



Arizona State Freight Plan 2026

Final Freight Advisory Committee Meeting #4
September 15, 2026

[Includes Polling Results]

Meeting Instructions

- Today's presentation will be recorded for transcription .
- All attendees may unmute to 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. These will be visible to all attendees, as will the name of the author.
 - **Chat:** This function is enabled for dialogue during the meeting. Comments in the chat will be incorporated into the active discussion as time permits.
 - **If you are participating via telephone**, please email your name and affiliation to hughes@highstreetconsulting.com for record-keeping and future invitations.

Agenda

1. **Welcome & Introductions** (Heidi Yaqub, ADOT)
2. **Plan Highlights** (Heidi)
3. **Arizona's Freight Network** (Caitlin Hughes, SFP Team)
4. **Final Goals and Objectives** (Caitlin)
5. **Policies & Strategies** (Caitlin)
6. **Freight Investment Plan** (Heidi)
7. **Discussion/Feedback/Poll** (Heidi)
8. **Next Steps, Schedule & Wrap -Up** (Heidi)



Welcome & Introductions

State Freight Plan (SFP) Team

- ADOT:
 - Heidi Yaqub, Freight Planning Program Manager
 - Jesse Schneider, EV Manager/Transportation Section Manager
- Consultant Team:

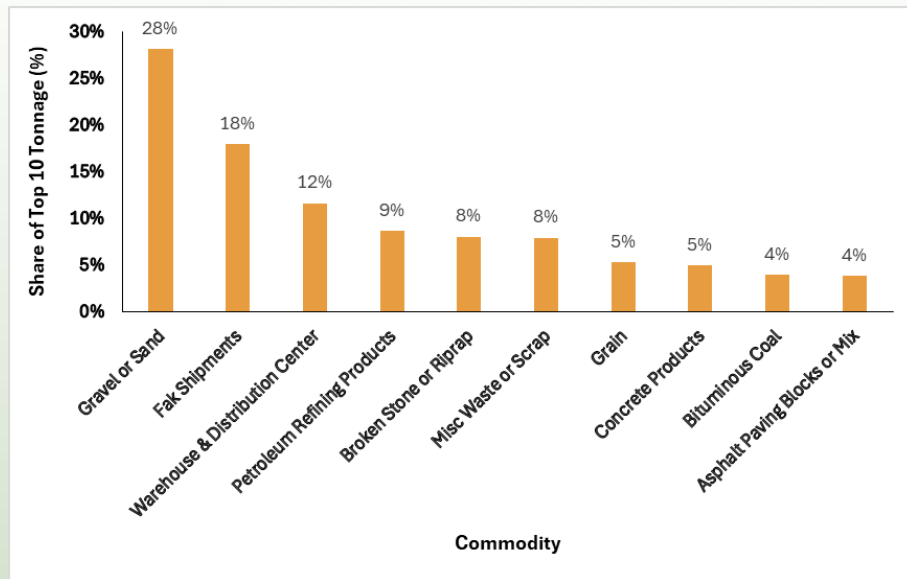




Plan Highlights

Freight Highlights

- Key Economic Facts
- Major Commodities
- National Significance
- Freight Flows
- Border Freight



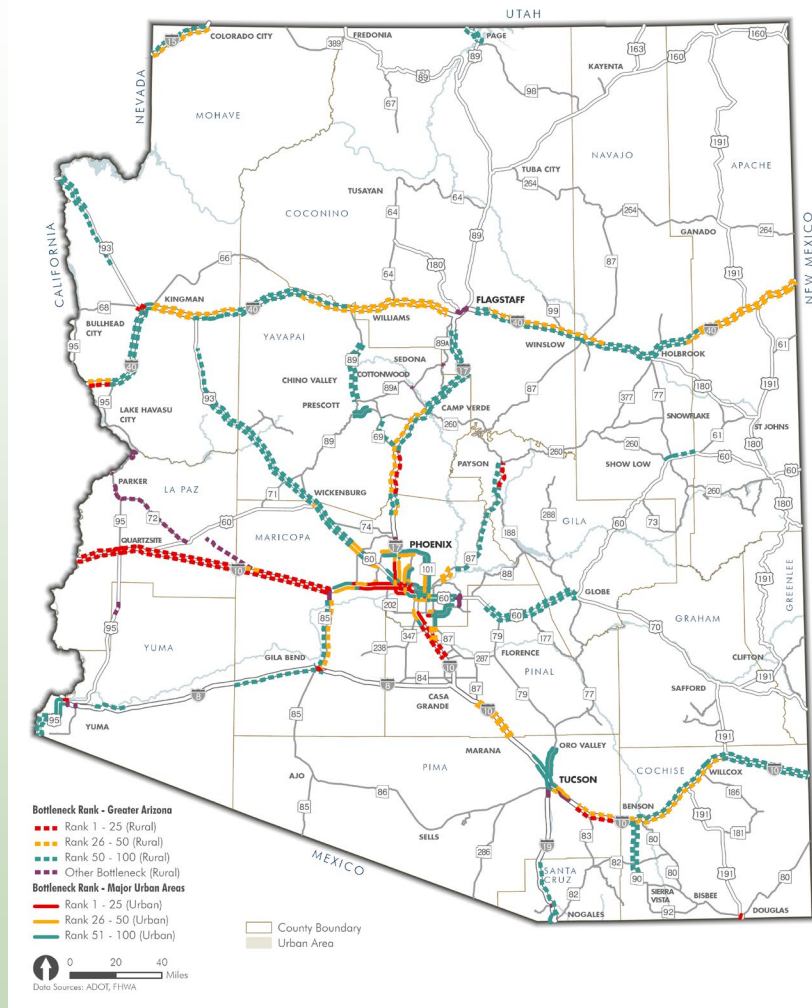
COMING SOON – A highlights document will be available here:

<https://azdot.gov/planning/transportation-programs/arizona-state-freight-plan>

Recurring Bottlenecks

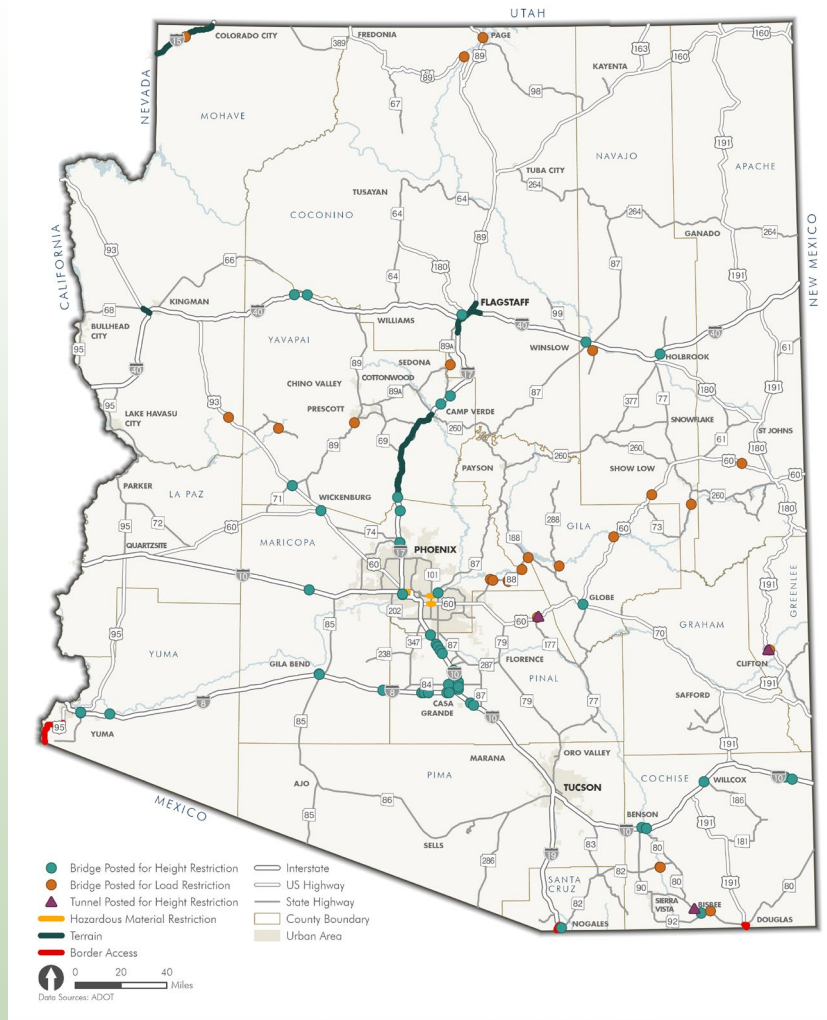
Truck Bottlenecks are segments of roadway impacting freight mobility and reliability

- ***Recurring bottlenecks*** are related to fixed, roadway -related constraints that affect traffic flow at predictable locations and times of the day
- **Congestion** at recurring bottlenecks can be impacted by:
 - High freight volumes
 - Population growth
 - Travel demand



Non -Recurring Bottlenecks and Truck Restrictions

- **Non -recurring bottlenecks** result from extreme weather, crashes, special events, and work zones that reduce roadway capacity or increase demand.
- **Truck Restrictions** also impact freight routing and efficiency, and may include:
 - Limited clearance bridges & tunnels
 - Bridge weight restrictions
 - Hazardous material bans



Top 20 Urban Bottlenecks

Route	Segment Location
I-10	WB: At Loop 303
I-10	EB: 27th Ave to 19th Ave
I-10	EB: 51st Ave to 27th Ave
I-10	EB: I-17 to SR 51
I-10	WB: 19th Ave to Buckeye Rd
I-10	EB: Sarival Ave to Litchfield Rd
SR 202	WB: SR 143 to I -10
I-10	EB: Litchfield Rd to 51st Ave
I-10	WB: I -17 to 51st Ave
I-10	WB: 27th Ave to 19th Ave
I-10	WB: Queen Creek Rd to Riggs Rd
I-10	WB: 51st Ave to Litchfield Rd
I-10	WB: Buckeye Rd to 24th St
I-17	NB: I -10 to 24th St
US 95	SB: I-8 to Avenue 3E
SR 51	SB: I-10 to Indian School Rd
SR 101	SB: Southern Ave to SR 202
I-10	WB: Queen Creed Rd to SR 202
I-17	SB: Thunderbird Rd to Indian School Rd
US 191	SB: SR 80 to Douglas POE

Top 20 Rural Bottlenecks

Route	Segment Location
I-8 BL	NB: I-8 EB on/off ramps to I -8 WB on/off ramps
I-10	WB: SR 587 to Riggs Rd
US 93	NB: SR 68 to I -40
I-10	EB: Riggs Rd to SR 587
SR 85	WB: I-8 to Butterfield Trail
I-10	WB: SR 85 to Salome Rd
Main St	EB: Segment Between Riggles Ave/I -10 and Quartzite Ave/I -10
I-10	EB: Houghton Rd to Cochise County Line
Butterfield Trail	SB: SR 85 to I-8
Main St	WB: Segment Between Riggles Ave/I -10 and Quartzite Ave/I -10
I-10	WB: SR 587 to SR 387
I-40	WB: Topock POE to California State Line
I-10	WB: US 95 to California State Line
I-10	EB: SR 587 to SR 387
I-10	EB: Maricopa/La Paz County Line to Sun Valley Pkwy/Palo Verde Rd
I-10	EB: California State Line to US 95
I-10	EB: MP 110 to SR 85
I-40	EB: Needle Mountain Rd to SR 95
I-10	EB: Avenue 75E Off Ramp to Maricopa County Line
US 93	NB: SR 68 to I -40



Arizona's Freight Network

AZ National Highway Freight Network (NHFN)

- Primary Highway Freight System (PHFS)
 - PHFS: 1,026.79 miles
 - AZ is a high -PHFS mileage state – 2.46 percent of national PHFS miles
- Other Interstate (not PHFS): 178.45 miles
 - Requires additional designation for NHFP eligibility
- Critical Urban Freight Corridor (CUFC)/Critical Rural Freight Corridor (CRFC)
 - Designated as of August 2025: 205 of 600 CRFC/101 of 150 CUFC
 - Can be updated as necessary for NHFP eligibility
 - Limited changes for 2026 State Freight Plan

NHFN Designations

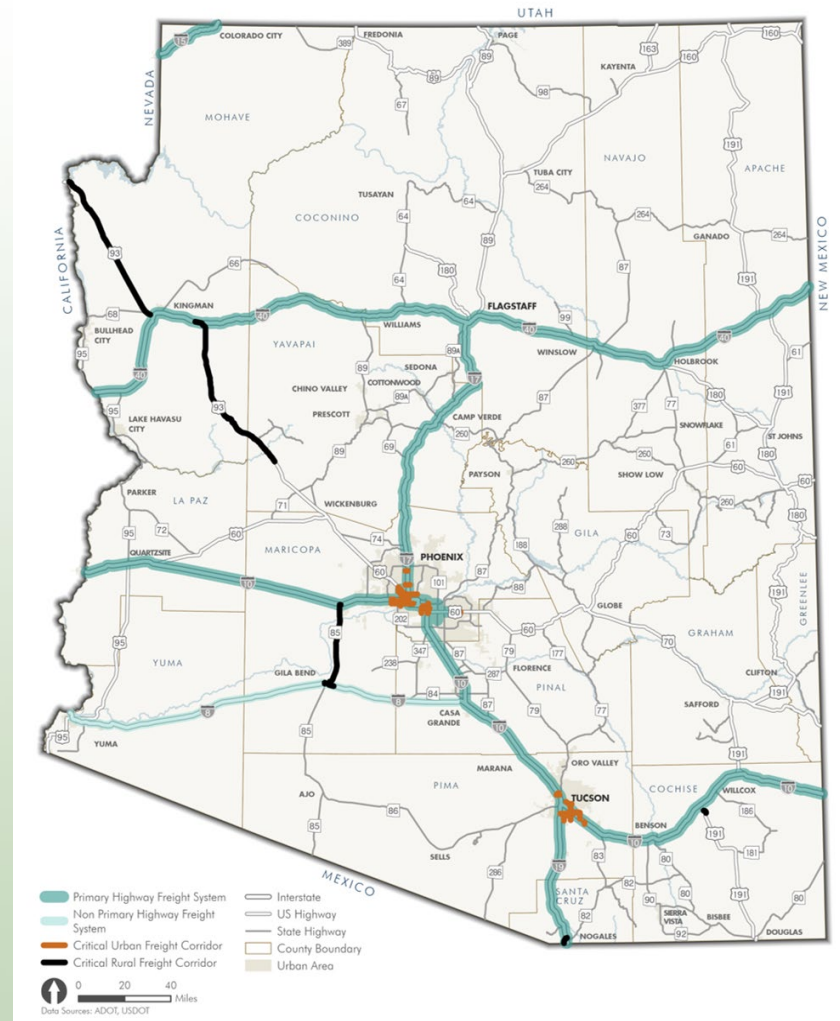
State Tables of CUFC/CRFC Designated Routes are available here: https://ops.fhwa.dot.gov/freight/fpcb/tools_nhfn.aspx

CRFCs – ADOT (205.2 miles)

- S 085 1/S 085 2
- US 191
- SB008 3
- SR 189
- SR 69
- US 93

CUFCs – Prescott Valley -Dewey -Humboldt, Yavapai County (12.7 miles)

- SR 69



NHFN Designations, Continued

CUFCs – Maricopa Association of Governments (MAG) (58.2 miles)

- S. 32nd St
- N. 43rd Ave (2 segments)
- S. 48th St
- N. 51st Ave
- S. 51st Ave (2 segments)
- N. 59th Ave
- N. 75th Ave
- 83rd Ave
- W. Bell Rd
- E. Broadway Rd
- W. Van Buren St (4 segments)
- Buckeye Rd (4 segments)
- Camelback Rd
- S. Gilbert Rd
- N. Higley Rd
- Indian School Rd (3 segments)
- W. McDowell Rd
- W. Northern Ave
- S. Priest Dr (3 segments)
- W. University Dr
- University Dr

CUFCs – Pima Association of Governments (PAG) (29.9 miles)

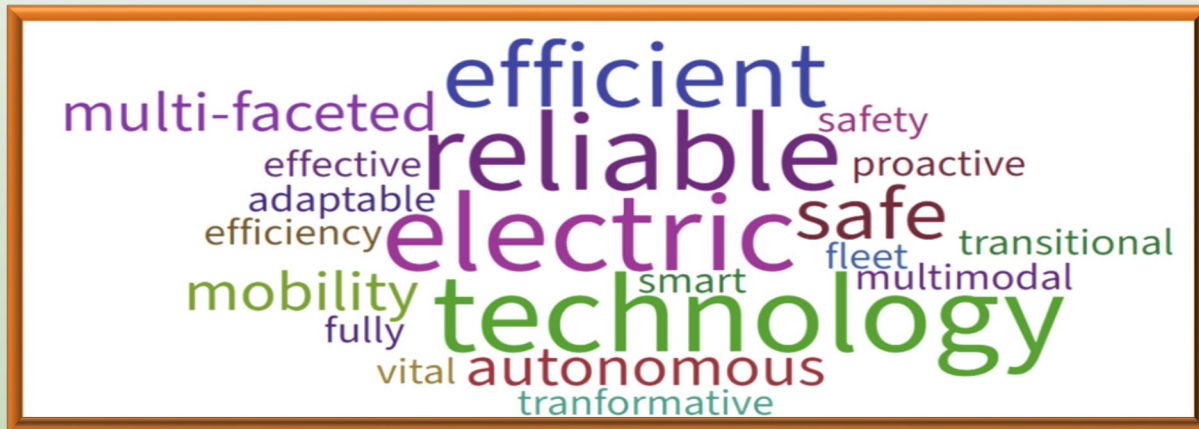
- Alvernon Way
- Aviation Pkwy
- Aviation Pkwy -Golf Links Rd
- Corona Rd
- Country Club Rd
- Golf Links Rd EB
- Grant Rd
- Kolb Rd
- Miracle Mile
- Nogales Hwy
- Rita Rd
- Valencia Rd
- Valencia Rd -Kolb Rd



Final Goals and Objectives

2026 State Freight Plan Vision

“To lead Arizona’s progress by providing a safe, efficient, and advanced multimodal transportation system for domestic and global competitiveness”



2026 State Freight Plan Goals



1. Safety & Security

Promote and support a safe and secure freight transportation system that meets evolving needs



2. System Management & Mobility

Maintain and operate a reliable, resilient, future -oriented transportation system for efficient multi -modal freight movement



3. Competitiveness

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



4. Stewardship

Conduct data -informed planning and decision -making for improved investing and programming

1. Safety and Security

Objective 1.1: Reduce the number and severity of freight related crashes and injuries.

Objective 1.2: Coordinate with relevant organizations to implement ADOT's Cross Border Plan as it relates to safe and secure movement at the international border.

Objective 1.3: Identify and address infrastructure and cargo vulnerabilities.

2. System Management and Mobility

Objective 2.1: Coordinate with local governments, MPOs, modal operators, and the private sector to manage congestion and freight system reliability.

Objective 2.2: Implement strategies to leverage emerging technologies and support logistics and freight industry innovations.

Objective 2.3: Maintain, preserve, and modernize state freight transportation systems and infrastructure to improve network quality.

Objective 2.4: Improve roadway connections at intermodal facilities, airports, or other modal hubs.

Objective 2.5: Improve the efficiency and reliability of freight movement at the international border.

3. Competitiveness

Objective 3.1: Build and maintain a freight network that supports key sectors that drive economic competitiveness, lower costs, and provide high paying jobs to residents.

Objective 3.2 : Coordinate with public and private partners to improve connectivity, redundancy, and supply chain reliability between Arizona businesses and their trading partners. -

Objective 3.3 : Develop and advocate for strategies, policies, and investments to enable Arizona's freight system to adapt quickly and effectively to evolving markets, emerging trends, and other external factors.

4. Stewardship

Objective 4.1 : Provide transparent access to ADOT planning documents, data resources, and decision-making processes.

Objective 4.2 : Utilize data resources and performance-based decision-making to select fiscally conscientious investments that advance plan goals and objectives.

Objective 4.3 : Reduce the effect of freight on environmental resources by supporting the deployment of advanced vehicle technologies, cleaner fuels, and more efficient freight operations.

Objective 4.4 : Institute performance-based and data-informed policies that increase Arizona's economic preparedness and competitiveness.

Objective 4.5 : Improve the resiliency of critical at-risk assets on the freight transportation system.

Performance Measures

Safety & Security

- Freight -involved fatal and serious injury crash rate per 100 million truck VMT
- Total number of freight -involved crashes by severity
- Work zone -related crashes
- Average commercial vehicle wait time at Arizona ports of entry (*repeated*)

Competitiveness

- Total freight tonnage moved through Arizona by mode
- TTTR Index on freight corridors (*repeated*)
- Public investment in projects that improve freight mobility, reliability, or access

Stewardship

- Percent of freight plan recommendations funded through performance -based project selection criteria

System Management & Mobility

- Truck Travel Time Reliability (TTTR) Index on freight corridors (*repeated*)
- Percent of freight corridors equipped with Intelligent Transportation System (ITS) or connected freight technologies
- Percent of Interstate pavement in good condition
- Percent of non -Interstate NHS pavement in good condition
- Percent of Interstate pavement in poor condition
- Percent of non -Interstate NHS pavement in poor condition
- Percent of NHS bridges in good condition
- Percent of NHS bridges in poor condition
- Average travel time from intermodal hubs to the Interstate and National Highway Freight Network
- Average commercial vehicle wait time at Arizona ports of entry (*repeated*)



Policies & Strategies

2026 Policies & Strategies

Implementation Categories:

- **Resource Allocation:** Intended to aid investment decision making; considers network designations and eligibility
- **Performance Measurement:** Leverages ADOT's tracked data to target improvements; depends on data quality and interoperability across ADOT's partner agencies
- **Target Setting:** Translates performance data into forward-looking benchmarks for the freight system; these are adjusted using data-driven forecasts
- **Project Selection:** This process synthesizes performance data, prioritization criteria, and stakeholder input to address known needs and consider emerging factors like new technology and shifting freight demand.

Resource Allocation: Guiding Principles



Prioritize modernization and preservation of existing freight infrastructure while expanding or developing new facilities where warranted.



Continue to scope projects using both data and stakeholder input to distinguish underlying issues from surface-level indicators and better target freight system needs.

Resource Allocation: Strategies Overview

Network Designations — local and tribal input, military needs, first/last mile

Heavy Truck Impacts — weigh-in-motion, route optimization, pavement materials

Truck Parking Demand — public-private partnerships, grants, conversions

Coordinated Planning — multi-jurisdictional and multimodal engagement

Performance Measurement: Guiding Principle



Align performance measurement with ADOT's existing plans, programs, and data sources, tracking progress across safety, environmental, and system-reliability outcomes to inform future freight strategies and investments.

Performance Measurement: Strategies Overview

Environmental Resilience — stormwater, wildlife, extreme weather

Bottlenecks & Redundancy — causes, detour gaps, bridge-strike risk

Truck Safety & Policy — crash reduction, parking, design, hazmat, weight

Border & Interregional Coordination — CA, TX, Mexico, border goals, cargo security

Data & Asset Management — data quality, WIM analytics

Target Setting: Guiding Principle



Develop targets that are meaningful, data-driven, and improve decision-making through investment impact forecasts.

Target Setting: Strategies Overview

Results Into Decisions — project impacts on targets feed project selection

Off-Forecast Response — established process for unforeseen conditions

Stakeholder Input — industry, regional, and local partners on measures

Scenario Testing — tariffs, trade agreements, geopolitical shocks

Project Selection: Guiding Principle



Ensure project prioritization criteria and scoring are aligned to strategic goals, objectives, and measures, incorporating data sources, including the Truck Travel Time Reliability (TTTR) Index, to improve safety, efficiency, and target-setting and to reduce negative impacts.

Project Selection: Strategies Overview

Federal Designations — NHFN and NMFN updates, funding eligibility

Emerging Technology — electrification, CAV, drones, platooning, workforce

Emissions & Communities — project impacts on air quality and neighborhoods

Bottleneck Relief — fund projects that improve throughput



Freight Investment Plan

Past: ADOT Truck Parking/Facility Projects, 2023

337 new spaces | 653 total spaces | 5 projects completed, 2 under construction, 4 in design

Route	MP	Rest Area	Before	Added	Total	Status
I-40	182	Parks EB	15	24	39	Rehab completed; open for truck parking only
I-40	182	Parks WB	15	0	15	Rehab completed; open for truck parking only
I-17	324	Christensen NB	11	0	11	Rehab completed; open for truck parking only
I-17	324	Christensen SB	15	0	15	Rehab completed; open for truck parking only
I-17	252	Sunset Point SB	27	19	46	Completed and open
I-40	23	Haviland EB	29	30	59	Under construction; completion expected 2026
I-17	23	Haviland WB	23	27	50	Under construction; completion expected 2026
I-40	233	Meteor Crater EB	57	69	126	In design; construction planned for 2027
I-40	233	Meteor Crater WB	64	45	109	In design; construction planned for 2027
I-10	86	Burnt Well EB	30	80	110	In design; construction planned for 2026
I-10	86	Burnt Well WB	30	43	73	In design; construction planned for 2026

2026 FIP Projects #1 -5 (Draft)

ADOT ID	Location	Description	County
105020	I -10: L303 to L101	Design and construct ramp meters; Local ID: DOT26 -503D, DOT29-503C	Maricopa
105478	I -10/I -17 Traffic Interchange West Connection	Right of way, utilities, design and construct ramp; MAG ID: DOT27-501D, DOT27-501R, DOT28-501C	Maricopa
101119	I -10: Alvernon Way to Valencia Rd (Barraza Aviation Pkwy - SR210 Extension/Widening)	Widen I -10 to three lanes in each direction and build ramps to connect future SR210 to I -10.	Pima
105034	I -17 - Country Club Dr, Ph 1	Widen from 4 to 6 lanes; add an auxiliary lane from 195.6 to 198.2	Coconino
106142	Scoping Miami -Globe US 60, MP 243 – 255 Freight Evaluation and Passing/ deceleration/turn Lane	Establish scoping project, freight. Includes scoping for evaluating passing/deceleration/ turn lane to reduce traffic buildup near mine.	Gila

2026 FIP Projects #6 - 12 (Draft)

ADOT ID	Location	Description	County
106141	Two intersections on US -60; US-60 at Clark Rd & US-60 at White Mtn Rd, in Show low	Scoping: Two intersections on US -60; US-60 at Clark Rd & US-60 at White Mtn Rd, in Show low	Navajo
105024	US 60/Grand Ave ITS	Design and construct Intelligent Technology System; Local ID: DOT26 -524D, DOT29-500C	Maricopa
105033	I -17 North -bound MP 298 to 314	Widen NB to 3 lanes and add climbing lane; add general purpose lane NB and climbing lane NB.	Coconino
106001	Crazy Creek EB and WB Bridges	Bridge replacement	Apache
105026	Eagar Area DMS	Dynamic messaging sign	Apache
105951	I -40 EB Exit 25	Roadway widening	Mohave
--	SR 69 and Jasper Pkwy/Stoneridge Dr. / Prescott	Design & Construction Intersection Improvements	Yavapai



Discussion/Feedback/Poll

Poll Question:

Considering all that you have seen and heard from us during the development of the 2026 State Freight Plan, please share any additional thoughts about the Plan or Arizona's current and future freight sector.

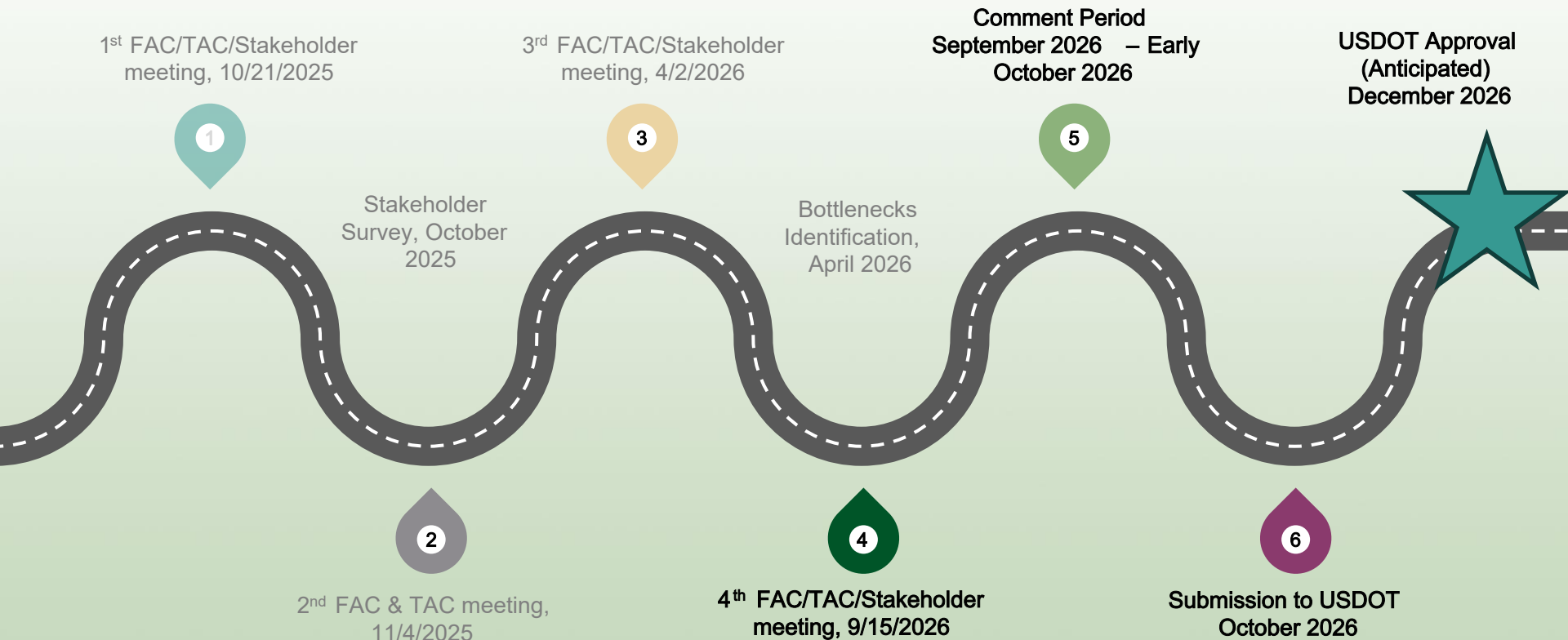
Poll Comments:

- Perhaps take into consideration importance of secondary roadway for when major roadways for freight movements. This would fall but when one corridor closes are the secondary roadways ready for the surge of heavy equipment. Great process overall, thank you for allowing me to participate.
- Clearly a lot of effort was put into this plan - it's very thorough. I don't have any additional thoughts but want to thank the team for the inclusive effort.
- Heavy freight is coming to Arizona whether the state has infrastructure plans or not. It is coming quick!
- This is my first meeting with the group, but I appreciate that you're looking at this with ITS in mind (and over -dimensional loads). I know it can also help with performance measures as well.
- In the CAG region, we really appreciated that at the beginning of this effort, the ADOT team approached us asking what are the freight issues in your area and/or what are you hearing from your locals on freight issues. Early ground truthing is so necessary in studies like these. Thanks for involving us early.
- Perhaps greater consideration on multimodal opportunities to ensure we remain competitive vis a vis other trade corridors in Texas, New Mexico and California
- Is there consideration for allowing 40' tandems or increasing GVWs on major highways or specific corridors?
- I believe that this plan is a very solid baseline to prepare for the heavy trucks. Being proactive is very important in anything related to design, and this is something that reflects that well.
- The freight plan seems truck focused but is there a component related to rail freight also?
- Identification of hazardous routes and for detours/construction, especially when state and US routes that go through communities.
- Greater need for advocacy for roadway funding, not just a state issue, affects nationwide, there is never enough funds and the need is never ending.



Next Steps, Schedule & Wrap -Up

Engagement and Approval Schedule



Contact Information

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Review the Plan and Submit Comments here:

[https://azdot.gov/planning/transportation](https://azdot.gov/planning/transportation-state-freight-plan) [-programs/arizona](#) [-state-freight-plan](#)



**Thank you for your
participation!**