	3.89	2	3	93.75
1624	Bullhead City Metropolitan Planning Organization	425	22.65	1	4	93.75
2130	Bullhead City Metropolitan Planning Organization	927	2.5	2	2	75
2127	Bullhead City Metropolitan Planning Organization	623	2.89	2	2	75
2173	Bullhead City Metropolitan Planning Organization	623	2.5	2	2	75
2911	Bullhead City Metropolitan Planning Organization	623	2.5	2	2	75
2880	Bullhead City Metropolitan Planning Organization	620	2.5	2	2	75
2338	Bullhead City Metropolitan Planning Organization	456	3.96	1	3	75
2193	Bullhead City Metropolitan Planning Organization	482	2.86	1	2	56.25
2531	Bullhead City Metropolitan Planning Organization	463	3.03	1	2	56.25
1502	Bullhead City Metropolitan Planning Organization	437	2.5	1	2	56.25
1720	Bullhead City Metropolitan Planning Organization	430	2.5	1	2	56.25
1415	Bullhead City Metropolitan Planning Organization	400	2.5	1	2	56.25
771	Bullhead City Metropolitan Planning Organization	396	2.5	1	2	56.25
1433	Bullhead City Metropolitan Planning Organization	346	2.45	1	2	56.25
778	Bullhead City Metropolitan Planning Organization	334	2.5	1	2	56.25
1303	Bullhead City Metropolitan Planning Organization	261	2.5	1	2	56.25
2275	Bullhead City Metropolitan Planning Organization	482	1.77	1	1	37.5
2738	Bullhead City Metropolitan Planning Organization	220	2.5	0	2	37.5
3090	Bullhead City Metropolitan Planning Organization	193	2.5	0	2	37.5
2888	Bullhead City Metropolitan Planning Organization	343	1.39	1	0	18.75
785	Bullhead City Metropolitan Planning Organization	250	0	1	0	18.75
1152	Bullhead City Metropolitan Planning Organization	231	2.21	0	1	18.75
1977	Bullhead City Metropolitan Planning Organization	231	0	0	0	0
709	Bullhead City Metropolitan Planning Organization	230	0	0	0	0
2187	Bullhead City Metropolitan Planning Organization	193	0.22	0	0	0
2471	Bullhead City Metropolitan Planning Organization	111	1.24	0	0	0
2844	Central Arizona Governments	717	5.19	2	4	112.5
2957	Central Arizona Governments	563	8.75	2	4	112.5
2615	Central Arizona Governments	834	4.01	2	3	93.75
2769	Central Arizona Governments	538	4.12	2	3	93.75
1636	Central Arizona Governments	974	2.77	2	2	75
1271	Central Arizona Governments	850	2.22	2	2	75
2835	Central Arizona Governments	654	2.5	2	2	75
653	Central Arizona Governments	642	2.22	2	2	75
1818	Central Arizona Governments	537	2.5	2	2	75
2905	Central Arizona Governments	500	4.6	1	3	75
1693	Central Arizona Governments	472	3.33	1	3	75
1999	Central Arizona Governments	350	3.33	1	3	75
1384	Central Arizona Governments	183	6.56	0	4	75
3086	Central Arizona Governments	626	1.49	2	1	56.25
2498	Central Arizona Governments	509	2.5	1	2	56.25
1295	Central Arizona Governments	489	2.5	1	2	56.25
2548	Central Arizona Governments	456	2.22	1	2	56.25
2951	Central Arizona Governments	453	2.5	1	2	56.25
2300	Central Arizona Governments	416	2.5	1	2	56.25
1553	Central Arizona Governments	389	2.5	1	2	56.25
1298	Central Arizona Governments	190	2.22	0	2	37.5
2506	Central Arizona Governments	159	2.22	0	2	37.5
2355	Central Arizona Governments	131	2.22	0	2	37.5
2702	Central Arizona Governments	2	0	0	0	0
2587	Central Arizona Governments	-	0	0	0	0
2797	Central Yavapai Metropolitan Planning Organization	1,764	5.25	3	4	131.25
2312	Central Yavapai Metropolitan Planning Organization	1,696	3.67	3	3	112.5
2199	Central Yavapai Metropolitan Planning Organization	1,576	3.69	3	3	112.5
2852	Central Yavapai Metropolitan Planning Organization	1,470	4.09	3	3	112.5
1823	Central Yavapai Metropolitan Planning Organization	1,457	3.6	3	3	112.5
1461	Central Yavapai Metropolitan Planning Organization	1,259	4.44	3	3	112.5
2066	Central Yavapai Metropolitan Planning Organization	1,259	3.33	3	3	112.5
2452	Central Yavapai Metropolitan Planning Organization	1,162	3.74	3	3	112.5
2412	Central Yavapai Metropolitan Planning Organization	1,112	3.75	3	3	112.5
2610	Central Yavapai Metropolitan Planning Organization	1,072	5	2	4	112.5
622	Central Yavapai Metropolitan Planning Organization	950	5.5	2	4	112.5
731	Central Yavapai Metropolitan Planning Organization	950	5.5	2	4	112.5
1029	Central Yavapai Metropolitan Planning Organization	950	5.5	2	4	112.5
1195	Central Yavapai Metropolitan Planning Organization	950	5.5	2	4	112.5
1530	Central Yavapai Metropolitan Planning Organization	950	5.5	2	4	112.5
1181	Central Yavapai Metropolitan Planning Organization	1,283	2.4	3	2	93.75
2994	Central Yavapai Metropolitan Planning Organization	1,283	2.5	3	2	93.75
1455	Central Yavapai Metropolitan Planning Organization	1,148	2.5	3	2	93.75
1516	Central Yavapai Metropolitan Planning Organization	1,035	3.33	2	3	93.75
1518	Central Yavapai Metropolitan Planning Organization	835	3.75	2	3	93.75
1921	Central Yavapai Metropolitan Planning Organization	760	3.56	2	3	93.75
1065	Central Yavapai Metropolitan Planning Organization	723	3.89	2	3	93.75
939	Central Yavapai Metropolitan Planning Organization	713	4.38	2	3	93.75
2593	Central Yavapai Metropolitan Planning Organization	713	4.38	2	3	93.75
2476	Central Yavapai Metropolitan Planning Organization	271	18.48	1	4	93.75
699	Central Yavapai Metropolitan Planning Organization	1,141	1.82	3	1	75
1675	Central Yavapai Metropolitan Planning Organization	1,110	2.22	2	2	75
1900	Central Yavapai Metropolitan Planning Organization	1,005	2.86	2	2	75

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
2390	Central Yavapai Metropolitan Planning Organization	978	2.86	2	2	75
2394	Central Yavapai Metropolitan Planning Organization	936	2.5	2	2	75
2270	Central Yavapai Metropolitan Planning Organization	782	2.4	2	2	75
2915	Central Yavapai Metropolitan Planning Organization	747	2.98	2	2	75
704	Central Yavapai Metropolitan Planning Organization	735	3.05	2	2	75
1645	Central Yavapai Metropolitan Planning Organization	735	2.5	2	2	75
2930	Central Yavapai Metropolitan Planning Organization	735	3.08	2	2	75
1423	Central Yavapai Metropolitan Planning Organization	729	2.5	2	2	75
1679	Central Yavapai Metropolitan Planning Organization	693	2.42	2	2	75
2799	Central Yavapai Metropolitan Planning Organization	653	2.98	2	2	75
780	Central Yavapai Metropolitan Planning Organization	629	2.73	2	2	75
794	Central Yavapai Metropolitan Planning Organization	575	3.04	2	2	75
1483	Central Yavapai Metropolitan Planning Organization	281	3.24	1	3	75
2912	Central Yavapai Metropolitan Planning Organization	177	5.53	0	4	75
594	Central Yavapai Metropolitan Planning Organization	110	11.69	0	4	75
842	Central Yavapai Metropolitan Planning Organization	1,421	0	3	0	56.25
2046	Central Yavapai Metropolitan Planning Organization	893	1.72	2	1	56.25
663	Central Yavapai Metropolitan Planning Organization	663	2.13	2	1	56.25
1842	Central Yavapai Metropolitan Planning Organization	657	1.75	2	1	56.25
2960	Central Yavapai Metropolitan Planning Organization	455	3	1	2	56.25
2987	Central Yavapai Metropolitan Planning Organization	454	2.22	1	2	56.25
686	Central Yavapai Metropolitan Planning Organization	1,077	0.55	2	0	37.5
1150	Central Yavapai Metropolitan Planning Organization	800	0	2	0	37.5
779	Central Yavapai Metropolitan Planning Organization	747	0	2	0	37.5
1074	Central Yavapai Metropolitan Planning Organization	737	0	2	0	37.5
2114	Central Yavapai Metropolitan Planning Organization	734	1.29	2	0	37.5
588	Central Yavapai Metropolitan Planning Organization	463	2	1	1	37.5
2080	Central Yavapai Metropolitan Planning Organization	376	1.75	1	1	37.5
697	Central Yavapai Metropolitan Planning Organization	359	2.13	1	1	37.5
2958	Central Yavapai Metropolitan Planning Organization	359	2.13	1	1	37.5
590	Central Yavapai Metropolitan Planning Organization	349	2.15	1	1	37.5
675	Central Yavapai Metropolitan Planning Organization	349	2.15	1	1	37.5
898	Central Yavapai Metropolitan Planning Organization	349	2.15	1	1	37.5
2287	Central Yavapai Metropolitan Planning Organization	349	2.15	1	1	37.5
2103	Central Yavapai Metropolitan Planning Organization	294	1.93	1	1	37.5
2068	Central Yavapai Metropolitan Planning Organization	222	3.04	0	2	37.5
1356	Central Yavapai Metropolitan Planning Organization	190	2.69	0	2	37.5
1579	Central Yavapai Metropolitan Planning Organization	190	2.69	0	2	37.5
1742	Central Yavapai Metropolitan Planning Organization	190	2.69	0	2	37.5
1895	Central Yavapai Metropolitan Planning Organization	190	2.69	0	2	37.5
2688	Central Yavapai Metropolitan Planning Organization	190	2.69	0	2	37.5
969	Central Yavapai Metropolitan Planning Organization	184	2.4	0	2	37.5
1001	Central Yavapai Metropolitan Planning Organization	184	2.4	0	2	37.5
1316	Central Yavapai Metropolitan Planning Organization	182	2.56	0	2	37.5
2818	Central Yavapai Metropolitan Planning Organization	182	2.56	0	2	37.5
1545	Central Yavapai Metropolitan Planning Organization	145	3	0	2	37.5
1096	Central Yavapai Metropolitan Planning Organization	137	2.82	0	2	37.5
2551	Central Yavapai Metropolitan Planning Organization	137	2.82	0	2	37.5
1307	Central Yavapai Metropolitan Planning Organization	123	3.17	0	2	37.5
1210	Central Yavapai Metropolitan Planning Organization	119	3.15	0	2	37.5
903	Central Yavapai Metropolitan Planning Organization	502	1.43	1	0	18.75
2148	Central Yavapai Metropolitan Planning Organization	455	0	1	0	18.75
1770	Central Yavapai Metropolitan Planning Organization	390	0.55	1	0	18.75
2731	Central Yavapai Metropolitan Planning Organization	347	0.45	1	0	18.75
1359	Central Yavapai Metropolitan Planning Organization	298	1.47	1	0	18.75
706	Central Yavapai Metropolitan Planning Organization	238	1.7	0	1	18.75
1146	Central Yavapai Metropolitan Planning Organization	238	1.7	0	1	18.75
2099	Central Yavapai Metropolitan Planning Organization	238	1.7	0	1	18.75
805	Central Yavapai Metropolitan Planning Organization	204	2.13	0	1	18.75
942	Central Yavapai Metropolitan Planning Organization	204	2.13	0	1	18.75
1148	Central Yavapai Metropolitan Planning Organization	204	2.13	0	1	18.75
1259	Central Yavapai Metropolitan Planning Organization	204	2.13	0	1	18.75
1411	Central Yavapai Metropolitan Planning Organization	204	2.13	0	1	18.75
3040	Central Yavapai Metropolitan Planning Organization	204	2.13	0	1	18.75
2954	Central Yavapai Metropolitan Planning Organization	195	2.2	0	1	18.75
1565	Central Yavapai Metropolitan Planning Organization	178	1.98	0	1	18.75
2388	Central Yavapai Metropolitan Planning Organization	173	1.8	0	1	18.75
3043	Central Yavapai Metropolitan Planning Organization	173	1.8	0	1	18.75
2847	Central Yavapai Metropolitan Planning Organization	166	2	0	1	18.75
2176	Central Yavapai Metropolitan Planning Organization	141	1.86	0	1	18.75
3034	Central Yavapai Metropolitan Planning Organization	129	1.85	0	1	18.75
3019	Central Yavapai Metropolitan Planning Organization	105	1.87	0	1	18.75
1795	Central Yavapai Metropolitan Planning Organization	236	0.62	0	0	0
2322	Central Yavapai Metropolitan Planning Organization	192	0	0	0	0
2082	Central Yavapai Metropolitan Planning Organization	160	0.41	0	0	0
2691	Central Yavapai Metropolitan Planning Organization	143	1.09	0	0	0
2798	Central Yavapai Metropolitan Planning Organization	33	0.2	0	0	0
1453	Lake Havasu Metropolitan Planning Organization	4,000	40	4	4	150
2773	Lake Havasu Metropolitan Planning Organization	4,000	40	4	4	150
2363	Lake Havasu Metropolitan Planning Organization	1,739	40	3	4	131.25
1292	Lake Havasu Metropolitan Planning Organization	740	5.38	2	4	112.5

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
646	Lake Havasu Metropolitan Planning Organization	738	9.75	2	4	112.5
1106	Lake Havasu Metropolitan Planning Organization	1,240	2.22	3	2	93.75
3058	Lake Havasu Metropolitan Planning Organization	1,240	2.22	3	2	93.75
2739	Lake Havasu Metropolitan Planning Organization	762	2.22	2	2	75
1069	Lake Havasu Metropolitan Planning Organization	665	2.5	2	2	75
2946	Lake Havasu Metropolitan Planning Organization	654	2.5	2	2	75
1003	Lake Havasu Metropolitan Planning Organization	163	5.07	0	4	75
3022	Lake Havasu Metropolitan Planning Organization	163	5.07	0	4	75
1089	Lake Havasu Metropolitan Planning Organization	144	5	0	4	75
1892	Lake Havasu Metropolitan Planning Organization	511	2.5	1	2	56.25
1226	Lake Havasu Metropolitan Planning Organization	389	2.5	1	2	56.25
2694	Lake Havasu Metropolitan Planning Organization	389	2.22	1	2	56.25
2256	Lake Havasu Metropolitan Planning Organization	326	2.5	1	2	56.25
600	Lake Havasu Metropolitan Planning Organization	318	2.5	1	2	56.25
1009	Lake Havasu Metropolitan Planning Organization	243	2.5	1	2	56.25
643	Lake Havasu Metropolitan Planning Organization	302	1.82	1	1	37.5
1134	Lake Havasu Metropolitan Planning Organization	266	2	1	1	37.5
3054	Lake Havasu Metropolitan Planning Organization	200	2.22	0	2	37.5
1642	Lake Havasu Metropolitan Planning Organization	184	2.22	0	2	37.5
2123	Lake Havasu Metropolitan Planning Organization	148	2.86	0	2	37.5
2255	Lake Havasu Metropolitan Planning Organization	147	2.5	0	2	37.5
2632	Lake Havasu Metropolitan Planning Organization	64	2.22	0	2	37.5
2715	Lake Havasu Metropolitan Planning Organization	344	0	1	0	18.75
2856	Lake Havasu Metropolitan Planning Organization	203	2	0	1	18.75
1117	Lake Havasu Metropolitan Planning Organization	222	0.35	0	0	0
2085	Lake Havasu Metropolitan Planning Organization	184	0.91	0	0	0
2132	Lake Havasu Metropolitan Planning Organization	162	0	0	0	0
2084	Lake Havasu Metropolitan Planning Organization	147	1.11	0	0	0
755	Lake Havasu Metropolitan Planning Organization	126	1.11	0	0	0
1375	Lake Havasu Metropolitan Planning Organization	115	0	0	0	0
2840	Lake Havasu Metropolitan Planning Organization	110	0.28	0	0	0
2740	MetroPlan (Flagstaff MPO)	7,696	37.669998	4	4	150
1831	MetroPlan (Flagstaff MPO)	1,439	3.8	3	3	112.5
1383	MetroPlan (Flagstaff MPO)	1,351	4.62	3	3	112.5
907	MetroPlan (Flagstaff MPO)	1,344	4.62	3	3	112.5
2244	MetroPlan (Flagstaff MPO)	1,344	4.62	3	3	112.5
2629	MetroPlan (Flagstaff MPO)	1,344	4.62	3	3	112.5
719	MetroPlan (Flagstaff MPO)	1,078	9.32	2	4	112.5
2783	MetroPlan (Flagstaff MPO)	1,067	5	2	4	112.5
1616	MetroPlan (Flagstaff MPO)	1,142	2.85	3	2	93.75
2898	MetroPlan (Flagstaff MPO)	1,142	2.85	3	2	93.75
968	MetroPlan (Flagstaff MPO)	553	4.11	2	3	93.75
1339	MetroPlan (Flagstaff MPO)	450	8.56	1	4	93.75
2112	MetroPlan (Flagstaff MPO)	450	8.56	1	4	93.75
1961	MetroPlan (Flagstaff MPO)	439	6.37	1	4	93.75
1264	MetroPlan (Flagstaff MPO)	438	8.56	1	4	93.75
2906	MetroPlan (Flagstaff MPO)	1,562	2	3	1	75
1261	MetroPlan (Flagstaff MPO)	949	2.97	2	2	75
2329	MetroPlan (Flagstaff MPO)	529	2.86	2	2	75
2832	MetroPlan (Flagstaff MPO)	529	2.99	2	2	75
2591	MetroPlan (Flagstaff MPO)	524	2.86	2	2	75
2320	MetroPlan (Flagstaff MPO)	356	4.44	1	3	75
2768	MetroPlan (Flagstaff MPO)	332	4.43	1	3	75
2651	MetroPlan (Flagstaff MPO)	1,151	0	3	0	56.25
979	MetroPlan (Flagstaff MPO)	719	1.58	2	1	56.25
2705	MetroPlan (Flagstaff MPO)	599	1.6	2	1	56.25
752	MetroPlan (Flagstaff MPO)	509	3.05	1	2	56.25
589	MetroPlan (Flagstaff MPO)	407	2.5	1	2	56.25
2866	MetroPlan (Flagstaff MPO)	360	2.22	1	2	56.25
598	MetroPlan (Flagstaff MPO)	159	4.44	0	3	56.25
1315	MetroPlan (Flagstaff MPO)	685	1.45	2	0	37.5
2311	MetroPlan (Flagstaff MPO)	640	1.26	2	0	37.5
2786	MetroPlan (Flagstaff MPO)	481	2	1	1	37.5
3002	MetroPlan (Flagstaff MPO)	481	2	1	1	37.5
1529	MetroPlan (Flagstaff MPO)	421	1.95	1	1	37.5
2011	MetroPlan (Flagstaff MPO)	327	1.76	1	1	37.5
924	MetroPlan (Flagstaff MPO)	294	1.58	1	1	37.5
2357	MetroPlan (Flagstaff MPO)	259	2	1	1	37.5
2929	MetroPlan (Flagstaff MPO)	187	2.5	0	2	37.5
1279	MetroPlan (Flagstaff MPO)	114	2.38	0	2	37.5
1974	MetroPlan (Flagstaff MPO)	508	1.29	1	0	18.75
934	MetroPlan (Flagstaff MPO)	470	1.45	1	0	18.75
1174	MetroPlan (Flagstaff MPO)	456	1.45	1	0	18.75
1937	MetroPlan (Flagstaff MPO)	456	1.45	1	0	18.75
1206	MetroPlan (Flagstaff MPO)	439	0	1	0	18.75
790	MetroPlan (Flagstaff MPO)	335	0.66	1	0	18.75
668	MetroPlan (Flagstaff MPO)	257	0.83	1	0	18.75
2656	MetroPlan (Flagstaff MPO)	256	1.09	1	0	18.75
2941	MetroPlan (Flagstaff MPO)	252	0.77	1	0	18.75
1137	MetroPlan (Flagstaff MPO)	228	1.55	0	1	18.75
1955	MetroPlan (Flagstaff MPO)	228	1.55	0	1	18.75

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
666	MetroPlan (Flagstaff MPO)	132	2	0	1	18.75
1541	MetroPlan (Flagstaff MPO)	188	0.52	0	0	0
651	MetroPlan (Flagstaff MPO)	182	1	0	0	0
1284	MetroPlan (Flagstaff MPO)	171	0.66	0	0	0
2517	MetroPlan (Flagstaff MPO)	159	0.67	0	0	0
2806	MetroPlan (Flagstaff MPO)	140	1.35	0	0	0
970	MetroPlan (Flagstaff MPO)	131	0.67	0	0	0
2241	MetroPlan (Flagstaff MPO)	130	1.36	0	0	0
681	MetroPlan (Flagstaff MPO)	108	0.36	0	0	0
1010	MetroPlan (Flagstaff MPO)	101	0.7	0	0	0
3114	MetroPlan (Flagstaff MPO)	-	0	0	0	0
1567	Northern Arizona Council of Governments	688	5.74	2	4	112.5
2022	Northern Arizona Council of Governments	884	4.54	2	3	93.75
684	Northern Arizona Council of Governments	689	3.42	2	3	93.75
2956	Northern Arizona Council of Governments	530	4.44	2	3	93.75
2349	Northern Arizona Council of Governments	523	3.34	2	3	93.75
1038	Northern Arizona Council of Governments	357	7.78	1	4	93.75
837	Northern Arizona Council of Governments	295	6.53	1	4	93.75
926	Northern Arizona Council of Governments	286	5	1	4	93.75
602	Northern Arizona Council of Governments	655	2.22	2	2	75
1766	Northern Arizona Council of Governments	636	2.5	2	2	75
1221	Northern Arizona Council of Governments	623	2.7	2	2	75
1357	Northern Arizona Council of Governments	542	2.24	2	2	75
1079	Northern Arizona Council of Governments	541	2.4	2	2	75
1040	Northern Arizona Council of Governments	515	2.5	2	2	75
1043	Northern Arizona Council of Governments	505	4.44	1	3	75
1037	Northern Arizona Council of Governments	379	4.58	1	3	75
2727	Northern Arizona Council of Governments	372	3.58	1	3	75
2518	Northern Arizona Council of Governments	327	4	1	3	75
2936	Northern Arizona Council of Governments	294	3.54	1	3	75
3015	Northern Arizona Council of Governments	275	4.89	1	3	75
1834	Northern Arizona Council of Governments	269	3.27	1	3	75
1255	Northern Arizona Council of Governments	211	5.26	0	4	75
2992	Northern Arizona Council of Governments	211	5.26	0	4	75
827	Northern Arizona Council of Governments	203	7.56	0	4	75
2549	Northern Arizona Council of Governments	140	9.45	0	4	75
2139	Northern Arizona Council of Governments	129	7.69	0	4	75
2580	Northern Arizona Council of Governments	523	2.01	2	1	56.25
1510	Northern Arizona Council of Governments	451	2.22	1	2	56.25
1907	Northern Arizona Council of Governments	395	2.5	1	2	56.25
995	Northern Arizona Council of Governments	329	2.5	1	2	56.25
2501	Northern Arizona Council of Governments	316	2.22	1	2	56.25
1314	Northern Arizona Council of Governments	307	2.46	1	2	56.25
2335	Northern Arizona Council of Governments	307	2.5	1	2	56.25
2925	Northern Arizona Council of Governments	291	2.22	1	2	56.25
1319	Northern Arizona Council of Governments	275	2.22	1	2	56.25
831	Northern Arizona Council of Governments	260	2.59	1	2	56.25
1007	Northern Arizona Council of Governments	257	2.22	1	2	56.25
1492	Northern Arizona Council of Governments	249	2.86	1	2	56.25
649	Northern Arizona Council of Governments	245	2.22	1	2	56.25
2706	Northern Arizona Council of Governments	243	2.65	1	2	56.25
2000	Northern Arizona Council of Governments	170	3.33	0	3	56.25
2178	Northern Arizona Council of Governments	161	4.44	0	3	56.25
1012	Northern Arizona Council of Governments	119	4.08	0	3	56.25
2562	Northern Arizona Council of Governments	115	4	0	3	56.25
2560	Northern Arizona Council of Governments	81	3.33	0	3	56.25
2490	Northern Arizona Council of Governments	40	4	0	3	56.25
1591	Northern Arizona Council of Governments	578	0.68	2	0	37.5
2384	Northern Arizona Council of Governments	337	1.82	1	1	37.5
2049	Northern Arizona Council of Governments	267	1.53	1	1	37.5
2962	Northern Arizona Council of Governments	237	2.22	0	2	37.5
638	Northern Arizona Council of Governments	236	2.33	0	2	37.5
1071	Northern Arizona Council of Governments	235	2.22	0	2	37.5
1199	Northern Arizona Council of Governments	225	2.22	0	2	37.5
1713	Northern Arizona Council of Governments	225	2.3	0	2	37.5
1988	Northern Arizona Council of Governments	201	2.22	0	2	37.5
2003	Northern Arizona Council of Governments	198	2.82	0	2	37.5
592	Northern Arizona Council of Governments	188	2.5	0	2	37.5
1864	Northern Arizona Council of Governments	186	2.22	0	2	37.5
1685	Northern Arizona Council of Governments	185	2.5	0	2	37.5
720	Northern Arizona Council of Governments	184	2.49	0	2	37.5
1280	Northern Arizona Council of Governments	184	2.49	0	2	37.5
2373	Northern Arizona Council of Governments	184	2.49	0	2	37.5
2760	Northern Arizona Council of Governments	184	2.5	0	2	37.5
964	Northern Arizona Council of Governments	179	2.5	0	2	37.5
2005	Northern Arizona Council of Governments	179	2.22	0	2	37.5
2752	Northern Arizona Council of Governments	173	2.22	0	2	37.5
2238	Northern Arizona Council of Governments	171	2.22	0	2	37.5
921	Northern Arizona Council of Governments	160	2.5	0	2	37.5
1252	Northern Arizona Council of Governments	142	2.5	0	2	37.5
1274	Northern Arizona Council of Governments	133	2.5	0	2	37.5

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
1881	Northern Arizona Council of Governments	113	2.78	0	2	37.5
701	Northern Arizona Council of Governments	110	2.4	0	2	37.5
2372	Northern Arizona Council of Governments	430	0.86	1	0	18.75
727	Northern Arizona Council of Governments	420	0.86	1	0	18.75
2040	Northern Arizona Council of Governments	417	0.86	1	0	18.75
2764	Northern Arizona Council of Governments	401	1.3	1	0	18.75
1031	Northern Arizona Council of Governments	340	0.62	1	0	18.75
822	Northern Arizona Council of Governments	249	0	1	0	18.75
2751	Northern Arizona Council of Governments	234	1.82	0	1	18.75
2774	Northern Arizona Council of Governments	220	1.78	0	1	18.75
714	Northern Arizona Council of Governments	198	2	0	1	18.75
2293	Northern Arizona Council of Governments	176	2.18	0	1	18.75
1659	Northern Arizona Council of Governments	141	2.12	0	1	18.75
1868	Northern Arizona Council of Governments	139	1.74	0	1	18.75
2138	Northern Arizona Council of Governments	118	1.63	0	1	18.75
2692	Northern Arizona Council of Governments	55	2.1	0	1	18.75
953	Northern Arizona Council of Governments	53	2	0	1	18.75
873	Northern Arizona Council of Governments	211	0.68	0	0	0
2713	Northern Arizona Council of Governments	168	1.02	0	0	0
1229	Northern Arizona Council of Governments	138	0.87	0	0	0
982	Northern Arizona Council of Governments	122	0.78	0	0	0
1241	Northern Arizona Council of Governments	122	0.78	0	0	0
2474	Northern Arizona Council of Governments	116	0.42	0	0	0
2944	Northern Arizona Council of Governments	116	0.42	0	0	0
1722	Northern Arizona Council of Governments	115	0.95	0	0	0
678	Northern Arizona Council of Governments	106	0.77	0	0	0
1520	Northern Arizona Council of Governments	106	1.33	0	0	0
2876	Northern Arizona Council of Governments	106	1.41	0	0	0
1422	Northern Arizona Council of Governments	104	0.65	0	0	0
2212	Northern Arizona Council of Governments	104	0.45	0	0	0
2969	Northern Arizona Council of Governments	92	0.17	0	0	0
1572	Northern Arizona Council of Governments	44	0.28	0	0	0
1173	Northern Arizona Council of Governments	21	0.58	0	0	0
2034	Pima Association of Governments	2,428	6.27	3	4	131.25
893	Pima Association of Governments	2,240	5.29	3	4	131.25
2160	Pima Association of Governments	1,875	6.29	3	4	131.25
1412	Pima Association of Governments	1,807	5.2	3	4	131.25
2552	Pima Association of Governments	1,807	5.2	3	4	131.25
1776	Pima Association of Governments	1,599	5.02	3	4	131.25
2842	Pima Association of Governments	1,434	5.42	3	4	131.25
1197	Pima Association of Governments	1,281	5.13	3	4	131.25
1123	Pima Association of Governments	1,171	5.75	3	4	131.25
972	Pima Association of Governments	4,138	2.22	4	2	112.5
1667	Pima Association of Governments	1,643	4.67	3	3	112.5
1484	Pima Association of Governments	1,430	3.75	3	3	112.5
1923	Pima Association of Governments	1,399	4.44	3	3	112.5
1035	Pima Association of Governments	1,371	4.36	3	3	112.5
1218	Pima Association of Governments	1,371	4.36	3	3	112.5
1584	Pima Association of Governments	1,336	4.76	3	3	112.5
1340	Pima Association of Governments	1,320	3.95	3	3	112.5
1207	Pima Association of Governments	1,249	3.56	3	3	112.5
916	Pima Association of Governments	1,246	4.16	3	3	112.5
2823	Pima Association of Governments	1,171	4.29	3	3	112.5
1014	Pima Association of Governments	672	11.18	2	4	112.5
1752	Pima Association of Governments	1,946	2.5	3	2	93.75
2662	Pima Association of Governments	1,524	2.22	3	2	93.75
2399	Pima Association of Governments	1,424	2.5	3	2	93.75
922	Pima Association of Governments	1,220	2.5	3	2	93.75
2895	Pima Association of Governments	1,210	2.5	3	2	93.75
2897	Pima Association of Governments	1,150	2.86	3	2	93.75
2327	Pima Association of Governments	1,044	4.58	2	3	93.75
2577	Pima Association of Governments	985	3.68	2	3	93.75
1788	Pima Association of Governments	629	4.56	2	3	93.75
2004	Pima Association of Governments	581	3.58	2	3	93.75
1732	Pima Association of Governments	580	3.57	2	3	93.75
2543	Pima Association of Governments	547	3.67	2	3	93.75
689	Pima Association of Governments	431	7.01	1	4	93.75
2284	Pima Association of Governments	1,792	2	3	1	75
1939	Pima Association of Governments	1,591	2	3	1	75
2582	Pima Association of Governments	1,087	2.73	2	2	75
1135	Pima Association of Governments	965	2.22	2	2	75
2853	Pima Association of Governments	920	2.5	2	2	75
2755	Pima Association of Governments	868	2.5	2	2	75
915	Pima Association of Governments	866	3.02	2	2	75
983	Pima Association of Governments	853	3.09	2	2	75
2407	Pima Association of Governments	755	2.95	2	2	75
2332	Pima Association of Governments	685	2.26	2	2	75
682	Pima Association of Governments	582	2.22	2	2	75
1250	Pima Association of Governments	557	2.22	2	2	75
2441	Pima Association of Governments	402	3.66	1	3	75
2765	Pima Association of Governments	381	4.26	1	3	75

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
1747	Pima Association of Governments	2,240	0.43	3	0	56.25
1887	Pima Association of Governments	1,680	0	3	0	56.25
1953	Pima Association of Governments	1,666	0.23	3	0	56.25
762	Pima Association of Governments	1,666	0.03	3	0	56.25
2043	Pima Association of Governments	1,666	0.23	3	0	56.25
1513	Pima Association of Governments	1,653	0	3	0	56.25
2609	Pima Association of Governments	702	1.56	2	1	56.25
2207	Pima Association of Governments	648	2.18	2	1	56.25
2454	Pima Association of Governments	595	1.57	2	1	56.25
2782	Pima Association of Governments	586	1.68	2	1	56.25
1350	Pima Association of Governments	513	1.67	2	1	56.25
1798	Pima Association of Governments	403	2.76	1	2	56.25
2165	Pima Association of Governments	255	2.5	1	2	56.25
2122	Pima Association of Governments	1,031	0	2	0	37.5
1816	Pima Association of Governments	824	0.14	2	0	37.5
1855	Pima Association of Governments	793	0.27	2	0	37.5
1897	Pima Association of Governments	739	0.03	2	0	37.5
2036	Pima Association of Governments	661	1.25	2	0	37.5
2075	Pima Association of Governments	574	0	2	0	37.5
1757	Pima Association of Governments	565	0	2	0	37.5
1812	Pima Association of Governments	564	0	2	0	37.5
1443	Pima Association of Governments	564	0	2	0	37.5
2205	Pima Association of Governments	424	1.59	1	1	37.5
2088	Pima Association of Governments	415	1.49	1	1	37.5
1420	Pima Association of Governments	375	1.5	1	1	37.5
1360	Pima Association of Governments	316	1.81	1	1	37.5
2146	Pima Association of Governments	308	1.86	1	1	37.5
1204	Pima Association of Governments	294	1.94	1	1	37.5
1102	Pima Association of Governments	232	2.5	0	2	37.5
937	Pima Association of Governments	232	2.86	0	2	37.5
2598	Pima Association of Governments	142	3	0	2	37.5
896	Pima Association of Governments	134	2.22	0	2	37.5
1764	Pima Association of Governments	106	2.87	0	2	37.5
1910	Pima Association of Governments	500	0	1	0	18.75
1308	Pima Association of Governments	471	0.39	1	0	18.75
1297	Pima Association of Governments	451	1.12	1	0	18.75
2617	Pima Association of Governments	425	0.03	1	0	18.75
2121	Pima Association of Governments	385	0	1	0	18.75
993	Pima Association of Governments	385	0	1	0	18.75
1925	Pima Association of Governments	371	0.87	1	0	18.75
1534	Pima Association of Governments	371	0	1	0	18.75
1023	Pima Association of Governments	341	0	1	0	18.75
1743	Pima Association of Governments	341	0	1	0	18.75
1820	Pima Association of Governments	337	1.09	1	0	18.75
2998	Pima Association of Governments	332	0.3	1	0	18.75
1714	Pima Association of Governments	326	1.27	1	0	18.75
1186	Pima Association of Governments	325	0.83	1	0	18.75
2107	Pima Association of Governments	323	1.07	1	0	18.75
2060	Pima Association of Governments	284	0.96	1	0	18.75
1524	Pima Association of Governments	281	0.8	1	0	18.75
2383	Pima Association of Governments	280	0.18	1	0	18.75
1327	Pima Association of Governments	277	1.36	1	0	18.75
647	Pima Association of Governments	265	1.29	1	0	18.75
1059	Pima Association of Governments	257	0.17	1	0	18.75
1293	Pima Association of Governments	251	1.4	1	0	18.75
3016	Pima Association of Governments	242	0	1	0	18.75
1945	Pima Association of Governments	240	1	1	0	18.75
2985	Pima Association of Governments	208	1.78	0	1	18.75
1463	Pima Association of Governments	180	1.79	0	1	18.75
1963	Pima Association of Governments	152	2.15	0	1	18.75
2410	Pima Association of Governments	140	1.61	0	1	18.75
1894	Pima Association of Governments	128	1.82	0	1	18.75
2017	Pima Association of Governments	238	0.82	0	0	0
1509	Pima Association of Governments	232	0.14	0	0	0
2479	Pima Association of Governments	227	0.09	0	0	0
730	Pima Association of Governments	216	1.1	0	0	0
2869	Pima Association of Governments	212	0.41	0	0	0
1402	Pima Association of Governments	212	0.82	0	0	0
878	Pima Association of Governments	211	1.25	0	0	0
1723	Pima Association of Governments	211	0.31	0	0	0
2989	Pima Association of Governments	209	0	0	0	0
1318	Pima Association of Governments	182	0.94	0	0	0
2803	Pima Association of Governments	179	0.73	0	0	0
2939	Pima Association of Governments	177	1.25	0	0	0
1575	Pima Association of Governments	174	0.79	0	0	0
1258	Pima Association of Governments	173	0.24	0	0	0
1398	Pima Association of Governments	173	0.24	0	0	0
2273	Pima Association of Governments	170	0	0	0	0
1272	Pima Association of Governments	167	0.5	0	0	0
1861	Pima Association of Governments	166	1.43	0	0	0
1276	Pima Association of Governments	163	0.25	0	0	0

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
2416	Pima Association of Governments	163	0.25	0	0	0
1927	Pima Association of Governments	157	0.37	0	0	0
1916	Pima Association of Governments	154	0.43	0	0	0
950	Pima Association of Governments	140	0.16	0	0	0
2973	Pima Association of Governments	133	0.52	0	0	0
1498	Pima Association of Governments	131	0.94	0	0	0
1084	Pima Association of Governments	131	0.94	0	0	0
650	Pima Association of Governments	130	0	0	0	0
1085	Pima Association of Governments	127	0.84	0	0	0
2277	Pima Association of Governments	125	0	0	0	0
1687	Pima Association of Governments	125	1.21	0	0	0
2095	Pima Association of Governments	118	0	0	0	0
1161	Pima Association of Governments	118	0.56	0	0	0
905	Pima Association of Governments	116	0.78	0	0	0
932	Pima Association of Governments	116	0.43	0	0	0
1349	Pima Association of Governments	115	0.28	0	0	0
881	Pima Association of Governments	115	0.28	0	0	0
3000	Pima Association of Governments	114	1.08	0	0	0
2723	Pima Association of Governments	110	0.22	0	0	0
2991	Pima Association of Governments	105	0	0	0	0
2447	Pima Association of Governments	102	0.14	0	0	0
1860	Pima Association of Governments	35	0.64	0	0	0
2559	Sierra Vista Metropolitan Planning Organization	911	2.5	2	2	75
2843	Sierra Vista Metropolitan Planning Organization	862	2.5	2	2	75
2748	Sierra Vista Metropolitan Planning Organization	859	2.22	2	2	75
2056	Sierra Vista Metropolitan Planning Organization	720	2.56	2	2	75
2574	Sierra Vista Metropolitan Planning Organization	705	2.46	2	2	75
851	Sierra Vista Metropolitan Planning Organization	670	3.03	2	2	75
2272	Sierra Vista Metropolitan Planning Organization	582	2.89	2	2	75
2781	Sierra Vista Metropolitan Planning Organization	582	2.89	2	2	75
867	Sierra Vista Metropolitan Planning Organization	578	2.5	2	2	75
812	Sierra Vista Metropolitan Planning Organization	514	2.5	2	2	75
1695	Sierra Vista Metropolitan Planning Organization	460	2.5	1	2	56.25
1640	Sierra Vista Metropolitan Planning Organization	402	2.87	1	2	56.25
2891	Sierra Vista Metropolitan Planning Organization	397	2.22	1	2	56.25
2855	Sierra Vista Metropolitan Planning Organization	380	2.53	1	2	56.25
2432	Sierra Vista Metropolitan Planning Organization	492	1.96	1	1	37.5
1431	Sierra Vista Metropolitan Planning Organization	183	2.26	0	2	37.5
2950	Sierra Vista Metropolitan Planning Organization	271	0.4	1	0	18.75
1421	Sierra Vista Metropolitan Planning Organization	248	0.32	1	0	18.75
664	Sierra Vista Metropolitan Planning Organization	184	1.97	0	1	18.75
1863	Sierra Vista Metropolitan Planning Organization	154	1.7	0	1	18.75
2575	Sierra Vista Metropolitan Planning Organization	147	1.67	0	1	18.75
1980	Sierra Vista Metropolitan Planning Organization	215	1.37	0	0	0
987	Sierra Vista Metropolitan Planning Organization	207	0.95	0	0	0
2640	Sierra Vista Metropolitan Planning Organization	195	0.54	0	0	0
2478	Sierra Vista Metropolitan Planning Organization	193	1.25	0	0	0
593	Sierra Vista Metropolitan Planning Organization	184	1.1	0	0	0
1564	Sierra Vista Metropolitan Planning Organization	183	0.89	0	0	0
1620	Sierra Vista Metropolitan Planning Organization	183	0.89	0	0	0
1899	Sierra Vista Metropolitan Planning Organization	183	0.89	0	0	0
1763	Sierra Vista Metropolitan Planning Organization	181	0.74	0	0	0
1143	Sierra Vista Metropolitan Planning Organization	178	0	0	0	0
2821	Sierra Vista Metropolitan Planning Organization	167	1.37	0	0	0
1843	Sierra Vista Metropolitan Planning Organization	165	1.01	0	0	0
928	Sierra Vista Metropolitan Planning Organization	148	1	0	0	0
3055	Sierra Vista Metropolitan Planning Organization	146	0.83	0	0	0
1373	Sierra Vista Metropolitan Planning Organization	145	0.69	0	0	0
2732	Sierra Vista Metropolitan Planning Organization	145	0.69	0	0	0
2815	Sierra Vista Metropolitan Planning Organization	143	0.2	0	0	0
3064	Sierra Vista Metropolitan Planning Organization	142	0.2	0	0	0
2997	Sierra Vista Metropolitan Planning Organization	131	0.1	0	0	0
1548	Sierra Vista Metropolitan Planning Organization	130	0.2	0	0	0
586	Sierra Vista Metropolitan Planning Organization	108	1	0	0	0
2282	Sierra Vista Metropolitan Planning Organization	21	0.15	0	0	0
2465	Southeastern Arizona Governments Organization	1,825	3.33	3	3	112.5
1245	Southeastern Arizona Governments Organization	1,019	8.17	2	4	112.5
1663	Southeastern Arizona Governments Organization	876	8.75	2	4	112.5
1100	Southeastern Arizona Governments Organization	707	11.74	2	4	112.5
1786	Southeastern Arizona Governments Organization	689	7.86	2	4	112.5
1438	Southeastern Arizona Governments Organization	636	6.08	2	4	112.5
753	Southeastern Arizona Governments Organization	1,962	2.22	3	2	93.75
615	Southeastern Arizona Governments Organization	1,868	2.5	3	2	93.75
1362	Southeastern Arizona Governments Organization	1,439	2.22	3	2	93.75
1107	Southeastern Arizona Governments Organization	972	4.34	2	3	93.75
1311	Southeastern Arizona Governments Organization	910	4.74	2	3	93.75
1066	Southeastern Arizona Governments Organization	739	3.95	2	3	93.75
2670	Southeastern Arizona Governments Organization	735	3.68	2	3	93.75
2877	Southeastern Arizona Governments Organization	578	3.3	2	3	93.75
1993	Southeastern Arizona Governments Organization	245	5.26	1	4	93.75
2687	Southeastern Arizona Governments Organization	1,508	1.54	3	1	75

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
2758	Southeastern Arizona Governments Organization	1,333	2	3	1	75
702	Southeastern Arizona Governments Organization	1,098	2.5	2	2	75
2963	Southeastern Arizona Governments Organization	972	2.5	2	2	75
657	Southeastern Arizona Governments Organization	718	2.22	2	2	75
2718	Southeastern Arizona Governments Organization	581	2.5	2	2	75
640	Southeastern Arizona Governments Organization	477	3.48	1	3	75
1715	Southeastern Arizona Governments Organization	448	3.78	1	3	75
1741	Southeastern Arizona Governments Organization	433	4.13	1	3	75
3021	Southeastern Arizona Governments Organization	370	4.55	1	3	75
1590	Southeastern Arizona Governments Organization	243	4.27	1	3	75
1171	Southeastern Arizona Governments Organization	910	2	2	1	56.25
2509	Southeastern Arizona Governments Organization	850	1.82	2	1	56.25
2308	Southeastern Arizona Governments Organization	746	2	2	1	56.25
2630	Southeastern Arizona Governments Organization	688	2	2	1	56.25
2724	Southeastern Arizona Governments Organization	465	2.22	1	2	56.25
3029	Southeastern Arizona Governments Organization	389	2.5	1	2	56.25
2579	Southeastern Arizona Governments Organization	387	2.22	1	2	56.25
786	Southeastern Arizona Governments Organization	379	2.5	1	2	56.25
700	Southeastern Arizona Governments Organization	359	2.5	1	2	56.25
1718	Southeastern Arizona Governments Organization	274	2.22	1	2	56.25
2977	Southeastern Arizona Governments Organization	244	2.86	1	2	56.25
886	Southeastern Arizona Governments Organization	168	3.33	0	3	56.25
1095	Southeastern Arizona Governments Organization	1,019	0	2	0	37.5
674	Southeastern Arizona Governments Organization	439	2.14	1	1	37.5
1886	Southeastern Arizona Governments Organization	433	2	1	1	37.5
1806	Southeastern Arizona Governments Organization	397	2	1	1	37.5
2450	Southeastern Arizona Governments Organization	370	1.82	1	1	37.5
605	Southeastern Arizona Governments Organization	369	2	1	1	37.5
625	Southeastern Arizona Governments Organization	252	2	1	1	37.5
984	Southeastern Arizona Governments Organization	167	2.5	0	2	37.5
1779	Southeastern Arizona Governments Organization	129	2.5	0	2	37.5
2156	Southeastern Arizona Governments Organization	127	2.5	0	2	37.5
2315	Southeastern Arizona Governments Organization	239	1.94	0	1	18.75
2750	Southeastern Arizona Governments Organization	239	1.82	0	1	18.75
1062	Southeastern Arizona Governments Organization	232	2	0	1	18.75
1506	Southeastern Arizona Governments Organization	186	1.7	0	1	18.75
2867	Southeastern Arizona Governments Organization	182	1.7	0	1	18.75
823	Southeastern Arizona Governments Organization	167	1.81	0	1	18.75
2561	Southeastern Arizona Governments Organization	146	2	0	1	18.75
2220	Southeastern Arizona Governments Organization	145	2.15	0	1	18.75
1158	Southeastern Arizona Governments Organization	33	1.54	0	1	18.75
2137	Southeastern Arizona Governments Organization	162	0.28	0	0	0
1189	Southeastern Arizona Governments Organization	116	0.32	0	0	0
1330	Southeastern Arizona Governments Organization	116	0.32	0	0	0
1452	Southeastern Arizona Governments Organization	113	0	0	0	0
2446	Southeastern Arizona Governments Organization	113	0	0	0	0
1282	Southeastern Arizona Governments Organization	29	0.61	0	0	0
3115	Southeastern Arizona Governments Organization	-	0	0	0	0
2556	Sun Corridor Metropolitan Planning Organization	1,253	4.59	3	3	112.5
833	Sun Corridor Metropolitan Planning Organization	1,198	3.9	3	3	112.5
2175	Sun Corridor Metropolitan Planning Organization	1,174	3.4	3	3	112.5
1725	Sun Corridor Metropolitan Planning Organization	907	7.54	2	4	112.5
902	Sun Corridor Metropolitan Planning Organization	883	7.41	2	4	112.5
1866	Sun Corridor Metropolitan Planning Organization	829	8.47	2	4	112.5
2436	Sun Corridor Metropolitan Planning Organization	816	6.53	2	4	112.5
2195	Sun Corridor Metropolitan Planning Organization	712	16.950001	2	4	112.5
2166	Sun Corridor Metropolitan Planning Organization	791	4.01	2	3	93.75
1997	Sun Corridor Metropolitan Planning Organization	628	3.28	2	3	93.75
2152	Sun Corridor Metropolitan Planning Organization	948	2.22	2	2	75
3063	Sun Corridor Metropolitan Planning Organization	676	2.22	2	2	75
2532	Sun Corridor Metropolitan Planning Organization	588	2.86	2	2	75
3092	Sun Corridor Metropolitan Planning Organization	279	3.23	1	3	75
1347	Sun Corridor Metropolitan Planning Organization	176	5	0	4	75
1369	Sun Corridor Metropolitan Planning Organization	176	5	0	4	75
1190	Sun Corridor Metropolitan Planning Organization	168	6.33	0	4	75
2524	Sun Corridor Metropolitan Planning Organization	168	6.33	0	4	75
1448	Sun Corridor Metropolitan Planning Organization	113	5.19	0	4	75
1972	Sun Corridor Metropolitan Planning Organization	564	2.19	2	1	56.25
1833	Sun Corridor Metropolitan Planning Organization	510	2.42	1	2	56.25
2494	Sun Corridor Metropolitan Planning Organization	388	2.38	1	2	56.25
1819	Sun Corridor Metropolitan Planning Organization	367	2.25	1	2	56.25
2475	Sun Corridor Metropolitan Planning Organization	355	2.22	1	2	56.25
1817	Sun Corridor Metropolitan Planning Organization	349	2.5	1	2	56.25
2945	Sun Corridor Metropolitan Planning Organization	260	2.26	1	2	56.25
3083	Sun Corridor Metropolitan Planning Organization	388	1.64	1	1	37.5
695	Sun Corridor Metropolitan Planning Organization	354	1.6	1	1	37.5
1791	Sun Corridor Metropolitan Planning Organization	320	1.89	1	1	37.5
2761	Sun Corridor Metropolitan Planning Organization	242	1.85	1	1	37.5
2901	Sun Corridor Metropolitan Planning Organization	195	2.4	0	2	37.5
1013	Sun Corridor Metropolitan Planning Organization	171	2.36	0	2	37.5
1260	Sun Corridor Metropolitan Planning Organization	161	2.9	0	2	37.5

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
1745	Sun Corridor Metropolitan Planning Organization	161	2.9	0	2	37.5
2812	Sun Corridor Metropolitan Planning Organization	353	1.27	1	0	18.75
1627	Sun Corridor Metropolitan Planning Organization	221	2.2	0	1	18.75
1891	Sun Corridor Metropolitan Planning Organization	221	2.2	0	1	18.75
1653	Sun Corridor Metropolitan Planning Organization	191	1.52	0	1	18.75
2635	Sun Corridor Metropolitan Planning Organization	183	1.75	0	1	18.75
671	Sun Corridor Metropolitan Planning Organization	180	2	0	1	18.75
789	Sun Corridor Metropolitan Planning Organization	156	1.65	0	1	18.75
1610	Sun Corridor Metropolitan Planning Organization	226	1.27	0	0	0
2885	Sun Corridor Metropolitan Planning Organization	169	1.47	0	0	0
819	Sun Corridor Metropolitan Planning Organization	163	0.99	0	0	0
2526	Sun Corridor Metropolitan Planning Organization	162	1.21	0	0	0
1395	Sun Corridor Metropolitan Planning Organization	121	0.63	0	0	0
1372	Sun Corridor Metropolitan Planning Organization	116	1.07	0	0	0
1917	Sun Corridor Metropolitan Planning Organization	111	1.19	0	0	0
741	Sun Corridor Metropolitan Planning Organization	105	0.78	0	0	0
1489	Western Arizona Council of Governments	6,749	36.91	4	4	150
1873	Western Arizona Council of Governments	3,921	10.7	4	4	150
1213	Western Arizona Council of Governments	2,269	9.51	3	4	131.25
1287	Western Arizona Council of Governments	2,269	10.7	3	4	131.25
1514	Western Arizona Council of Governments	2,082	10.7	3	4	131.25
726	Western Arizona Council of Governments	1,595	9.99	3	4	131.25
2597	Western Arizona Council of Governments	1,595	22.860001	3	4	131.25
2772	Western Arizona Council of Governments	1,595	26.67	3	4	131.25
1493	Western Arizona Council of Governments	1,147	40	3	4	131.25
2719	Western Arizona Council of Governments	1,127	20	3	4	131.25
1239	Western Arizona Council of Governments	1,106	8.37	2	4	112.5
1154	Western Arizona Council of Governments	523	7.33	2	4	112.5
1379	Western Arizona Council of Governments	560	2.39	2	2	75
2254	Western Arizona Council of Governments	467	3.75	1	3	75
2777	Western Arizona Council of Governments	193	5.29	0	4	75
2979	Western Arizona Council of Governments	193	5.29	0	4	75
3089	Western Arizona Council of Governments	163	10.7	0	4	75
693	Western Arizona Council of Governments	2,269	0.86	3	0	56.25
877	Western Arizona Council of Governments	2,269	0.86	3	0	56.25
2857	Western Arizona Council of Governments	2,269	0.86	3	0	56.25
1235	Western Arizona Council of Governments	1,699	0	3	0	56.25
2502	Western Arizona Council of Governments	386	2.4	1	2	56.25
2627	Western Arizona Council of Governments	386	2.4	1	2	56.25
1268	Western Arizona Council of Governments	374	2.4	1	2	56.25
2405	Western Arizona Council of Governments	374	2.4	1	2	56.25
749	Western Arizona Council of Governments	194	3.6	0	3	56.25
1326	Western Arizona Council of Governments	171	3.2	0	3	56.25
2903	Western Arizona Council of Governments	389	1.84	1	1	37.5
724	Western Arizona Council of Governments	216	2.87	0	2	37.5
1609	Western Arizona Council of Governments	169	2.86	0	2	37.5
1580	Western Arizona Council of Governments	427	0	1	0	18.75
1991	Western Arizona Council of Governments	374	0	1	0	18.75
2093	Western Arizona Council of Governments	269	0	1	0	18.75
1880	Western Arizona Council of Governments	228	1.49	0	1	18.75
1034	Western Arizona Council of Governments	194	1.82	0	1	18.75
1759	Western Arizona Council of Governments	160	1.53	0	1	18.75
1826	Western Arizona Council of Governments	196	0.86	0	0	0
978	Western Arizona Council of Governments	163	1.14	0	0	0
2503	Western Arizona Council of Governments	163	0.86	0	0	0
2796	Yuma Metropolitan Planning Organization	1,259	8.26	3	4	131.25
1561	Yuma Metropolitan Planning Organization	768	5.43	2	4	112.5
1982	Yuma Metropolitan Planning Organization	768	5.43	2	4	112.5
2558	Yuma Metropolitan Planning Organization	768	5.43	2	4	112.5
616	Yuma Metropolitan Planning Organization	589	7.38	2	4	112.5
1569	Yuma Metropolitan Planning Organization	589	7.38	2	4	112.5
2269	Yuma Metropolitan Planning Organization	589	7.38	2	4	112.5
2463	Yuma Metropolitan Planning Organization	589	7.38	2	4	112.5
1118	Yuma Metropolitan Planning Organization	5,264	1.82	4	1	93.75
2661	Yuma Metropolitan Planning Organization	5,264	1.82	4	1	93.75
2226	Yuma Metropolitan Planning Organization	2,216	2.8	3	2	93.75
1680	Yuma Metropolitan Planning Organization	1,163	2.8	3	2	93.75
2810	Yuma Metropolitan Planning Organization	977	4.71	2	3	93.75
1067	Yuma Metropolitan Planning Organization	854	4.07	2	3	93.75
1219	Yuma Metropolitan Planning Organization	833	4.77	2	3	93.75
3009	Yuma Metropolitan Planning Organization	789	4.64	2	3	93.75
1563	Yuma Metropolitan Planning Organization	672	4.71	2	3	93.75
1182	Yuma Metropolitan Planning Organization	534	3.7	2	3	93.75
1188	Yuma Metropolitan Planning Organization	534	3.7	2	3	93.75
843	Yuma Metropolitan Planning Organization	815	2.22	2	2	75
2425	Yuma Metropolitan Planning Organization	714	2.22	2	2	75
652	Yuma Metropolitan Planning Organization	668	2.22	2	2	75
917	Yuma Metropolitan Planning Organization	662	2.72	2	2	75
1558	Yuma Metropolitan Planning Organization	662	2.72	2	2	75
614	Yuma Metropolitan Planning Organization	635	2.72	2	2	75
856	Yuma Metropolitan Planning Organization	635	2.72	2	2	75

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
1025	Yuma Metropolitan Planning Organization	635	2.72	2	2	75
2778	Yuma Metropolitan Planning Organization	527	2.27	2	2	75
1542	Yuma Metropolitan Planning Organization	511	3.8	1	3	75
1767	Yuma Metropolitan Planning Organization	393	3.39	1	3	75
782	Yuma Metropolitan Planning Organization	339	4.18	1	3	75
1424	Yuma Metropolitan Planning Organization	339	4.18	1	3	75
1650	Yuma Metropolitan Planning Organization	339	4.18	1	3	75
1638	Yuma Metropolitan Planning Organization	151	10.98	0	4	75
2437	Yuma Metropolitan Planning Organization	151	10.98	0	4	75
2653	Yuma Metropolitan Planning Organization	819	1.82	2	1	56.25
2628	Yuma Metropolitan Planning Organization	647	2	2	1	56.25
2737	Yuma Metropolitan Planning Organization	581	2	2	1	56.25
1867	Yuma Metropolitan Planning Organization	490	2.22	1	2	56.25
918	Yuma Metropolitan Planning Organization	459	2.5	1	2	56.25
2791	Yuma Metropolitan Planning Organization	353	2.3	1	2	56.25
2321	Yuma Metropolitan Planning Organization	303	2.71	1	2	56.25
2554	Yuma Metropolitan Planning Organization	303	2.71	1	2	56.25
713	Yuma Metropolitan Planning Organization	286	2.95	1	2	56.25
772	Yuma Metropolitan Planning Organization	280	2.22	1	2	56.25
2983	Yuma Metropolitan Planning Organization	242	2.54	1	2	56.25
1934	Yuma Metropolitan Planning Organization	854	0	2	0	37.5
1546	Yuma Metropolitan Planning Organization	563	1.31	2	0	37.5
2828	Yuma Metropolitan Planning Organization	495	2.2	1	1	37.5
1172	Yuma Metropolitan Planning Organization	365	1.59	1	1	37.5
2424	Yuma Metropolitan Planning Organization	361	1.75	1	1	37.5
2014	Yuma Metropolitan Planning Organization	322	2.15	1	1	37.5
925	Yuma Metropolitan Planning Organization	281	2	1	1	37.5
1592	Yuma Metropolitan Planning Organization	280	1.63	1	1	37.5
890	Yuma Metropolitan Planning Organization	266	1.99	1	1	37.5
820	Yuma Metropolitan Planning Organization	259	1.75	1	1	37.5
645	Yuma Metropolitan Planning Organization	248	1.56	1	1	37.5
2290	Yuma Metropolitan Planning Organization	246	1.79	1	1	37.5
2576	Yuma Metropolitan Planning Organization	238	2.99	0	2	37.5
2641	Yuma Metropolitan Planning Organization	238	2.22	0	2	37.5
2878	Yuma Metropolitan Planning Organization	238	2.99	0	2	37.5
2874	Yuma Metropolitan Planning Organization	221	2.22	0	2	37.5
1151	Yuma Metropolitan Planning Organization	203	2.58	0	2	37.5
2364	Yuma Metropolitan Planning Organization	189	2.95	0	2	37.5
2669	Yuma Metropolitan Planning Organization	174	2.5	0	2	37.5
2070	Yuma Metropolitan Planning Organization	50	2.5	0	2	37.5
835	Yuma Metropolitan Planning Organization	29	2.22	0	2	37.5
2042	Yuma Metropolitan Planning Organization	512	0.85	1	0	18.75
1099	Yuma Metropolitan Planning Organization	389	1.48	1	0	18.75
994	Yuma Metropolitan Planning Organization	335	1.46	1	0	18.75
2572	Yuma Metropolitan Planning Organization	334	1.48	1	0	18.75
2291	Yuma Metropolitan Planning Organization	324	0.63	1	0	18.75
1228	Yuma Metropolitan Planning Organization	322	0.7	1	0	18.75
3020	Yuma Metropolitan Planning Organization	321	0.91	1	0	18.75
2515	Yuma Metropolitan Planning Organization	312	1.24	1	0	18.75
2639	Yuma Metropolitan Planning Organization	308	1.39	1	0	18.75
1471	Yuma Metropolitan Planning Organization	305	0.6	1	0	18.75
3042	Yuma Metropolitan Planning Organization	303	1.23	1	0	18.75
2652	Yuma Metropolitan Planning Organization	298	1.48	1	0	18.75
685	Yuma Metropolitan Planning Organization	289	1.45	1	0	18.75
2717	Yuma Metropolitan Planning Organization	266	1.37	1	0	18.75
1101	Yuma Metropolitan Planning Organization	262	0.57	1	0	18.75
1594	Yuma Metropolitan Planning Organization	262	0.57	1	0	18.75
2458	Yuma Metropolitan Planning Organization	262	0.57	1	0	18.75
2516	Yuma Metropolitan Planning Organization	261	0.92	1	0	18.75
1167	Yuma Metropolitan Planning Organization	251	0.79	1	0	18.75
2194	Yuma Metropolitan Planning Organization	251	0.79	1	0	18.75
2353	Yuma Metropolitan Planning Organization	251	0.79	1	0	18.75
2417	Yuma Metropolitan Planning Organization	251	0.79	1	0	18.75
2594	Yuma Metropolitan Planning Organization	251	0.79	1	0	18.75
2809	Yuma Metropolitan Planning Organization	248	1.13	1	0	18.75
1405	Yuma Metropolitan Planning Organization	236	1.77	0	1	18.75
1058	Yuma Metropolitan Planning Organization	225	1.87	0	1	18.75
1475	Yuma Metropolitan Planning Organization	219	2.18	0	1	18.75
2326	Yuma Metropolitan Planning Organization	219	1.57	0	1	18.75
2922	Yuma Metropolitan Planning Organization	195	1.75	0	1	18.75
1662	Yuma Metropolitan Planning Organization	122	2.13	0	1	18.75
2808	Yuma Metropolitan Planning Organization	102	1.88	0	1	18.75
1267	Yuma Metropolitan Planning Organization	238	0	0	0	0
1617	Yuma Metropolitan Planning Organization	238	0	0	0	0
2790	Yuma Metropolitan Planning Organization	238	1.1	0	0	0
659	Yuma Metropolitan Planning Organization	237	0	0	0	0
2196	Yuma Metropolitan Planning Organization	226	1.44	0	0	0
2434	Yuma Metropolitan Planning Organization	226	1.44	0	0	0
2701	Yuma Metropolitan Planning Organization	213	0.97	0	0	0
1531	Yuma Metropolitan Planning Organization	180	0	0	0	0
2233	Yuma Metropolitan Planning Organization	178	0.65	0	0	0

Segment ID	MPO/COG	Actual Measure Value		Points (No Multiplier Adjusted)		Final Score (Adjusted by Multiplier)
		Truck Volumes	Truck Percentage (%)	Truck Volumes Points	Truck Percentage (%)	
933	Yuma Metropolitan Planning Organization	176	1.18	0	0	0
1337	Yuma Metropolitan Planning Organization	162	0.83	0	0	0
1496	Yuma Metropolitan Planning Organization	162	0.83	0	0	0
1771	Yuma Metropolitan Planning Organization	160	0.58	0	0	0
895	Yuma Metropolitan Planning Organization	158	1.23	0	0	0
1528	Yuma Metropolitan Planning Organization	158	0.48	0	0	0
1581	Yuma Metropolitan Planning Organization	158	0.48	0	0	0
1986	Yuma Metropolitan Planning Organization	158	0.48	0	0	0
2101	Yuma Metropolitan Planning Organization	158	0.48	0	0	0
2124	Yuma Metropolitan Planning Organization	158	0.48	0	0	0
2351	Yuma Metropolitan Planning Organization	158	1.23	0	0	0
2496	Yuma Metropolitan Planning Organization	158	0.48	0	0	0
3052	Yuma Metropolitan Planning Organization	158	0.75	0	0	0
2224	Yuma Metropolitan Planning Organization	155	0.83	0	0	0
2804	Yuma Metropolitan Planning Organization	155	0.83	0	0	0
2141	Yuma Metropolitan Planning Organization	152	0.48	0	0	0
1160	Yuma Metropolitan Planning Organization	148	0.2	0	0	0
3026	Yuma Metropolitan Planning Organization	148	0.2	0	0	0
1848	Yuma Metropolitan Planning Organization	139	0.3	0	0	0
1125	Yuma Metropolitan Planning Organization	137	0.69	0	0	0
2223	Yuma Metropolitan Planning Organization	134	0.67	0	0	0
2792	Yuma Metropolitan Planning Organization	134	0.52	0	0	0
758	Yuma Metropolitan Planning Organization	121	0.93	0	0	0
1697	Yuma Metropolitan Planning Organization	121	0.93	0	0	0
665	Yuma Metropolitan Planning Organization	116	1.35	0	0	0
2563	Yuma Metropolitan Planning Organization	116	1.35	0	0	0
2908	Yuma Metropolitan Planning Organization	116	1.35	0	0	0
3011	Yuma Metropolitan Planning Organization	104	0.66	0	0	0
1872	Yuma Metropolitan Planning Organization	103	1.23	0	0	0
703	Yuma Metropolitan Planning Organization	92	0.28	0	0	0
3111	Yuma Metropolitan Planning Organization	92	0.28	0	0	0
607	Yuma Metropolitan Planning Organization	88	0.38	0	0	0
707	Yuma Metropolitan Planning Organization	88	0.44	0	0	0
3112	Yuma Metropolitan Planning Organization	88	0.38	0	0	0
3074	Yuma Metropolitan Planning Organization	76	0.7	0	0	0
3106	Yuma Metropolitan Planning Organization	76	0.7	0	0	0
1949	Yuma Metropolitan Planning Organization	73	0.13	0	0	0
3109	Yuma Metropolitan Planning Organization	73	0.13	0	0	0
3031	Yuma Metropolitan Planning Organization	69	0.43	0	0	0
3107	Yuma Metropolitan Planning Organization	69	0.43	0	0	0
935	Yuma Metropolitan Planning Organization	65	0.39	0	0	0
3110	Yuma Metropolitan Planning Organization	65	0.39	0	0	0
2894	Yuma Metropolitan Planning Organization	55	0.49	0	0	0
1893	Yuma Metropolitan Planning Organization	28	0.18	0	0	0
1621	Yuma Metropolitan Planning Organization	13	0.14	0	0	0
3108	Yuma Metropolitan Planning Organization	13	0.14	0	0	0
3113	Yuma Metropolitan Planning Organization	-	0	0	0	0