



# Arizona State Freight Plan

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## Freight Advisory Committee and Technical Advisory Committee Meeting #2

November 4, 2025



# Meeting Instructions

## Message to Participants

- **Today's presentation will be recorded for ease of transcription.**
- **All attendees will have the ability to unmute and provide feedback. Please raise your virtual hand in the feedback tab and give your name when speaking.**
- **Other ways to provide input:**
  - **Q&A:** Questions/comments can be posted to the Q&A tab throughout the meeting. Presenters will answer questions as time permits. These will be visible to all attendees, as will the name of the person posting the question/comment.
  - **Chat:** This function is enabled for dialogue during the meeting. Comments entered in the chat will be incorporated into the active discussion.
  - **If you are participating via telephone**, please email your name and affiliation to [hughes@highstreetconsulting.com](mailto:hughes@highstreetconsulting.com) so we can invite you to follow-on meetings and future surveys.

# Welcome and Introduction

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# Agenda

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Next Steps

# State Freight Plan (SFP) Team

Arizona  
Department of  
Transportation  
(ADOT)

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# SFP Vision & Goals

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# 2022 SFP Vision and Goals

**VISION:** Enhance economic competitiveness and quality growth through innovation and effective system management



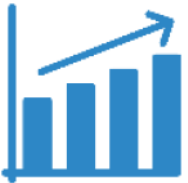
## **SAFETY**

A safe and secure freight transportation system in 2050



## **SYSTEM MANAGEMENT & MOBILITY**

A reliable, resilient, future-oriented transportation system that enables efficient multi-modal freight movement



## **COMPETITIVENESS**

Strategic policies, investments, partnerships, and infrastructure that position Arizona to benefit from emerging economic opportunities

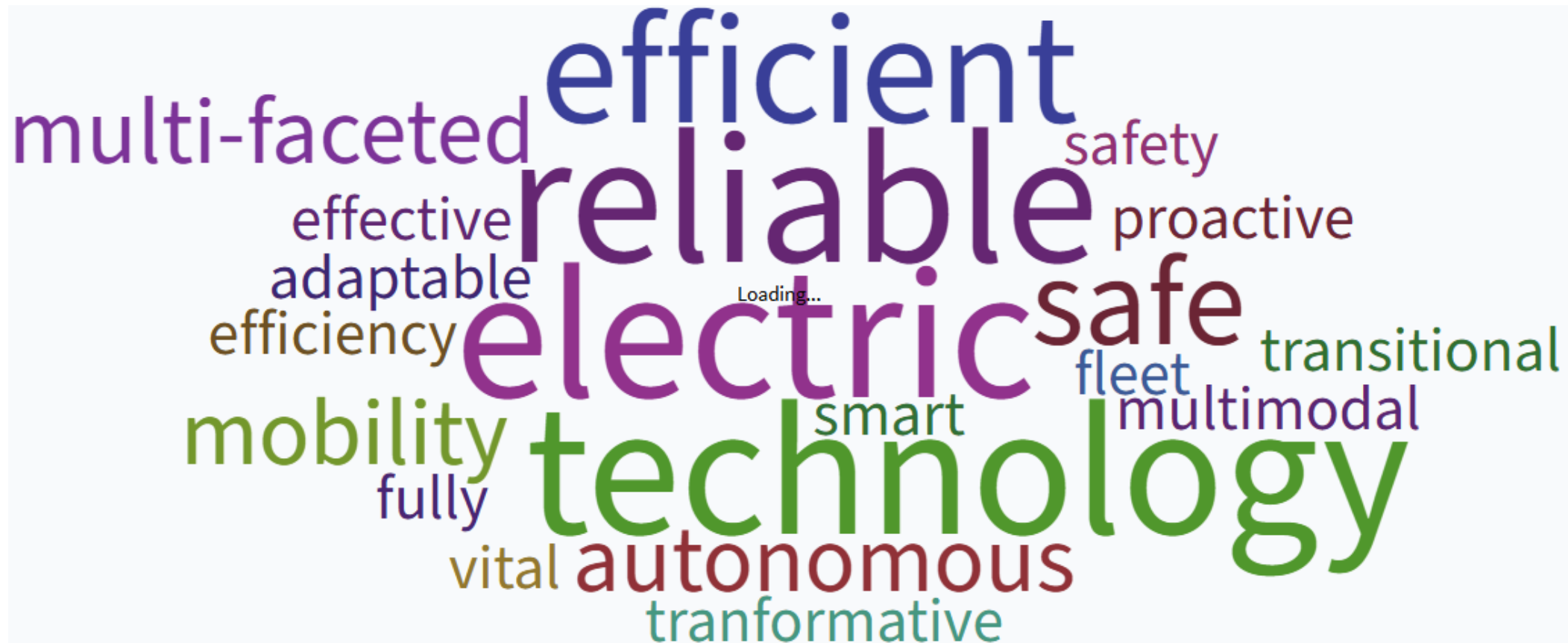


## **STEWARDSHIP**

Approaches to freight planning that include economic, social, and environmental stewardship

# 2026 SFP Stakeholder Vision Input

One word to describe your vision for AZ freight system in 2050





# 2026 SFP Draft Vision

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Broadened to be flexible in an uncertain future; with a focus on efficiency

To lead by providing a **safe, efficient, technologically advanced multimodal** freight transportation system for domestic and global competitiveness.

# 2026 SFP Goals Feedback

From Document Review and Stakeholder Input

## Weaker Support for Stewardship goal:

Six percent of respondents did not agree that the 'Stewardship' goal reflected their goals for the State Freight Plan, and another 16% were neutral on the topic:

*"Approaches to freight planning that include economic, social, and environmental stewardship"*

## Relevant Themes from State and Regional Plans:

- Data-informed decisions
- Freight system resilience
- Agency responsibility

## Stakeholder Highlighted Themes:

- Autonomous and connected vehicle technology
- Truck parking and driver safety
- More infrastructure to support freight movement
- Public health considerations

# 2026 SFP Vision & Goals Summary

## Draft Vision and Goals Discussion

- What are your thoughts on the draft vision?
- Do you agree with the themes from the stakeholder input and the plan review?
- Are any themes missing from the goals?

# Trends & Challenges

# 2022-2026 SFP Trends & Challenges

Previous Topics/**What's coming?** What do you want to better understand?

## Existing Conditions

### 2022:

- Truck Parking and Workforce Issues
- Size and Weight Inconsistencies with Neighboring States
- Shift from Large Warehouses to Micro-fulfillment
- Frequent policy changes disincentivizing industry investment
- Import / Export Capacity

### 2026:

- E-Commerce

## Logistics Concerns

**2022:** COVID-19 Recovery

**2026:** Supply Chain Changes and Geopolitical Tension

## Industrial Base

- Electronics
- Defense Contracting
- Back-office Operations
- Public Administration
- Higher Education



# 2022-2026 SFP Trends & Challenges, Cont.

Previous Topics/**What's coming?** What do you want to better understand?

## Emerging Trends

### 2022:

- E-Commerce
- Drone Delivery (*Air/Sidewalk*)
- Cyber Risks (*esp. pipelines*)

### 2026:

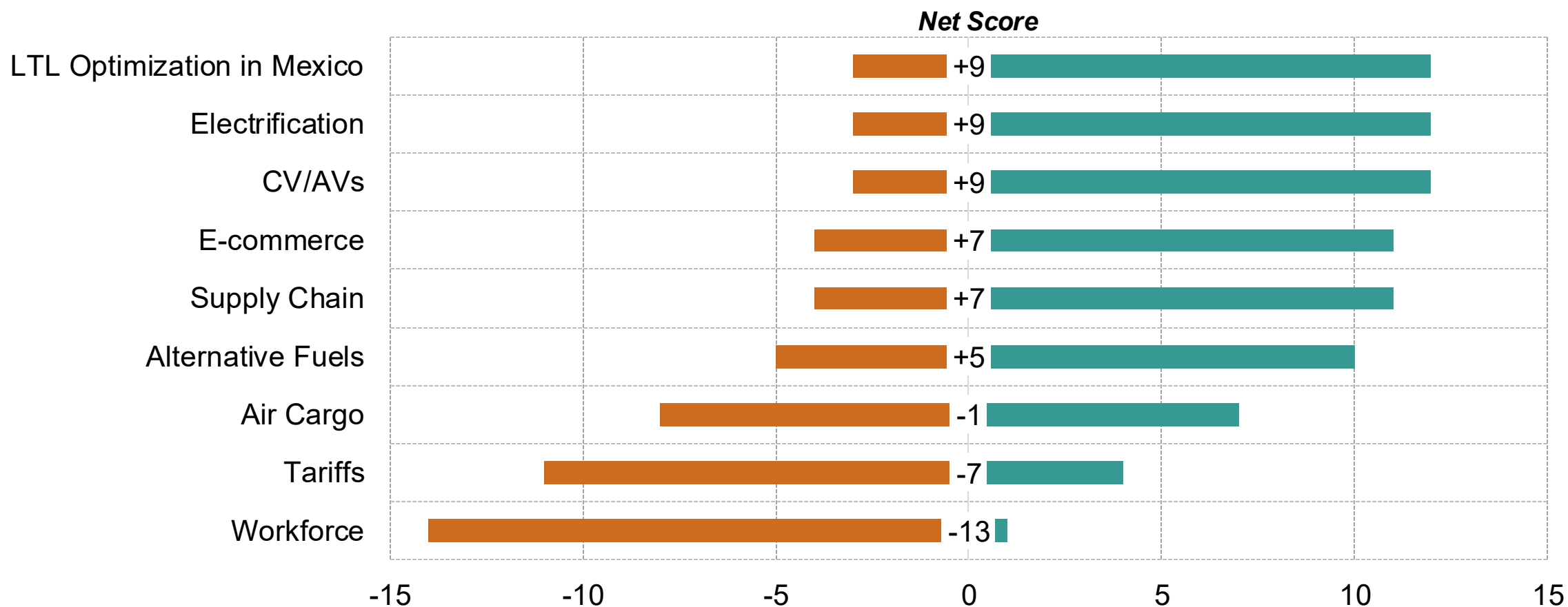
- Electrification, Alternative Fuels
- Connected/Automated Vehicles
- V2X
- Rail Mergers - Class 1 Railroads

## Local Advantages

- Low Business Costs
- Well-educated Workforce

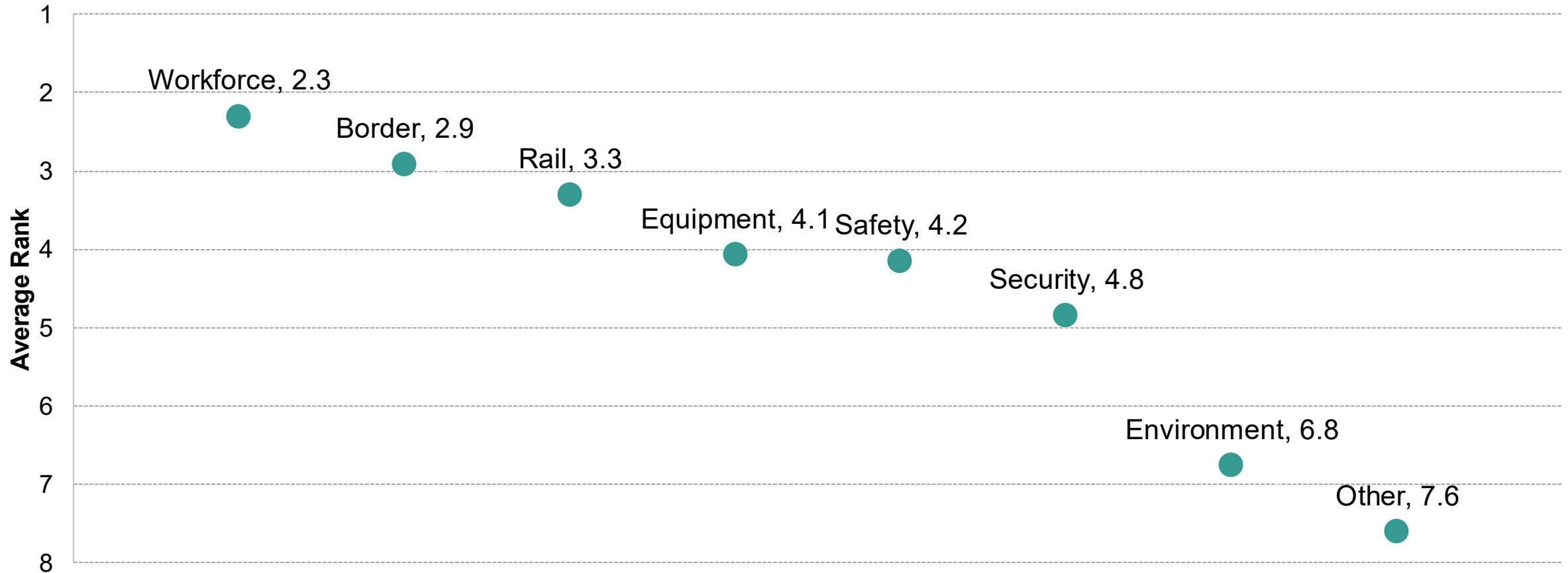
# Stakeholder-perceived impact of trends on freight movement in Arizona (orange=negative, green=positive)

Respondent votes shown below; higher value = more opportunity



# Stakeholder-reported challenges in moving freight, beyond highway operations and freight infrastructure concerns

Average rank from survey responses. Lower # = Greater challenge



# Stakeholder feedback on other challenges affecting freight

Respondents noted:



## Workforce

Availability  
Aging Population  
Safe Truck Parking



## Operations

Traffic Congestion  
Insurance Availability and Cost  
Adverse Weather  
Designated Lanes



## Connectivity

Access to Rail  
At-grade Crossings  
Connectivity to Canada  
Alternative Routes

# Stakeholder-identified trends & issues

## Suggestions for next SFP

- Designated lanes
- Higher bridges
- More corridors
- Economic shifts
- Infrastructure to support large trucks
- Oversize/overweight vehicles
- Increase weight limits above 80k lbs
- Expand capacity
- Truck parking capacity
- TPAs on I-8, I-40
- Workforce/labor
- Litter/waste disposal, including from trucks parked in right-of-way
- Add lanes in rural AZ for truck operations and increased traffic
- Charging stations
- Electrification, power plant capacity
- Sustainability
- Increase safety and safety focus
- Tariffs paid to truckers
- Improve freight data collection, quality, and post-processing
- Conduct freight/truck survey in AZ and state borders
- Multimodal alternatives, including across borders
- Roadway bottlenecks
- Cargo theft; technology solutions to protect freight and freight handlers
- AV security issues
- Technology integration
- V2X/AV infrastructure and data



# Discussion: Trends and Your Organization

[Pollev.com/streets315](https://Pollev.com/streets315)



# Poll Question #1

What information about Arizona's population, economy, or freight system would support your organization's decision making?

# PQ1: What information would be helpful?

## Poll Everywhere Question 1 Responses

- Damage done to infrastructure as a result of increased truck traffic
- Detailed commodity flow along truck origin/destination (OD) trips.
- Percentage of adoption of alternative fuels
- Notification of increases or decreases of freight volumes east and west bound.
- Truck traffic volume
- Where we need safe truck parking or where there is an abundance of unauthorized truck parking.
- What is the biggest bang for the buck on how potential projects improve freight movement.
- How much freight simply passes through Arizona versus destined to and from Arizona by mode, broken down by mode and by origin/destination
- Truck volumes and weights
- Detailed data on trade with Mexico and Canada, by commodity and by mode

## Poll Question #2

What workforce challenges are you facing and how could the Plan or ADOT address these concerns?

# PQ2: What workforce challenges are you facing?

## Poll Everywhere Question 2 Responses

- Training programs for truck drivers and mechanics throughout rural Arizona
- Dedicated lanes or alternative routes for federal employees, DHS/CBP/USDA to reach ports of entries, to report for work & not be subject to traffic delays of regular travelers.
- Expansion of truck parking facilities and how to fund them.
- The lack of safe truck parking for 8-hour break and 30-minute break



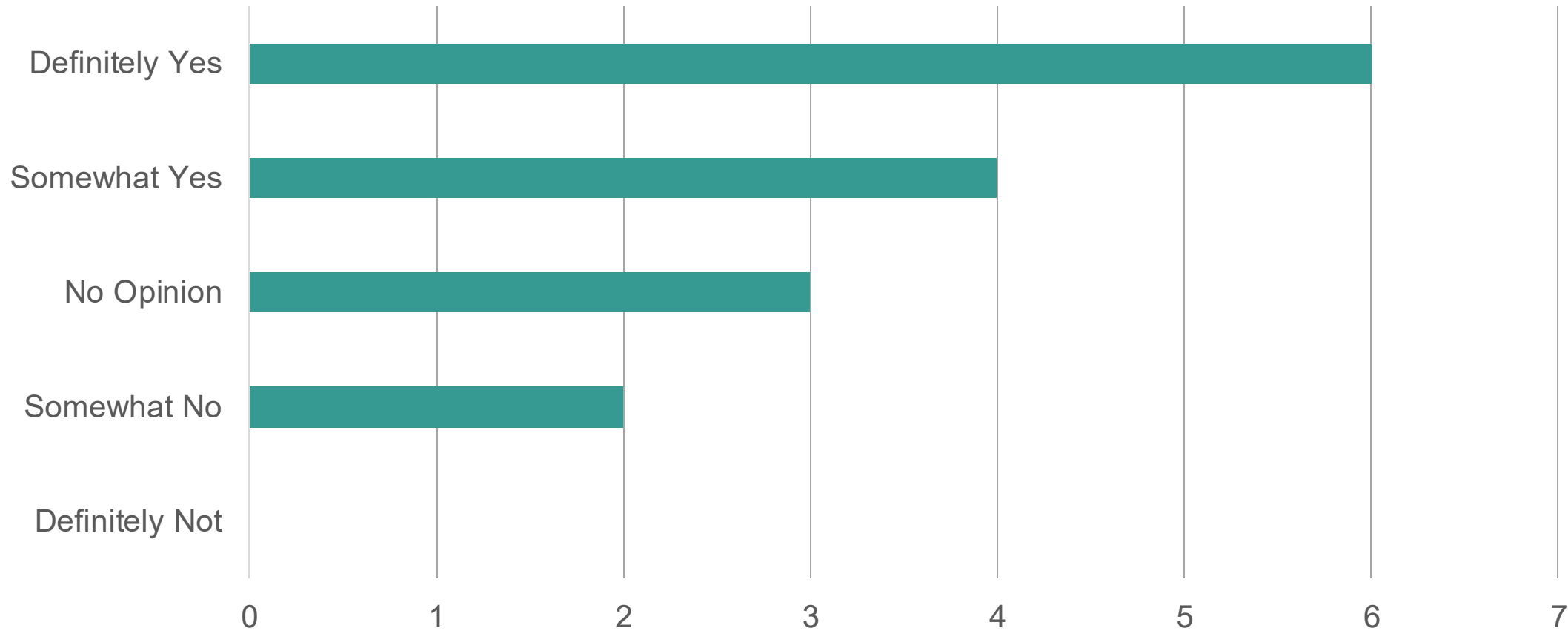
# Stakeholders identified sustainability, environmental, and community-impact concerns for ADOT to address in freight planning and investment

Respondents requested:

- Specific Items
  - Support local government's ability to generate revenue for improvements
  - Enforce regulations more
  - Support detouring freight around urban centers
  - Address wait times at the San Luis Main POE
- General Issues
  - Address idling times
  - Address noise, water, and air pollution
  - Improve intermodal connections

# Stakeholders support ADOT programs to promote alternative fuels, cleaner trucks, or electrification for freight operations

Respondents selected one:



## Poll Question #3

Thinking about electrification and alternative fuels,  
what are your plans for the future?

What would successful alternative fuel infrastructure  
look like?

# PQ3: What are your electrification plans? What would alternative fuel success look like?

## Poll Everywhere Question 3 Responses

- Alternatives to gas/diesel tax for alternative fuels to contribute to infrastructure funding.
- Infrastructure for alternative fuels should be driven by the private sector and not government.
- High power charging for medium-duty and heavy-duty trucks
- Rural Arizona faces a tremendous challenges meeting future needs be it electric or hydrogen, yet rural Arizona is critical for freight movement
- Look at renewable diesel

## Poll Question #4

Are there issues of efficiency or other operational challenges moving goods to and from neighboring states?

What kind of solutions would help?



# PQ4: What operational challenges are you facing?

## Poll Everywhere Question 4 Responses

- Most of the problems are the backup on the Mexican side of the border. This is a federal issue and not state.
- Lack of safe truck parking
- To increase the weight limit on the interstate in my area would require a significant investment into the reconstruction of the base structure of the highway
- Harmonized configuration and weight limits
- Uniform trailer length & overhang regulations
- Escort & fee regulations

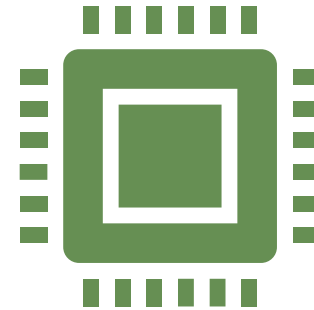
# Stakeholders identified opportunities to strengthen connections between Arizona's freight system and domestic and global markets

Responses fell into two categories:



## Administrative

- Expand and Leverage Partnerships
- Facilitate Overweight Applications
- Support Faster Connection and Inspections



## Logistics

- More Efficient Intermodal Connections
- Better Overall System Capacity
- Port of Entry Improvements:  
*Improve efficiency and implement technologies to increase throughput and security*

# Stakeholders suggested border-related investments to benefit freight operations

Respondents identified:

- General Policies
  - Separate freight and private traffic
  - Support rail as additional means of private transportation
  - Improve crossing efficiency (e.g., more inspectors, non-intrusive inspection)
- Specific Investments
  - Redevelopment / modernization of the DeConcini POE and the Raul H. Castro POE
  - Redirect planned investment in rail east of Nogales
  - Connect rail in Yuma to the Mexican line 20 miles south of the border

# Stakeholders identified current challenges for goods movement at ports of entry

Respondents flagged:

Douglas	Lukeville	Naco	Nogales Mariposa	Nogales Rail	San Luis II	Sasabe
Border Crossing Times	Border	Border	Border Crossing & Processing Times	Border Location	Popularity	Border Location
Infrastructure	Road Conditions	Road Conditions	Intermodal	Crossing Times	Infrastructure	Port is not needed
Capacity	Staffing	Staffing	Staffing	Rail Safety	Crossing & Processing Times	
Design Issues	Lack of SENTRI Lane		Safety and Technology	Staffing	Staffing	
Small community	Lack of facilities		Capacity	Safety and Technology	Industry Perception of inspections	
			Access to markets	Capacity & Congestion		

## Poll Question #5

Thinking about the US/Mexico border crossings, what additional feedback would you like to give ADOT on current or future needs regarding international land ports of entry?

How do you think international trade in Arizona will be changing in the future?

# PQ5: What border challenges are you facing?

## Poll Everywhere Question 5 Responses

- Overall increase of trade, of pedestrians, of vehicles.
- Increase footprint of the border liaison unit (BLU). Periodically allow travel allowances to be funded by private sector partners.
- Most of back up is on the Mexican side of the border. This is a federal issue not a state freight plan issue.
- Must continue to collocate with FMCSA. Pursue multimodal alternatives, embrace NII [non-invasive inspection] to gain efficiencies and act as force multipliers for inspections, and connectivity from Port of entry to federal highway system.

# Other Survey & Polling Input

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# Stakeholders support adding cybersecurity to the Arizona freight plan

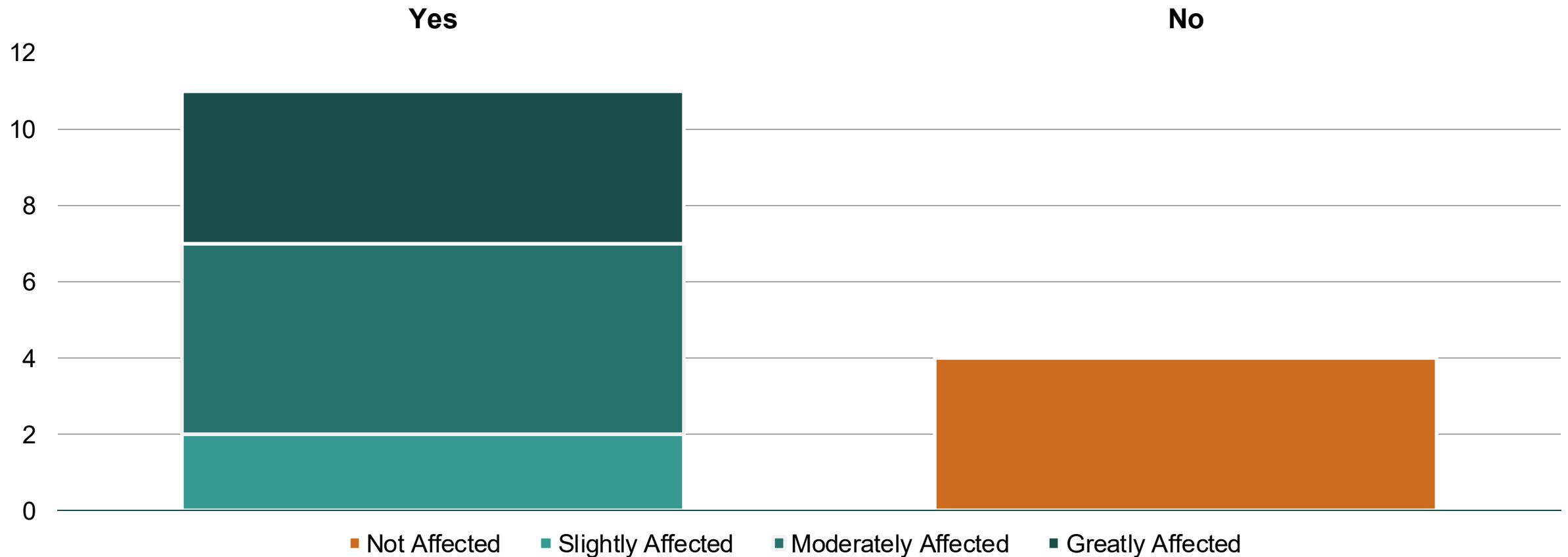
73% of respondents agreed.





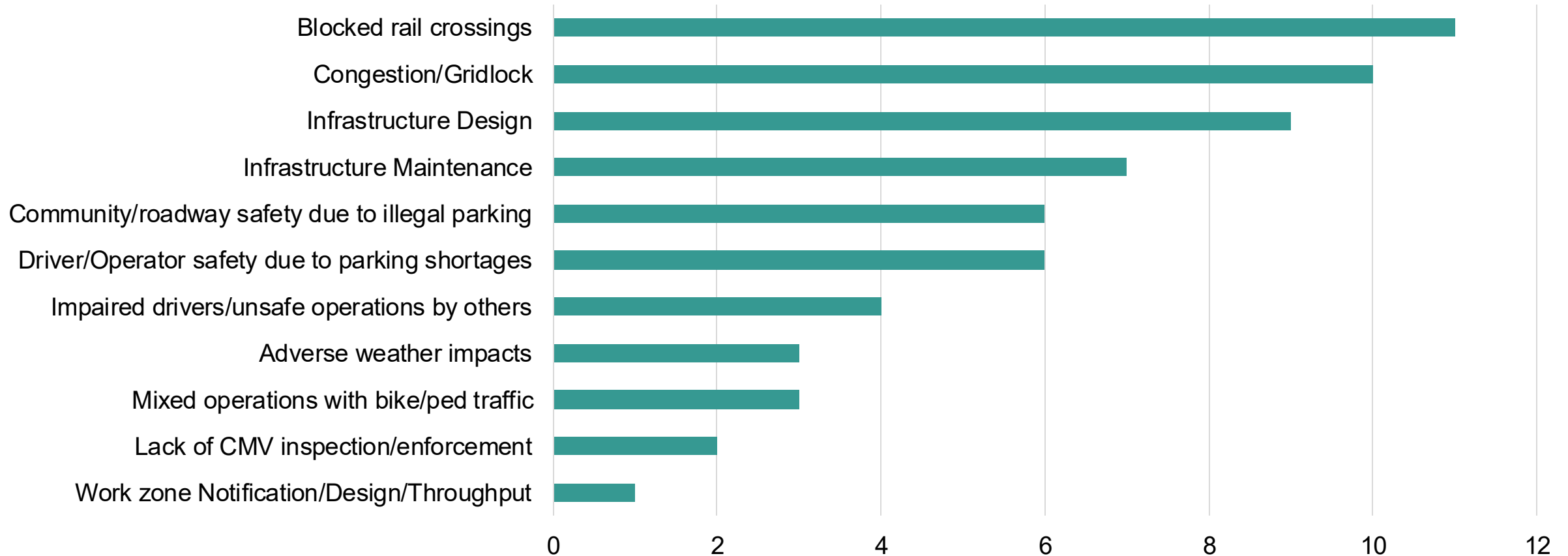
# Stakeholders felt a lack of safe truck parking has negatively impacted their business or organizational mission

Respondents rated the degree of impact.



# Stakeholders experienced various safety issues

Multiple responses were allowed



# Stakeholders recommend various improvements and technologies to make freight safer in Arizona

Respondents recommended:

- Investing in port and roadway infrastructure
- Separating trains, trucks, passenger vehicles, and opposing traffic
  - Diverting trucks around urban centers
  - Creating truck climbing lanes and turn lanes; dispersing and designating truck parking
  - Grade separating road/railroad crossings
  - Shifting passenger travel to rail and air
- Monitoring drivers and vehicles via Intelligent Transportation Systems
  - North/South travel
  - Driver hours (enforcement, restrictions to nighttime hours, etc.)
  - Support from ADOT around Land Ports of Entry

# 2022-2026 SFP Policies and Strategies

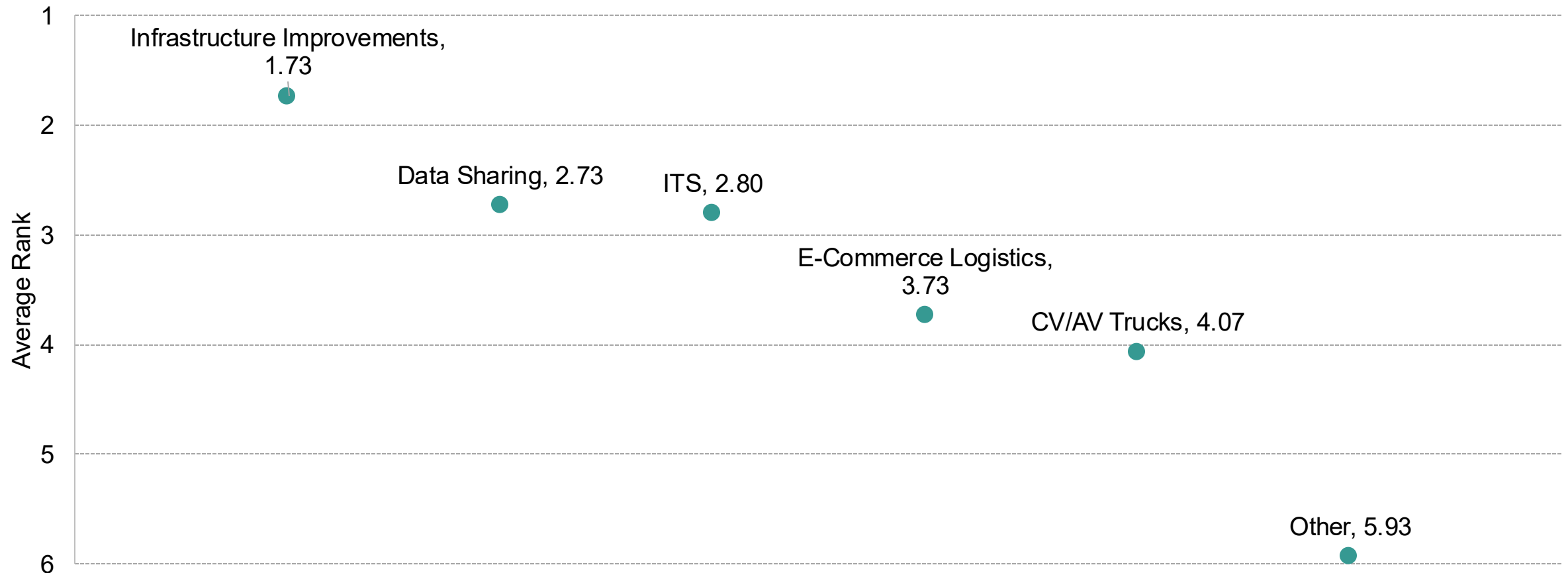
Previous Topics/What is coming? What do you want to better understand?

- 2022 Policies and Strategies
  - Reduce Bottlenecks
  - Improve Key Corridor Operation
  - Leverage Federal Funds
  - Apply Performance-based Asset Management
- 2026 and Beyond
  - All of the above, plus:
  - Address Federal Policy and Funding Changes



# Stakeholder view of strategies to improve freight movement in Arizona

Average rank from survey responses, lower # = greater effectiveness



# Stakeholders suggested policies and partnerships to strengthen supply chain resilience and economic growth

Respondents would like:

## Policies

- Increased funding for ADOT
- Online continuing education for drivers
- Technology to streamline border processes
- Continued focus on safety and security
- Reshoring of manufacturing to reduce dependency on adversarial nations
- Use of freight performance framework to prioritize investment

## Partnerships

### Organizations

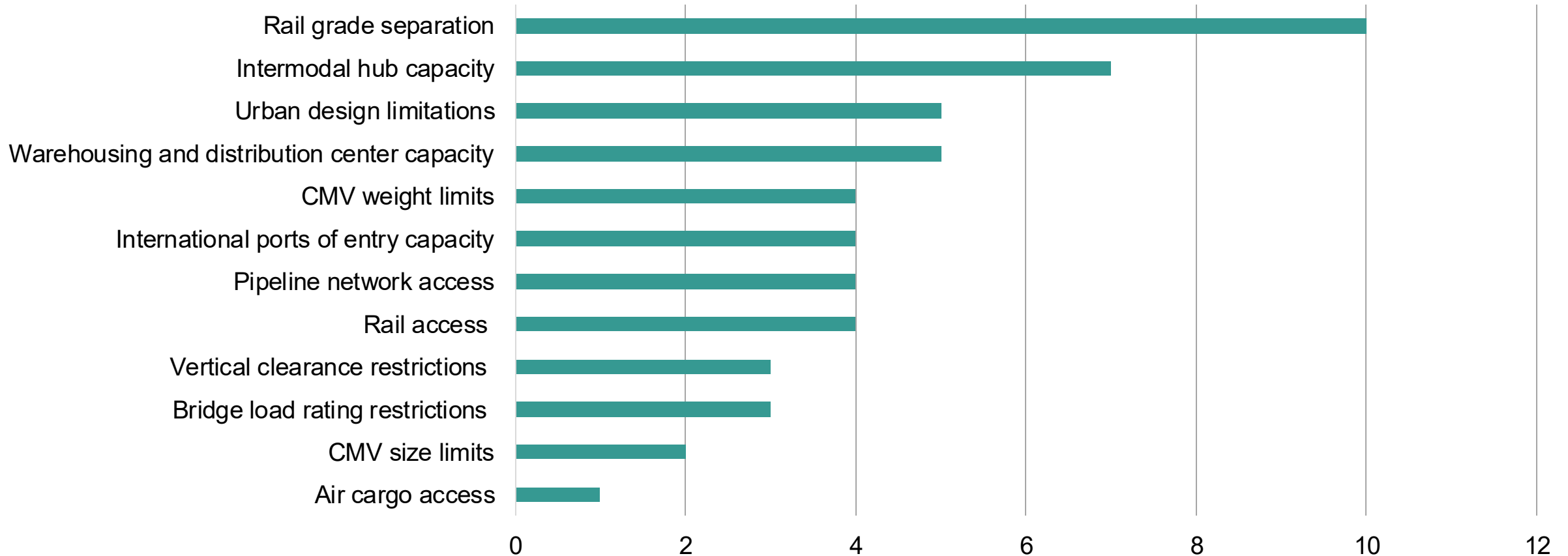
- Media
- Arizona Enforcement and Compliance Division (ECD) and Department of Public Safety
- Ports authorities, freight carriers, and operators
- Municipalities

### Methods

- Regular meetings and roundtables
- Public private partnerships for investment in infrastructure, truck parking, multimodal passenger alternatives, AV/CVs
- Data-sharing agreements with freight business providers

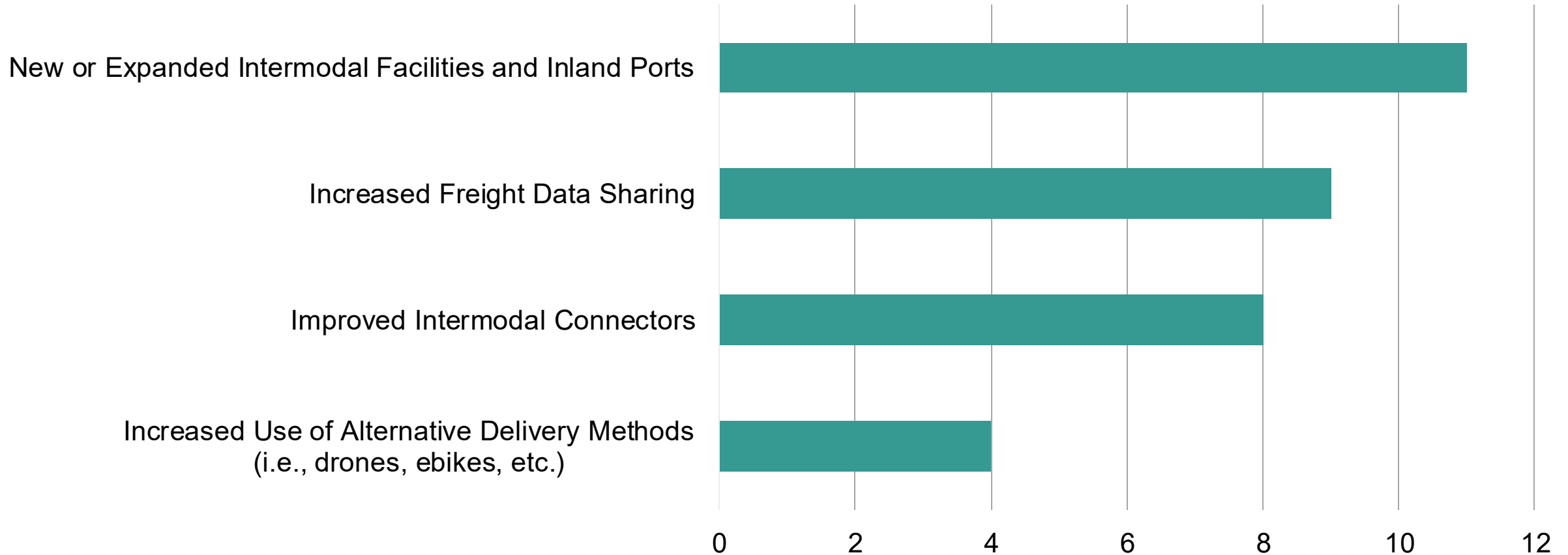
# Stakeholders identified gaps and deficiencies that limit competitiveness

Multiple responses were allowed



# Stakeholders identified multimodal freight opportunities for ADOT support

Multiple responses were allowed



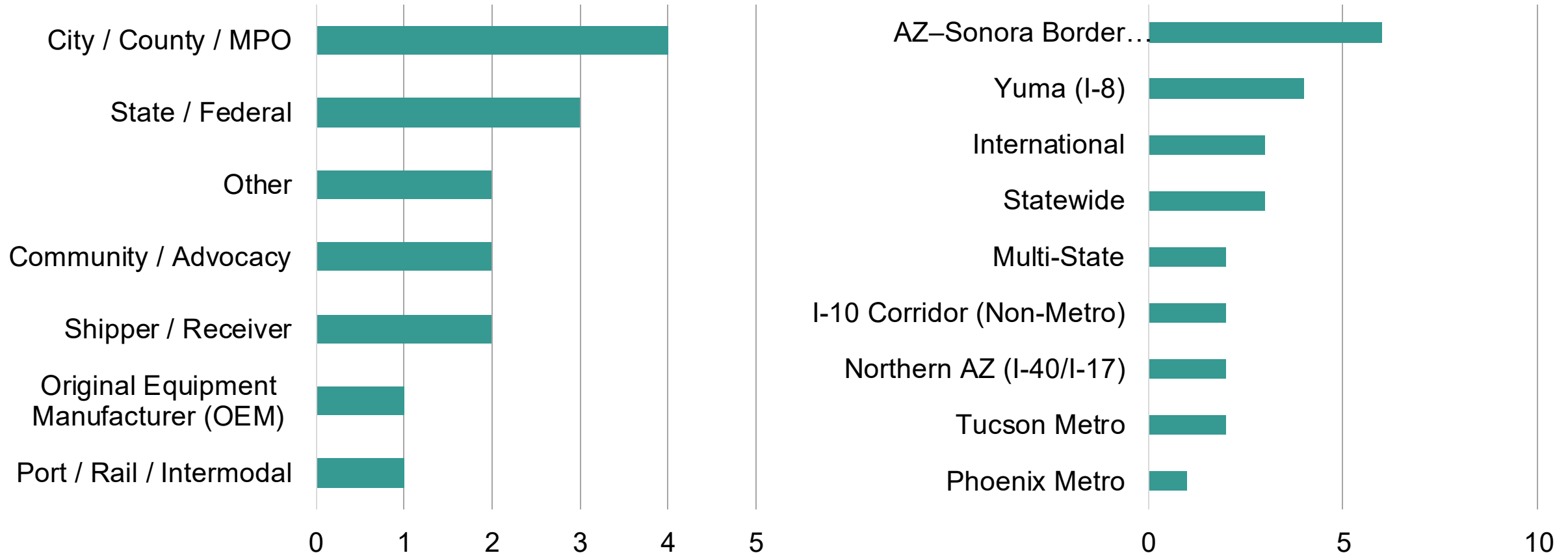


# Stakeholders identified sites of freight delay

Generally, respondents highlighted border crossings, overcrowded interstates, railroad crossings, and oversize/overweight restricted routes.

- **Ruby Rd**, Park St, Baffert Drive
- Hwy 95 access from **San Luis** to **I-10** at Quartzite
- **Grand Ave** from the port of entry to **I-19** Northbound
- Mariposa Port of Entry
- **I-10** from Park Ave. to Valencia Rd.,
- Alvernon Way and Ajo Way
- **Ruby Rd** and **Rio Rico Dr** in Santa Cruz County
- Intersections on **Grand Ave** in Nogales AZ
- The remodel of DeConcini Port of Entry affecting **I-19** as well as Grand Ave.
- Gold Hill Road and **Grand Avenue**
- Calle Sonora and **Grand Avenue**
- **Ruby Rd** and Ruby Rd Traffic Interchange
- The **I-19 interchanges at Ruby Road and Rio Rico Drive** and the east-west connectors (Intersections with **Grand Avenue**) in Nogales
- The entry and egress to and from the **San Luis 1** port of entry in San Luis, Panamerican avenue in Douglas
- Site 1
- Cortaro Road and **I-10**
- 22nd Street at the Railroad tracks between Park/6th
- **I-10** at Rita Road
- **I-10** West Phoenix, SW Phoenix, Tolleson,
- Climbing lanes on rural US routes and State routes
- 202 and Buckeye
- Mesa Airport area
- Bethany Home and BNSF
- **San Luis** Port of Entry
- Access to **I-10**
- Highway 95 North

# Stakeholders' roles in AZ freight system, and primary areas of operations or interest



# ADOT Truck Parking Update

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# Undesignated Parking Clusters

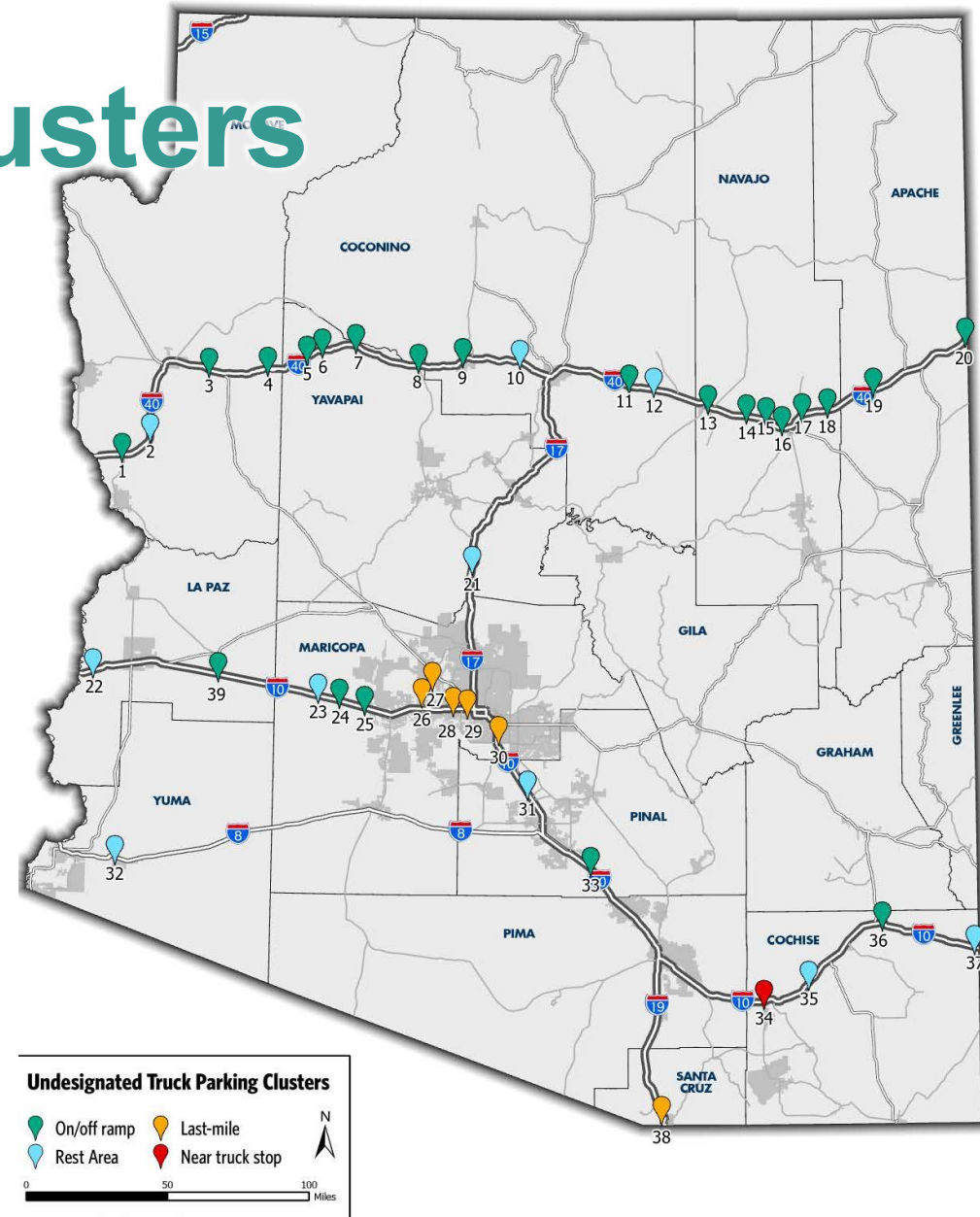
Based on 2022 Data

## Rural

- Interchange on/off ramps – 55 %
- Rest areas – 27%
- Near truck stops – 2%

## Urban

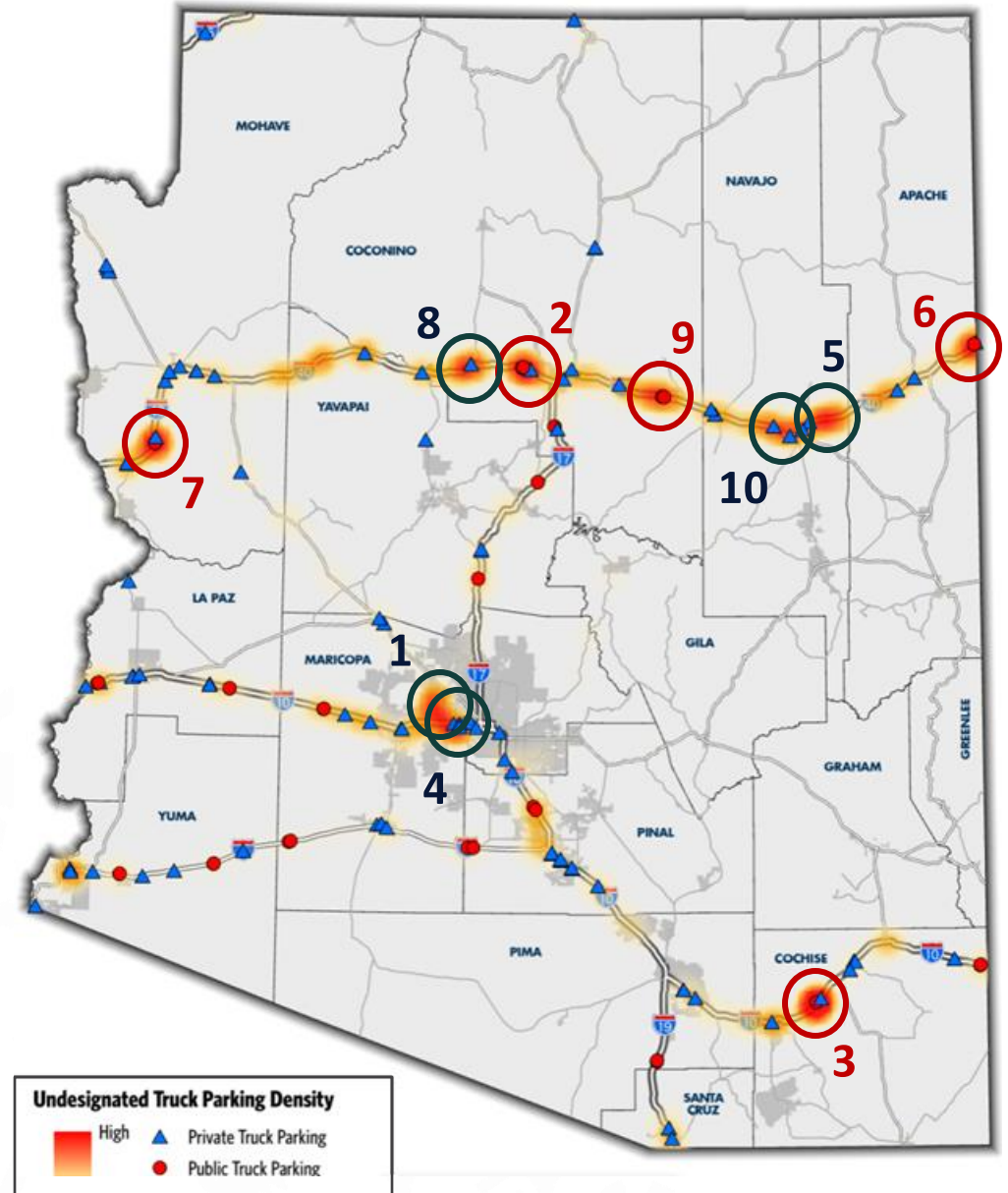
- Last-mile connectors – 17%
- Local roads
- Vacant lots



# Top 10 Undesignated Parking Clusters Statewide

1. NW metro Phoenix – last mile
2. I-40 Parks Rest Areas on/off ramps
3. I-10 Texas Canyon Rest Areas on/off ramps
4. SW metro Phoenix – last mile
5. I-40 east of Holbrook
6. I-40 near Painted Cliffs Rest Area
7. I-40 Haviland Rest Areas on/off ramps
8. I-40/SR64 TI on/off ramps
9. I-40 Meteor Crater Rest Areas
10. I-40 west of Holbrook

## Undesignated Truck Parking Heat Map with Parking Overlay



# Ongoing Projects

ROUTE	REST AREA	DIRECTION SERVED	EXISTING NUMBER OF SPACES	NUMBER OF SPACES ADDED	PROPOSED WORK
I-40	Haviland	EB	29	30	Construct new overflow truck parking lots.
I-40	Haviland	WB	23	27	
I-17	Sunset Point	Both	27	19	Construct new overflow truck parking lots.
I-40	Parks	EB	13	15	Expand truck parking and minimal rehab
I-40	Parks	WB	15	0	Minimal rehab
I-17	Christensen	NB	11	0	Minimal rehab
I-17	Christensen	SB	15	0	
I-10	Burnt Well	EB	30	82	Construct new overflow truck parking lots. Requires additional ROW
I-10	Burnt Well	WB	30	30	
I-40	Meteor Crater	EB	57	70	Construct new overflow truck parking lots. Requires additional ROW
I-40	Meteor Crater	WB	64	70	
		TOTAL	314	343	

# Remaining Unfunded Projects

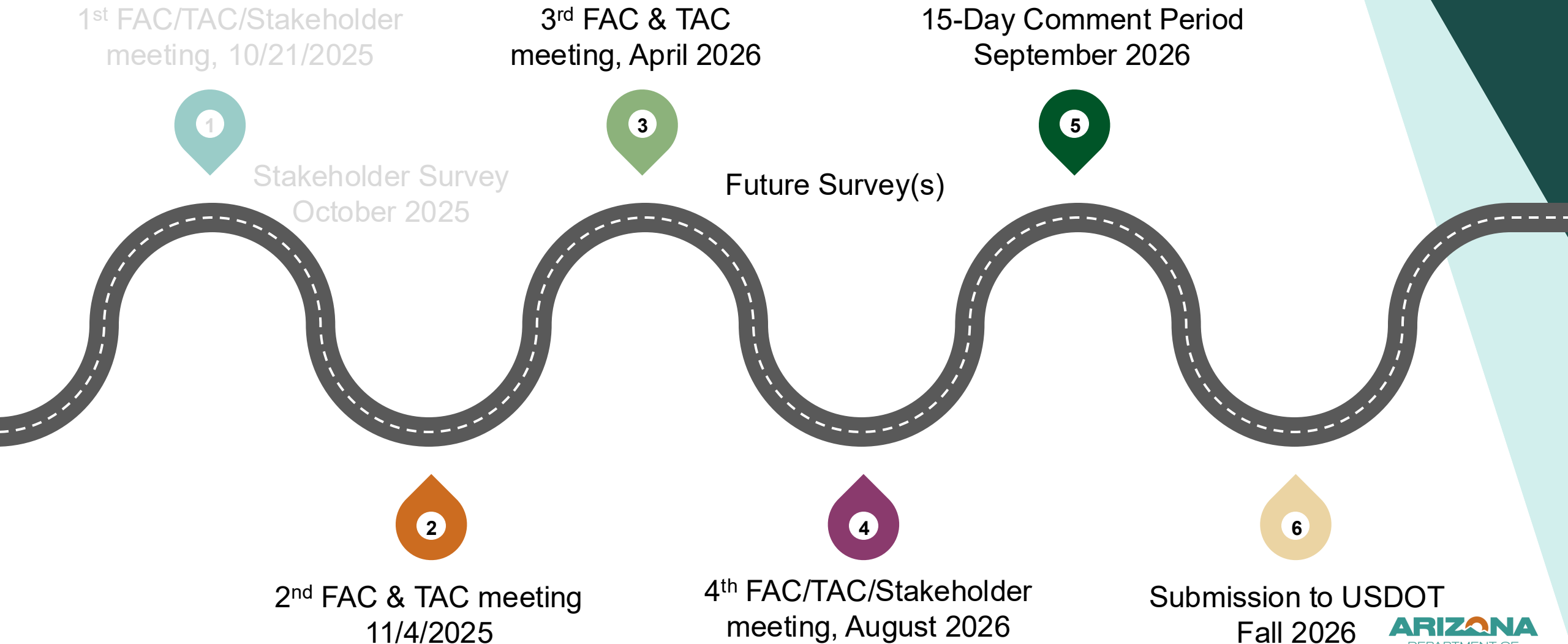
ROUTE	SITE ID	DIRECTION SERVED	EXISTING NUMBER OF SPACES	ANTICIPATED NUMBER OF SPACES ADDED	PROPOSED WORK
I-40	Crazy Creek Safe Lot	Both	0	176	Develop ADOT owned vacant lot for truck parking.
I-10	Ehrenberg Rest Area	Both	30	53	Expand truck parking within the existing ROW by relocating ramp along freeway with new ramp gore(s).
I-10	San Simon Rest Area	Both	36	80	Provide overflow parking lot.
I-10	Bouse Wash Rest Area	Both	40	55	Expand truck parking within the existing ROW using minor ramp realignments and provide overflow parking.
I-40	Seligman Safe Lot	Both	0	72	Expand parking within the existing ROW by providing on-/off-ramps along freeway with new ramp gore(s).
I-10	Sacaton Rest Area	Both	39	20	Expand truck parking within the existing ROW using minor ramp realignment.
I-8	Mohawk Rest Area	EB	20	16	Expand truck parking within the existing ROW using minor ramp realignment.
		<b>TOTAL</b>	<b>165</b>	<b>472</b>	

# Next Steps

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# Schedule of Stakeholder Engagement



# Contact Information

## ***SFP & ADOT freight program information:***

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# Thank You!



**ARIZONA**  
— DEPARTMENT OF —  
**TRANSPORTATION**