Arizona Transportation Board Study Session
January 31, 2017
Mike Kies, Multimodal Planning Division

Arizona State Freight Plan:
Enabling Economic Competitiveness and Growth
Presentation Overview

What is the Arizona State Freight Plan?

Approach to Develop the State Freight Plan

Arizona Freight Transportation Needs

FAST Act Network Definitions

Implementation Strategy and Next Steps
State Freight Planning Considerations

- FAST Act requires State Freight Plan every 5 years
  - Project investment plan, prioritized and financially constrained
  - National Highway Freight Program Funds $21.3M annually
  - Address reliability and resiliency of system
  - Performance based planning

- State Freight Advisory Committees (FAC)
  Membership representative of state freight stakeholders
  Arizona FAC advised development of Freight Plan
Who Makes up the Freight Advisory Committee?

- City of Mesa
- United Parcel Service (UPS)
- Knight Transportation
- Greater Yuma Port Authority
- Genesee & Wyoming Railroad
- FHWA
- City of Phoenix (Aviation Dept)
- Arizona Trucking Association
- Rural Transportation Advocacy Council
- Eastern Arizona Counties Organization
- TTX Company (railcar leasing firm)
- Freeport McMoRan Copper and Gold
- Port of Los Angeles
- All COGs and MPOs
- APL Logistics
- Tucson Airport
- Federal Express (FedEx)
- Swift Transportation
- Union Pacific (UP)
- BNSF Railway
- Arizona State University
- Pacific Brokerage, Inc.
- ProLogis, Inc.
- HELP, Inc.
- City of Tucson
Stepped Approach to the Project

**Goals, Objectives, Strategy**
- Phase 1: Define Strategic Goals and Objectives
- Phase 4: Define Policies and Strategies

**System Analysis and Needs**
- Phase 2: Develop Inventory of State Freight Transportation Assets
- Phase 3: Assess Arizona's Freight Characteristics and Economic Context
- Phase 5: Identify the Condition and Performance of State Freight Transportation System
- Phase 6: Develop Freight Forecasts and Scenarios
- Phase 7: Define Trends, Needs and Issues
- Phase 8: Assess Strengths, Weaknesses of the State's Freight Transportation System

**Prioritization and Action Plan**
- Phase 9: Define the Decision Making Process and Prioritization Framework
- Phase 10: Define the State Freight Transportation System Improvement Strategy
- Phase 11: Develop an Actionable Implementation Plan
Stepped Approach to the Project

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Each Goal Supported by a Set of Objectives

Economic Competitiveness
- Increase Economic Activity, Investment and High Paying Jobs
- Increase Trade

Increase System Performance
- Increase Mobility and Multimodal Accessibility
- Increase System Efficiency and Reliability
- Increase Safety and Security
- Minimize Negative Social and Environmental Impacts

Improve System Management
- Ensure System Preservation and Maintenance
- Work in Partnership
- Ensure Good Fiscal Stewardship
- Increase Effective Performance Monitoring
- Link Transportation and Land-Use
- Increase Smart Network Expansion
Six Strategies to Develop Policy

1. **Merit-Based Prioritization**
   Freight transportation system improvements to be prioritized on the basis of merit, in line with the goals and objectives of the Arizona State Freight Plan.

2. **Preservation, Modernization, Expansion**
   Freight transportation system investments to prioritize asset preservation first, modernization to optimize the existing system second, and network expansion third.

3. **Key Commerce Corridors**
   Freight transportation system improvements to bolster the performance of Key Commerce Corridors.

4. **Improve Freight Information**
   Freight transportation system management to be informed on the basis of solid research, data and system performance monitoring.

5. **Coordination, Partnerships, Communication**
   System planning and improvements to be coordinated with all stakeholders that have a role in enabling the goals and objectives of the Arizona State Freight Plan.

6. **Sustainable Freight Funding**
   Priority freight projects to have access to a dedicated and sustainable source of funding and seek to leverage partner funding and private capital, where appropriate.

**Increase Prominence of Freight in ADOT Planning and Programming**

to better reflect the role of freight in enhancing the competitiveness and growth of Arizona’s economy.
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National Freight Movement – Trade Flows
Economic Sector Analysis – AZ Freight Needs
Economic Context of Freight Movement in Arizona – Trade Flows

- California/Asia, and Mexico are the predominant inbound and outbound freight markets, by volume
- I-10 is Arizona’s most heavily used freight corridor
Freight Movement in Arizona – Originating or Destined for Arizona

- **I-10 West** connects to largest trading partner; California
- **I-10 between Phoenix and Tucson** is an important Intrastate Freight Corridor
- **I-17** is primary N-S Freight Corridor connecting to I-40 and beyond (Utah)
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Priorities...

Top 20 Identified Freight Improvement Projects and their Estimated Planning Level Cost

(Note: identified priorities exclude projects currently under study in MAG region)
# Top 12 Arizona Freight Improvement Priorities

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<thead>
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<th>Project Option(s)</th>
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State Freight Plan Will Inform Freight Network

National Highway Freight Network

Primary Highway Freight Network (PHFN)
- US DOT defined
- 41,518 total miles
- AZ-1,025 miles

All interstates not on the PFN
- Automatic
- I-8 adds 179 miles

Critical Urban Freight Corridors
- State & MPO defined
- 75 miles or 10% of PHFN
- AZ-102.5 miles
  - MAG
  - PAG
  - Greater AZ
- Must be urban roadway

Critical Rural Freight Corridors
- State defined
- 150 miles or 20% of PHFN
- AZ-205 miles
- Must be rural roadway
FAST Act Corridor Designations

Critical Rural Freight Corridors
20% of the Primary Highway Freight System (AZ has 1,025 mi. of PHFS, therefore the CRFC is 205 mi.)

Critical Urban Freight Corridors
20% of the PHFS (AZ has 1,025 of PHFS, therefore 102 mi.)
Next Steps

- Development of *Arizona Freight Plan Report*
  
  *Report will be completed in June 2017*

  Finalize Critical Rural and Urban Freight Corridors

- Integrate MAG freight projects

  Spine Study and US60 COMPASS Study findings listed

- Review findings with Freight Advisory Committee (FAC)

  *FAC Meeting scheduled in March 2017*

- Submit to FHWA for acceptance before December 2017 Deadline.