

Summary

More than 25 people, including stakeholders and study team members, attended the fourth Freight Advisory Committee meeting on June 21, 2022, via Zoom. Participants included representatives from ADOT, local governments and planning organizations, Federal Highway Administration, the Arizona Truck Association, The Fresh Produce Association of the Americas, National Association of Truck Stop Owners, Swift Transportation, and Roehl Transport Inc.

Presentation Topics

- Review Prioritization Framework and Data
- Gather Input to Update Framework:
 - Scoring Criteria
 - Project Ratings
 - Criteria Priority Weights
 - Truck Parking Set Aside Allocation

The presentation is available at <https://azdot.gov/sites/default/files/media/2022/08/22-0621-ADOT-State-Freight-Plan-Framework.pdf>.

Key Takeaways

Prioritization Framework and Data

Study team members explained ADOT’s prioritization framework for freight projects. The framework was developed as part of the Arizona 2017 Freight Plan and identifies freight bottlenecks caused by recurring congestion, non-recurring issues (safety/weather), physical restrictions, connectivity, accessibility, or other issues. The framework then scores projects designed to address the identified bottlenecks based on 15 criteria related to three goals (Enhance Economic Competitiveness; Improve System Management; Increase System Performance).

The study team identified the data sources which have been updated since the Arizona 2017 Freight Plan for six of the 15 criteria, and the criterion which was going to be updated as part of the FAC meeting (“Would the Project be Expected to Receive Freight Stakeholder Support”) (Figure 1).

Figure 1: Prioritization Framework Criteria

Goal 1 Criteria	Goal 2 Criteria	Goal 3 Criteria	Legend	
Is the Issue on a Key Commerce Corridor (KCC)?	Would Addressing the Issue Improve Multimodal Access?	Does the Project Prioritize Good Management of Assets?	Updated Scores	Today's Exercise
Are the Flows Impacted by the Issue Significant?	Does the Issue Hinder Mobility?	Is the Project Appropriately Linked to Local Land Use/Regional Plans?		
Do Future Scenarios Aggravate this Significance?	Does the Issue Hinder Freight Transportation System Reliability?	Would the Project be expected to Receive Freight Stakeholder Support?		
Is the Issue an Impediment to Trade?	Does the Issue Increase Transportation Cost of Freight Transportation?	Would the Project be Likely to Attract Funding/Financing Partners?		
	Does the Issue Affect Transportation System Safety?	Does the Project Have Positive Benefit-Cost Analysis?		
	Does the Issue Result in Negative Social/Environmental Impacts?			

Gather Input to Update Framework

Criteria Feedback

FAC members were asked whether to use commodity tonnages or value to rate projects on the trade criterion. Participants did not reach a decision, but expressed a desire to assess the sensitivity of project scores if the criterion switched from tonnage to value.

Project Ratings

FAC members ranked the 19 freight bottleneck projects based on their local knowledge and familiarity with the projects using a web tool. Of the unique responses submitted from the web tool, four projects (identified by project reference ID number, general location, and project title) received first place votes:

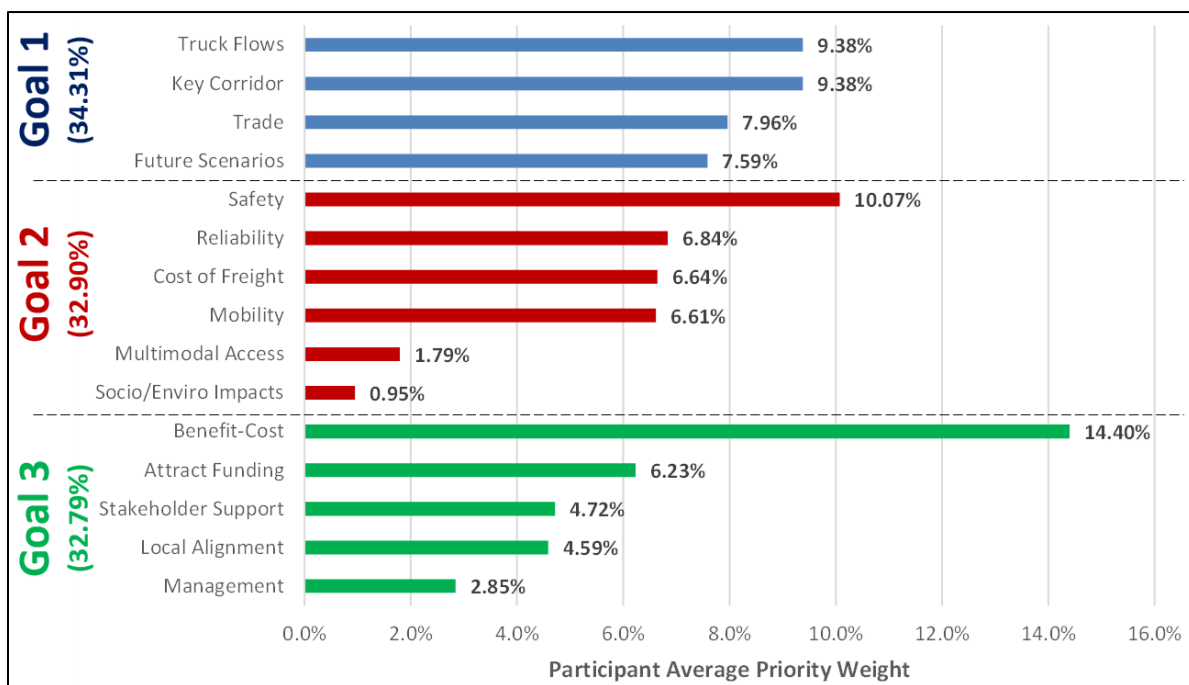
- 2) (Phoenix) I-10 Phoenix Urban Area Improvements,
- 81) (Gila River) I-10 Gila River Indian Community Area Widening,
- 26) (Flagstaff) I-40/I-17 System Interchange Improvements, and
- 1) (Tucson) I-10/I-19 System Interchange Improvements.

In addition, project reference ID numbers 77 (I-10 Phoenix Urban Area Improvements) and 3 (I-10 Phoenix Urban Area Improvements) had 90% of respondents rank them in the top 5.

Criteria Priority Weights

FAC members updated criteria priority weights. The top weighted criteria were 1) benefit-cost, 2) safety, and 3) a tie between truck flows and Key Commerce Corridor status (Figure 2). Collectively, Goal 1 Enhance Economic Competitiveness criteria totaled to be the highest priority with just over a third of the overall weight. The FAC recommended only slight changes from the 2017 Arizona Freight Plan priority weights; all criteria weights changed by less than 1.4 percent. The biggest increases were for the truck flows, safety, and ability to attract funding criteria, with each increasing by more than 1 percent; the biggest decreases were key corridors and benefit-cost as each declined by 0.6 percent.

Figure 2: Updated Criteria Priority Weights



Truck Parking Set Aside Allocation

FAC members were asked to provide their preferred allocation of \$125M (an approximate five year budget total) in two ways: 1) directly setting the percent allocation for truck parking and 2) indirectly by asking participants to select freight bottleneck projects knowing remaining funds would go towards truck parking.

In response to the direct polling question, the FAC gave an average percent allocation for truck parking set aside of 43 percent. This translates to approximately \$10.7M annually. In response to the indirect polling question, FAC responded with an average percent allocation of 49 percent, which translates to \$12.2M annually.

The study group blended the responses to the two polling questions and estimated an average desired set aside of \$11.5 million annually (46 percent).