



Arizona State Freight Plan

Freight Advisory Committee

August 30, 2022



Presentation Outline

- Welcome and Introductions
- Final Arizona State Freight Plan
 - Highlighted Strategies and Policies
 - Freight Investment Plan
- Next Steps

To participate in online polling during the meeting please visit pollev.com/streets315 on your computer or mobile browser

Please tell us what type of organization you represent...

- Academia
- Airport
- Arizona DOT
- FHWA
- Government/MPO/RTPO
- Logistics
- Manufacturer
- Partner State
- Private Consultant
- Railroad
- Trade Association
- Trucking Carrier



Strategies and Policies

Final Arizona State Freight Plan Vision and Goals

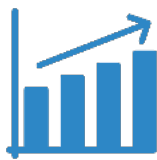
Arizona's freight transportation system enhances economic competitiveness and quality growth through innovation and effective system management.



Safety: A safe and secure freight transportation system



System Management & Mobility: A reliable, resilient, future-oriented transportation system that enables efficient multimodal 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

Selected Policies and Strategies

| | Safety | Mobility | Competitiveness | Stewardship |
|---|---|---|---|---|
| <p>Complete an update to the ADOT truck parking study to identify specific needs and countermeasures associated with the 2022 Plan’s investment strategies and to prepare for the next state freight plan and associated freight plan gap assessment process.</p> |  | |  |  |
| <p>Evaluate opportunities to relieve import pressures through ADOT or partner investments in inland ports and airports.</p> | |  |  | |
| <p>Identify engineering design or specific roadway attributes that contribute to higher rates of heavy truck involvement in crashes. Develop appropriate systematic or project-specific improvements to reduce crashes at these types of locations in coordination with the Strategic Traffic Safety Plan (STSP) Administrator and the Safety Communication Group.</p> |  |  | | |
| <p>Prioritize ADOT freight investments that improve quality of life for Arizona residents and reduce freight system impacts on the natural environment including programming and scoping projects that improve stormwater quality, reduce stormwater runoff, protect or mitigate impacts to wildlife habitats, or incorporate wildlife linkage zones in accordance with Arizona’s Wildlife Linkages.</p> | | | |  |

Selected Policies and Strategies

| | Safety | Mobility | Competitiveness | Stewardship |
|---|---|---|---|---|
| Analyze the freight network to identify areas with no redundancy, long detours, or lack of connectivity to alternate routes. | |  |  | |
| Incorporate data-driven scenario planning and robust decision-making frameworks into long-range and freight transportation planning processes to be better prepared for future uncertainties and how they will impact ADOT practices and investments. | |  |  |  |
| Enhance tools and information shared with stakeholders to gauge preferences and desired distribution of possible funding. | | |  |  |
| Research emerging technologies to assess how they will impact freight demand and what changes to project selection may be necessary. |  |  |  |  |
| Coordinate with stakeholders at multi-modal facilities to identify pain points that may be mitigated through improvements to the multimodal freight system with ADOT partnership. | |  |  |  |

Policies and Strategies

Complete an update to the ADOT truck parking study

Evaluate opportunities to relieve import pressures through ADOT or partner investments in inland ports and airports.

Identify engineering design or specific roadway attributes that contribute to higher rates of heavy truck involvement in crashes. Develop appropriate systematic or project-specific improvements to reduce crashes

Prioritize ADOT freight investments that improve quality of life for Arizona residents and reduce freight system impacts on the natural environment

Analyze the freight network to identify areas with no redundancy, long detours, or lack of connectivity to alternate routes.

Incorporate data-driven scenario planning and robust decision-making frameworks

Enhance tools and information shared with stakeholders to gauge preferences and desired distribution of possible funding.

Research emerging technologies to assess how they will impact freight demand and what changes to project selection may be necessary.

Coordinate with stakeholders at multi-modal facilities to identify pain points that may be mitigated through improvements to the multimodal freight system with ADOT partnership



Freight Investment Plan

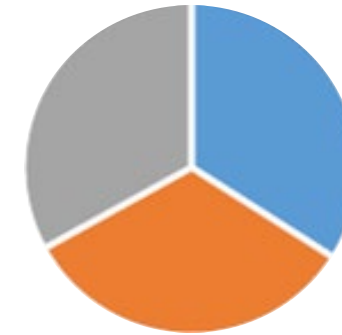
What is a Freight Investment Plan?

- ADOT is required by the FAST Act to address Arizona's freight planning activities and investments, both immediate and long term.
- This includes developing a fiscally-constrained freight investment plan with a list of priority projects to describe how ADOT will invest and match its NHFP funding.
 - 2% set aside for state planning and research
- ADOT selected FIP projects referencing results of project prioritization (including FAC feedback)

Prioritization Framework



**Identify
Bottlenecks**



**Score
Projects**

- Recurring Congestion Bottleneck
- Non-Recurring Bottleneck (Safety/Weather)
- Restrictions (Bridge, Haz Mat)
- Connectivity (non-rampable/requires detour)
- Accessibility (Border/Port of Entry)
- Other
 - Inconsistent Lane Configuration
 - Crossing issue
 - Terrain

**Enhance Economic
Competitiveness**

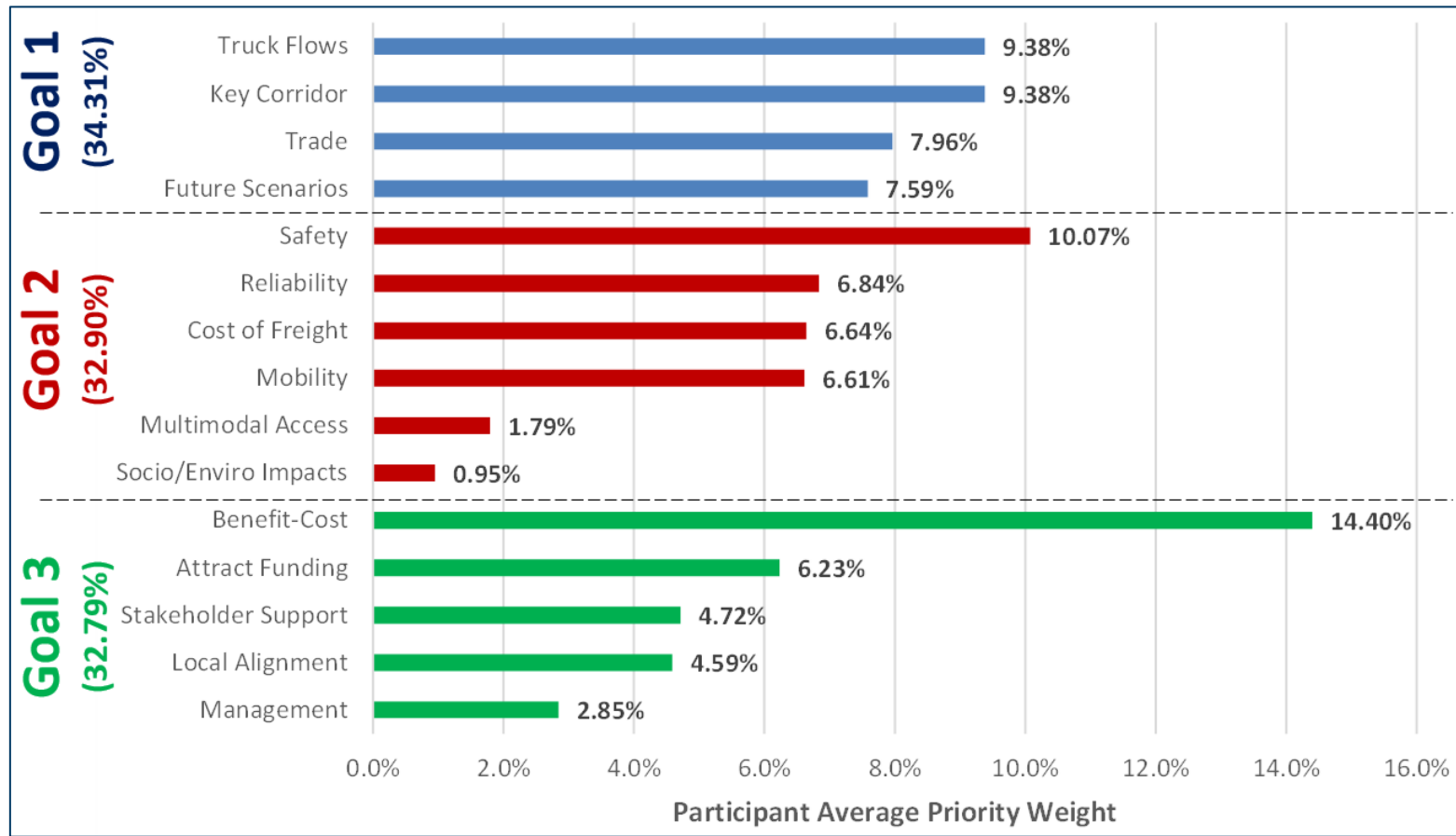
**Improve System
Management**

**Increase System
Performance**

Prioritization Criteria

| Goal 1 Criteria | Goal 2 Criteria | Goal 3 Criteria |
|--|--|---|
| Is the Issue on a Key Commerce Corridor (KCC)? | Would Addressing the Issue Improve Multimodal Access? | Does the Project Prioritize Good Management of Assets? |
| 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? | |

Prioritization Weights



Arizona Freight Investment Plan Considerations

- List of 19 Candidate Projects, with FAC input / Bottleneck rankings
- Use FAC input on Truck Parking investments; take \$ “off the top”
- Consider Casa Grande Accord percentages for Project funding
 - 13% PAG; 37% MAG; 50% Greater AZ
- Duly consider TMA freight priorities within their regions
- Focus funding on projects not fully funded in 5-Year Program
- Some Projects are too expensive to consider with limited freight funding
- Important to complete projects from 2017 Freight Plan

ADOT's 2022 Freight Investment Plan Options

(Approx. \$125M Available)

| Ref. | Bottleneck Rank * | Route | Issue Segment | Project | NHFP Funds (\$ million) |
|------|-------------------|--------|---------------|--|-------------------------|
| NA | | | | Truck Parking | 50.00 |
| NA | | | | Planning/Research | 2.50 |
| 77 | 2 | I-10 | MP 149-159 | Broadway Curve (MAG top priority) | 27.75 |
| 6 | 8 | I-10 | MP 260-274 | Country Club T.I. or Kino T.I. (PAG high priority) | 4.75 |
| 25 | 10 | I-19 | MP 92-102 | Irvington T.I. (PAG high priority) | 5.00 |
| 39 | 12 | SR 69 | MP 287-290 | ITS Improvements & Raised Median | 3.90 |
| 5a | 13 | I-10 | MP 331 | I-10 at US191 Cochise T.I. (2017 Freight Plan #2 ranked) | 24.75 |
| 62 | 14 | US 60 | MP 243-255 | Passing lane & freight decel/turning lane | 8.00 |
| NA | NA | SR 89A | TBD | Milton Rd/US 80 Corr. Master Plan projects | 5.00 |
| | | | | TOTAL | 131.65 |

* Note: Projects with bottleneck rank of 3, 4, 5, 6 and 15 (not shown above) are funded in current 5-Year Program



Next Steps

Next Steps

- Draft Arizona State Freight Plan available for review in late September
- 30-day public comment period
 - <https://azdot.gov/planning/transportation-programs/arizona-state-freight-plan>
- Board Study Session October 6, 2022
- Updates and possible board approval October or November 2022
- Ongoing FAC engagement
 - Implementation updates
 - Feedback

ADOT

Q/A?

ADOT

Thank you!