



September 4, 2026
Statewide Stakeholder Listening Tour Update

Follow along as we tour our great state of Arizona to listen to stakeholders tell us about their transportation challenges and unmet transportation needs.

Read below to hear about our nine listening sessions in July 2026: Wilcox, San Tan Valley, Wickenburg and Lucid Motors.

Next Move stakeholder listening session recaps and summaries available online at
www.nextmoveaz.com

Wilcox July 22, 2026



The Willcox region's transportation needs are closely tied to its agricultural, freight, tourism and energy economies. Participants identified deteriorating pavement on US 191, SR 186, roads near San Simon and other rural corridors as a major concern, particularly given increasing heavy truck traffic. They emphasized that transportation funding should account for freight activity, roadway usage and economic contributions (not just population) to better reflect the demands placed on rural infrastructure. Safety and mobility were also recurring concerns, including commercial vehicle enforcement, port-of-entry operations, blocked rail crossings, speeding, work zones, vegetation management and maintenance of sidewalks and other facilities. Participants noted that potential tourism growth, including increased visitation to Chiricahua National Monument, could further increase transportation demands. They also emphasized the need for consistent maintenance practices and improvements to rail crossings and emergency access.

Participants generally valued their relationships with ADOT and appreciated traveler information tools such as dynamic message signs, 511 and transportation alerts, while identifying opportunities for improved responsiveness, consistency, communication and customer service. Overall, they stressed that rural transportation corridors provide benefits well beyond local communities and should remain a priority in statewide transportation planning and funding.



Sr San Tan Valley region stakeholders told us they view transportation as a regional network that connects people, goods and communities and supports economic growth. Participants emphasized that rapid growth has outpaced transportation investment, with limited access to the state highway system and heavy reliance on Ironwood Road and Hunt Highway contributing to congestion and safety concerns. Stronger coordination among ADOT, MAG, local jurisdictions and regional partners was identified as essential to addressing these challenges and planning for future growth.

Participants identified three major transportation priorities: extending SR 24, securing funding for the Central Arizona Parkway and improving north-south connectivity between US 60 and SR 24 through the SR 505 corridor. They also stressed the need to close smaller connectivity gaps, improve safety, and streamline project delivery.

Local jurisdictions expressed a willingness to contribute funding, resources, design and construction support, but participants noted that clear leadership and faster decision-making are

needed to move projects from planning to implementation.

Funding emerged as a fundamental challenge, with HURF revenues declining, limited local revenues and increasing demands on the transportation system. Participants encouraged ADOT to explore innovative funding approaches, including public-private partnerships, toll facilities, and special districts, while working with the Legislature to identify sustainable funding solutions. They also emphasized the importance of prioritizing projects based on growth and need and bringing elected officials directly into the conversation about regional transportation challenges.

Wickenburg July 30, 2026



Wickenburg stakeholders emphasized that transportation infrastructure here and in surrounding rural communities is struggling to keep pace with rapid growth, increasing traffic, freight movement, tourism and major economic development. US 93, US 60 and SR 74 were regional

corridors identified as critical connections requiring continued investment in capacity, maintenance, drainage, bridges and safety. Limited funding remains a significant challenge, underscoring the need to maximize the long-term value and durability of transportation investments.

Safety and mobility were also major concerns, including speeding, freight traffic, truck parking, roundabouts, wildlife hazards, low-water crossings and crash-related disruptions. Participants highlighted limited transportation options for seniors, individuals with disabilities and residents traveling long distances for healthcare, employment and essential services. They also called for stronger coordination among ADOT, local governments, economic development organizations and community partners, along with improved communication, enforcement, public education and roadway design.

Looking ahead, participants encouraged a coordinated, long-term transportation vision that connects infrastructure planning with economic development and explores additional transportation choices and public-private partnerships. They emphasized the importance of supporting growth while preserving the rural character and unique identity of Wickenburg and surrounding communities.



Our discussion at Lucid Motors highlighted Arizona's position as a national leader in advanced mobility and emerging transportation technologies, with opportunities to build on that reputation through continued investment in electric, connected and autonomous vehicles. Transportation infrastructure is viewed as essential to economic development, business attraction, workforce mobility, supply chains and statewide competitiveness. Growing congestion and longer commute times, particularly along the I-10 corridor and between San Tan Valley and Casa Grande, were identified as significant workforce mobility challenges.

Freight movement and logistics were also discussed as major priorities, with participants calling for expanded rail infrastructure, intermodal facilities, freight corridor planning and stronger connections to Mexico and national supply chains. Participants encouraged greater coordination among ADOT, the Arizona Commerce Authority, local governments and private-sector employers, including earlier and more direct involvement in transportation and economic development planning.

Looking ahead, participants emphasized the need to prepare transportation infrastructure for evolving vehicle and energy technologies, including vehicle-to-infrastructure communication, real-time traveler information, EV charging and increased grid capacity. They also raised questions about sustainable transportation funding as fuel use changes, including potential EV registration fees or adjustments to the gas tax. Overall, participants stressed that Arizona must continue innovating and planning for the future to remain competitive with other states seeking business investment.

This first round of Stakeholder Listening Sessions is wrapping up in September to prepare for the roll-out of "What We Have Heard" at the Arizona Transportation Policy Summit in Flagstaff October 14-16. Round 2 of stakeholder listening sessions to present the draft vision and ask "Did We Get It Right?" will start in early 2027.