



# FREIGHT ADVISORY COMMITTEE MEETING

November 3, 2020



# ANNOUNCEMENT

**Due to issues with background noise on previous conference calls, participation through phone calls will have limited functionality (no speaking option, only online Q&A and chat).**

**Note: If you join using your computer audio, you will have speaking opportunities during the meeting.**

**If you HAVE to call in from a phone line and wish ask a question or have a comment during the meeting, please email Michael Baker ([mbaker@parametrix.com](mailto:mbaker@parametrix.com)).**



# AGENDA

TIME	TOPIC	FACILITATOR(S)
9:00-9:05	Welcome and Introductions	Bill Thompson, NDOT
9:05-9:15	Freight Projects & Funding Updates	Bill Thompson, NDOT
9:15-9:30	Nevada State Rail Plan Update	Lee Bonner, NDOT
9:30-10:00	Nevada Infrastructure Roadmap	Kristopher Sanchez, GOED
10:00-10:15	I-11 Tier 1 Environmental Impact Statement Update	Ken Lambert, HDR
10:15-10:30	Key-Issues with the Potential Transition of Powers— Freight Transportation	Paul Enos, Nevada Trucking Association
10:30-10:45	Freight Story Map Introduction	Vern Keeslar, Parametrix
10:45-11:00	Next Steps/Questions/Open Discussion	Bill Thompson, NDOT



# FREIGHT PROGRAM FUNDED PROJECTS



## Obligated Freight Funds (\$56.95 M)

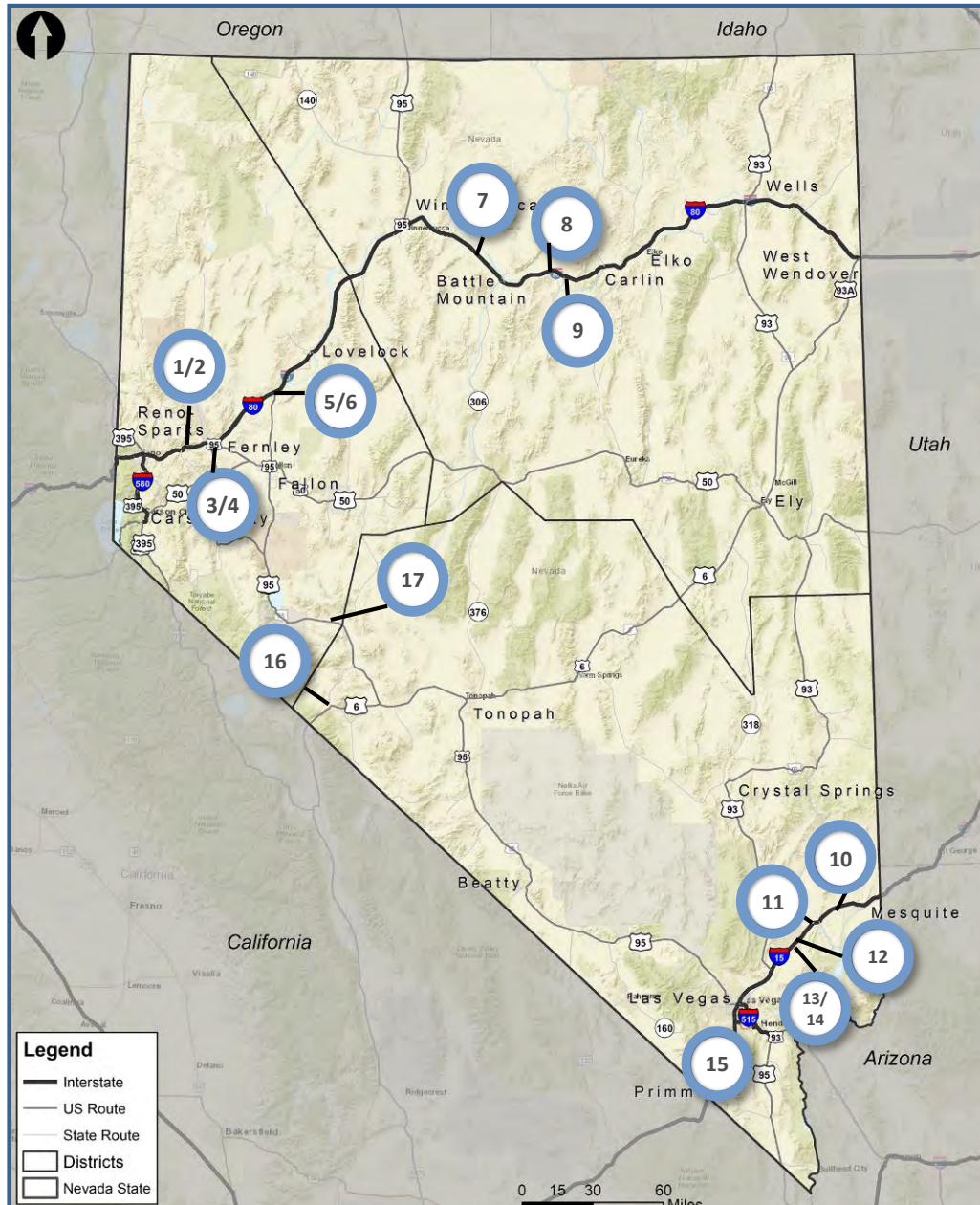
- 1 \$12.9 million – NEPA Study Reno Spaghetti Bowl (2016)
- 2 \$0.75 million – **Statewide** Truck Parking Study (2018)
- 3 \$0.3 million – **Statewide** HazMat Study (2018)
- 4 \$0.7 million – I-80 Freight Corridor Study (2018)
- 5 \$7.9 million – I-80 USA Parkway Interchange Improvements (2018)
- 6 \$7.6 million – I-80 Truck Climbing Lanes @ Pequop Summit (2019)
- 7 \$25.0 million – I-80 Truck Climbing Lanes, Bridge Replacement @ Emigrant Pass (2020)
- 8 \$1 million – I-15 Construct Weigh in Motion Technology (2020)
- 9 \$0.8 million – I-80 Construct Weigh in Motion Technology (2020)

## Non-Obligated Freight Funds (\$22.7 M)

- 10 \$2.7 million – I-80 SR 306 Ramp Improvements (2021)
- 11 \$3.5 million – I-80 Exit 173 Ramp Improvements (2021)
- 12 \$7.1 million – Construct Truck Parking **Statewide** (2021)
- 13 \$5.9 million – I-15 MP122 – MP124 Construct Truck Climbing Lanes (2021)
- 14 \$3.5 million – I-15 Exit 100 NB, Exit 111 SB Ramp Geometric Improvements, Additional Truck Parking, and Ramp Gore Lighting (2021)







## Truck Parking Implementation Projects (\$22.3 M)

- 1 \$1.4 million - Mustang Check Station – Regular Parking
- 2 \$1.5 million - Mustang Check Station – Emergency Parking
- 3 \$645 thousand - Wadsworth Rest Area Expansion – Regular Parking
- 4 \$581 thousand - Wadsworth Rest Area Expansion – Emergency Parking
- 5 \$765 thousand - Trinity/Fallon Rest Area Expansion – Regular Parking
- 6 \$1.8 million - Trinity/Fallon Rest Area Expansion – Emergency Parking
- 7 \$1.6 million - Golconda Summit Expansion – Regular Parking
- 8 \$1.2 million - Beowawe Rest Area Expansion – Regular Parking
- 9 \$414 thousand - SR 306 @ I-80 New Parking – Regular Parking
- 10 \$1.6 million - I-15 MP 110 (Mormon Mesa) Expansion – Regular Parking
- 11 \$2.7 million - I-15 MP 96 Expansion – Regular Parking
- 12 \$1.1 million - I-15 MP 88 Expansion – Regular Parking
- 13 \$1.3 million - I-15 MP 84 New Parking – Regular Parking (paved or gravel)
- 14 \$1.0 million - I-15 South Check Station – 26 TP spaces
- 15 \$226 thousand - SR 360 @ US 6 Expansion – Regular Parking
- 16 Done in house - Luning Rest Area Expansion – Regular Parking
- 17 \$4.5 million - TPAS Phase I and Phase II - **Statewide**



# NEVADA STATE RAIL PLAN UPDATE

Presented by: Lee Bonner, NDOT







# 2020 NEVADA STATE RAIL PLAN

A new paradigm for state rail planning

Lee Bonner

Nevada Department of Transportation

State Railroad Coordinator

October 6, 2020



# What was status of Nevada Railroad Planning?



Minimal understanding of rail



Truck dominant freight



Limited engagement with UPRR



No state funding for rail



We needed a solution to advance rail





# By The Numbers

## Freight

**70%**

of NV trucks going  
to and from California

**52%**

Truck thru traffic  
farm/food products to CA

**55%**

incoming trucks  
are empty

## Railroad

**77%**

freight tonnage  
is by truck

**83%**

of rail freight is  
pass-through

**644**

Intrastate rail cars

## Shippers

**41.4%**

private-owned sidetracks  
are not used

**139**

truckload shippers  
adjacent to UPRR

**500+**

Truckload shippers  
near rail lines don't use rail



# What is the vision after the plan is completed?

Created 8 regional rail teams and strategies

Addressing local rail service around the state

Economic development is leveraging rail

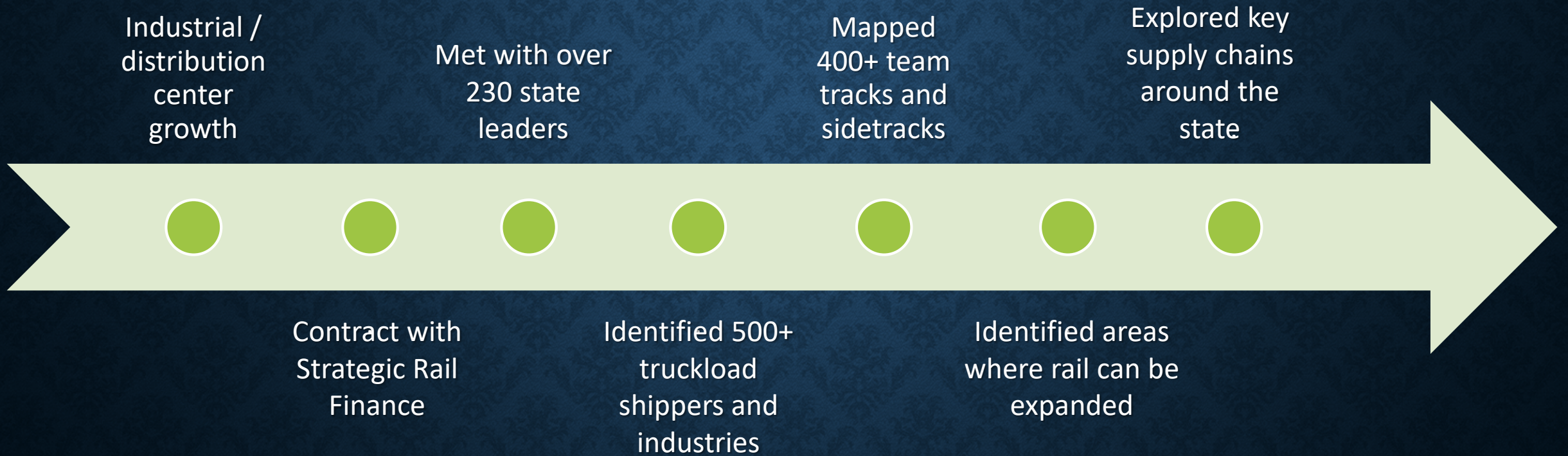
Identified over 50 potential rail projects

Evaluating the I 80 corridor between NV – CA

Engaging with the Port of Oakland / LA / Long Beach



# How did we get there?





# Questions we addressed



What industries should be leveraging rail?



Impact of out of balance truck / rail relationship?



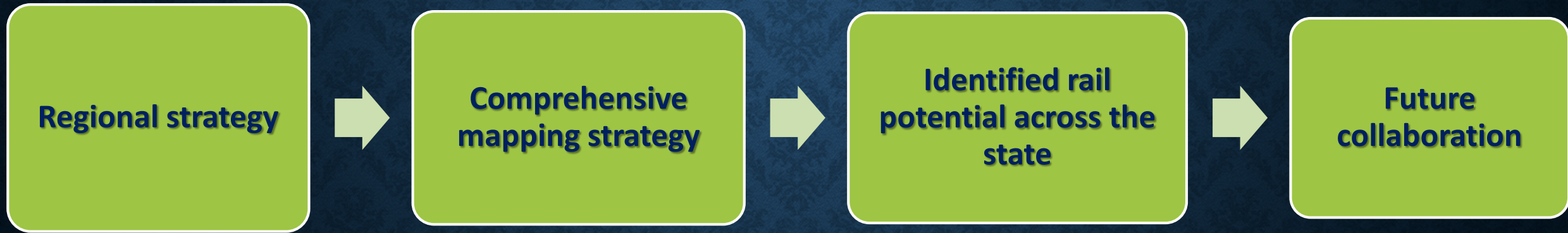
Challenges to rail growth in Nevada?



How do we collaborate with stakeholders?

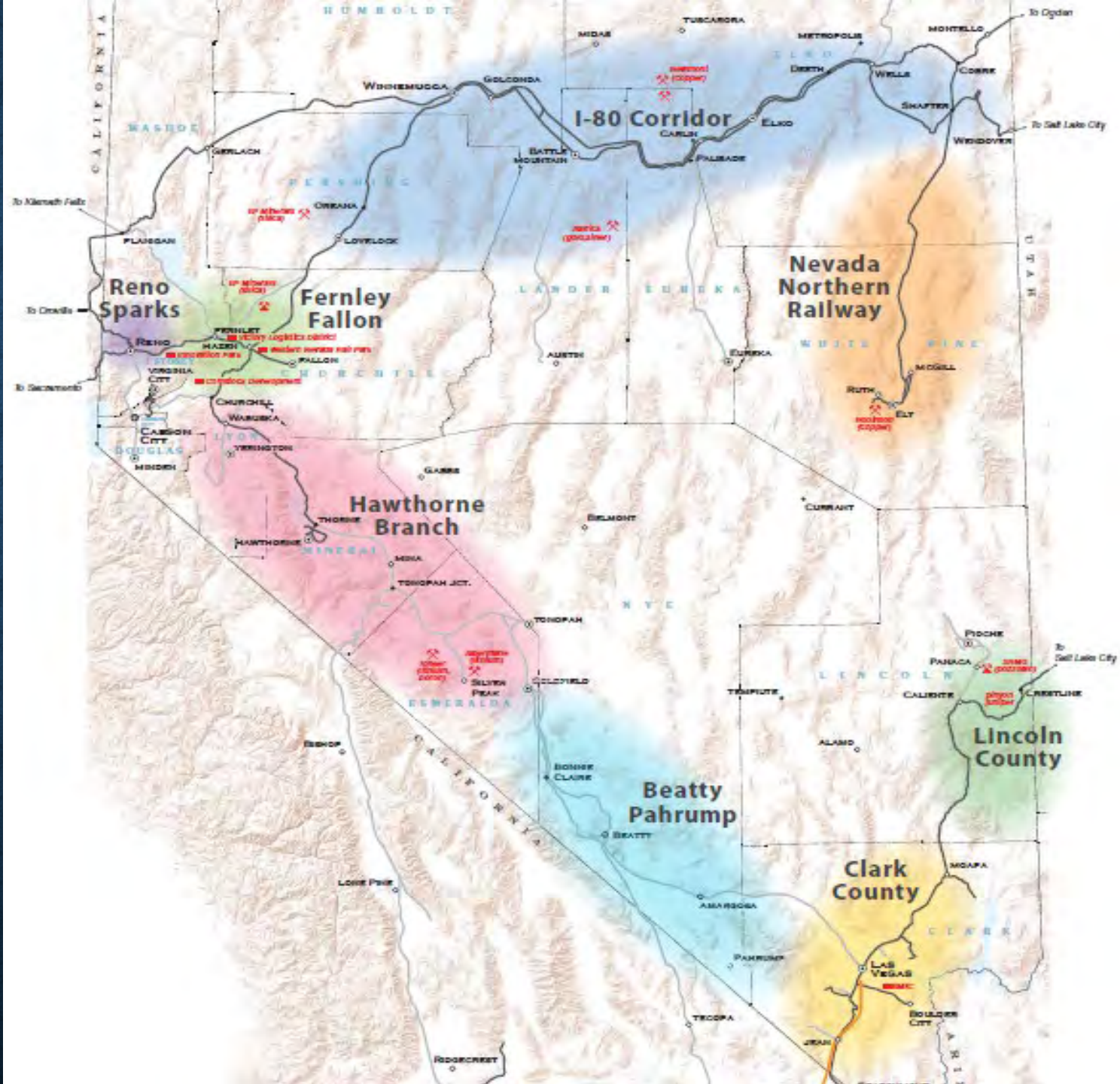


# What tools are being considered?



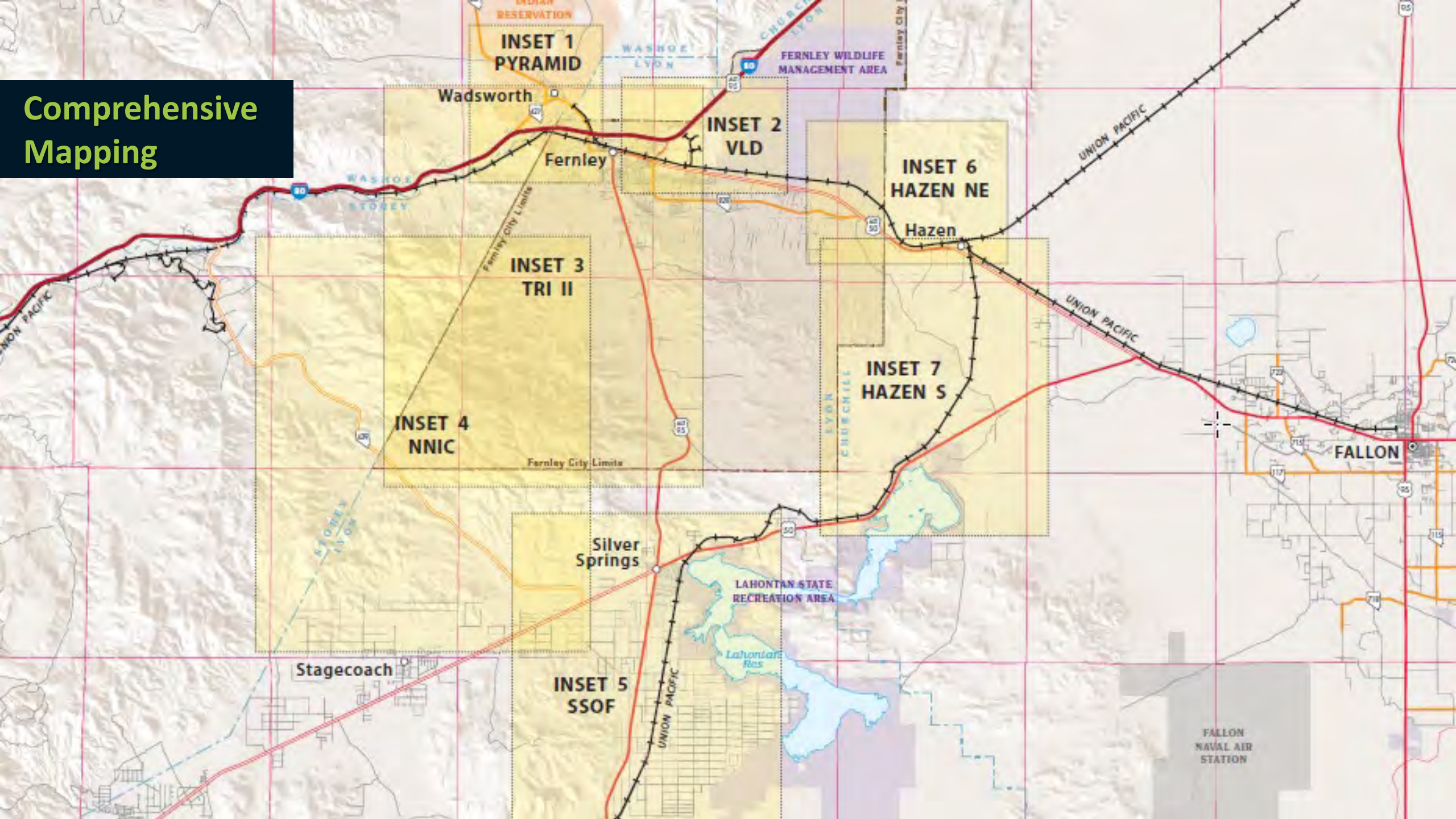


# Regional Teams



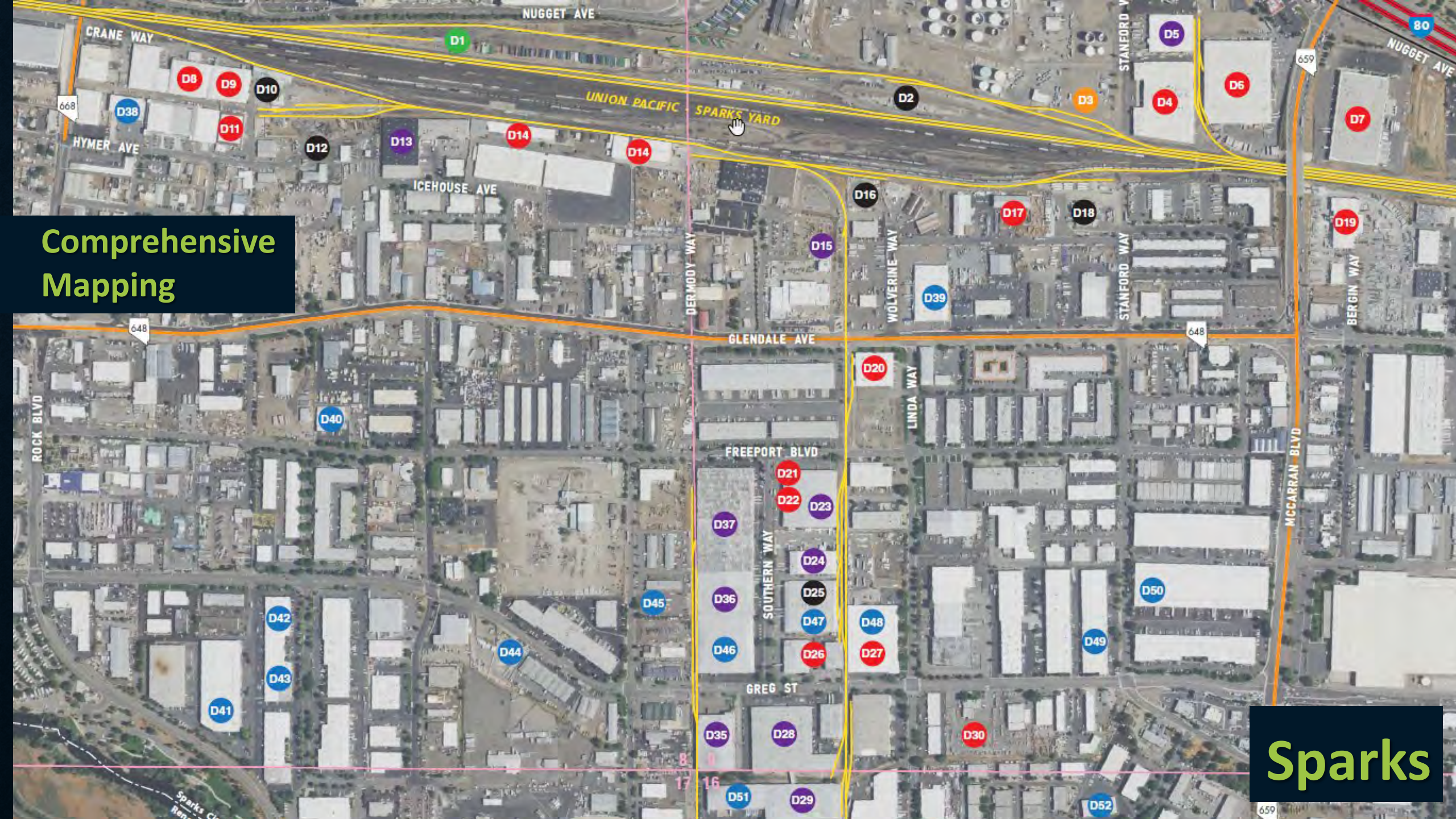


# Comprehensive Mapping





# Comprehensive Mapping



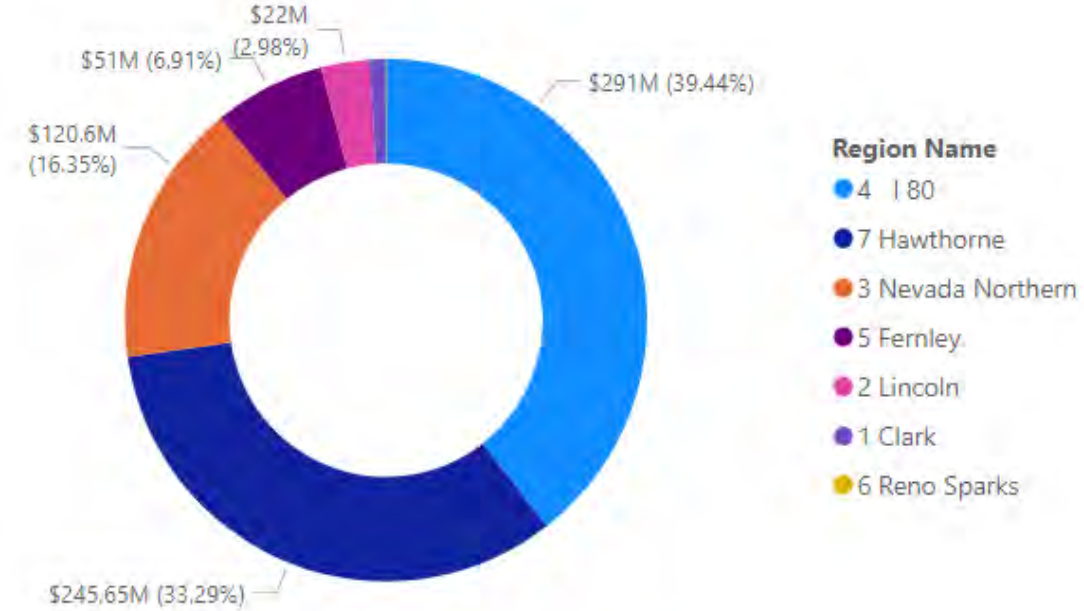
Sparks



RSIP Estimated Rail Cost by Region Name and County

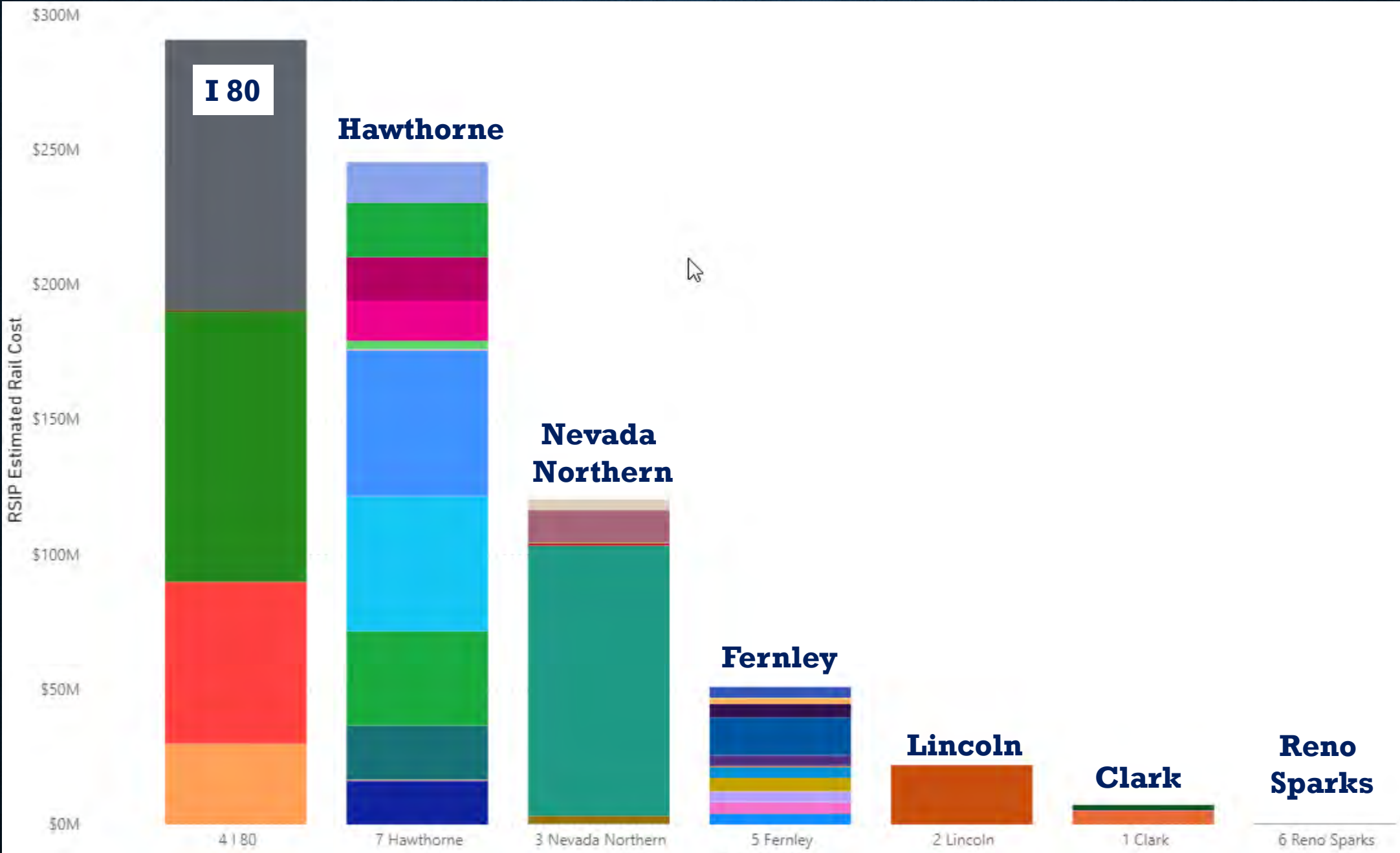


RSIP Estimated Rail Cost by Region Name



Region Name	Project Name	County	RSIP Description	RSIP Estimated Rail Cost	Commodities	Does this affect the CA NV Supply Chain	Description
5 Fernley	40-Mile Desert Land Development	Churchill	Connect to UP main line	\$4,000,000	TBD	0	
7 Hawthorne	Ann Mason Project	Lyon	Connect to Mina Branch	\$16,000,000	copper & molybdenum ores	0	
1 Clark	Blue Diamond Property	Clark	Development	\$250,000	TBD	0	
7 Hawthorne	Bolo Project	Nye	Transloading site at Hawthorne	\$250,000	ammonium nitr., lime, diesel	0	
7 Hawthorne	Cattle Feed Project	Lyon	Transloading on Mina Branch	\$150,000	various cattle feeds	0	
5 Fernley	Churchill Hazen Industrial Park	Churchill	Connect to Fallon Branch	\$300,000	TBD	0	
7 Hawthorne	Crow Springs	Esmeralda	Connect to Mina Branch SW of G	\$20,000,000	open-pit perlite and pozzolan	0	
<b>Total</b>				<b>\$737,800,000</b>		<b>0</b>	





**I 80**

**Hawthorne**

**Nevada Northern**

**Fernley**

**Lincoln**

**Clark**

**Reno Sparks**

4 I 80

7 Hawthorne

3 Nevada Northern

5 Fernley

2 Lincoln

1 Clark

6 Reno Sparks



# What are the next steps?



**What will Nevada prioritize?**



**Efficient freight transportation system**



**Support Governor's Office of Economic Development**



**Collaboration between Nevada and California**



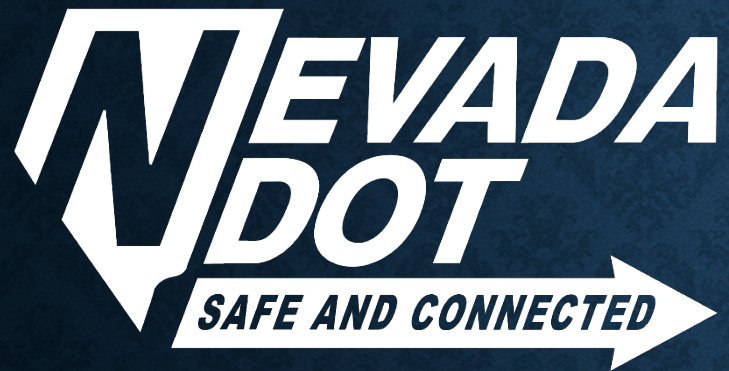
**Ongoing in state regional collaboration**



**How much will NDOT engage with supply chains?**







**Lee Bonner**

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**775.434.4548 Mobile**



“

**THIS PLAN IS BUILT FOR ACTION, NOT SITTING ON A SHELF. THE PROCESS USED TO CREATE IT GUARANTEES THAT THE PROCESS FOR CARRYING IT OUT WILL PRODUCE SUBSTANTIAL DEVELOPMENT BENEFITS FOR NEVADA.**

”

~Leo Penne

Leo Penne - The first Director of the State of Nevada Washington DC Office (1986-1999)  
Program Director, Freight Transportation and Economic Development AASHTO



# NEVADA INFRASTRUCTURE ROADMAP

Presented by: Kristopher Sanchez, GOED







# NEVADA INFRASTRUCTURE ROADMAP

Kristopher Sanchez  
Governor's Office of Economic Development



# Methodology



COLLABORATIVE



WHOLE STATE



TRANSFORMATIVE





# Introduction

## **a. Economic and social implications**

- i. Redefining Nevada's role in the macro-region
- ii. Multi-sector growth and infrastructure investment
- iii. Enhancing at risk communities through infrastructure development

## **b. Infrastructure and technology**

- i. Nevada at the crossroads
- ii. Proof of concept, testing, and adoption: Nevada's role in technology development





# Economic Diversification & Infrastructure Development

## **a. Review of local, regional, and state infrastructure priorities**

- i. Defining transformational projects: value and methodology
- ii. Integration across regions and jurisdictions
- iii. Enhancing Nevada's human capital through access and regional modeling

## **b. Industry focused development**

- i. Inland ports, intermodal facilities, and smart ports: understanding Nevada's role in logistics
  - 1. E-commerce and the last mile
  - 2. Integrated connectivity North/South and East/West corridors
- ii. Technology and economic diversification: The intersection of technology and infrastructure development





# Economic Diversification & Infrastructure Development Cont..

- a. The architecture of the internet of things: connecting Nevada's communities**
  - i. Economic impact of a connected state
  - ii. Human capital and the changing methodologies of work
  - iii. Transcending geographic limitations while realizing Nevada's full potential:
    - 1. Defining our remote workforce
    - 2. Nevada as a leader in remote medical services and telehealth
- b. The intersections of sustainability and infrastructure development**
  - i. Nevada as a leader in sustainable development defined
    - 1. Water conservation
    - 2. Thinking beyond carbon reduction
    - 3. Sustainability in the context of competitiveness and infrastructure development



# The Roadmap

## **a. Nevada's State Infrastructure Bank: Funding Nevada's Future**

- i. State infrastructure banks defined
- ii. State infrastructure banks and capital acquisition

## **b. Fixing the gaps**

- i. Aligning federal, state, and local coalitions to achieve successful outcomes
- ii. Maximizing impact: sequencing projects as catalysts for future growth and investment
- iii. Integration and benchmarking success

## **c. Data as a method for driving results**





# Contact Information

**Kristopher Sanchez**

**Deputy Director**

**Governor's Office of Economic Development**

[ksanchez@diversifynevada.com](mailto:ksanchez@diversifynevada.com)

# I-11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT UPDATE

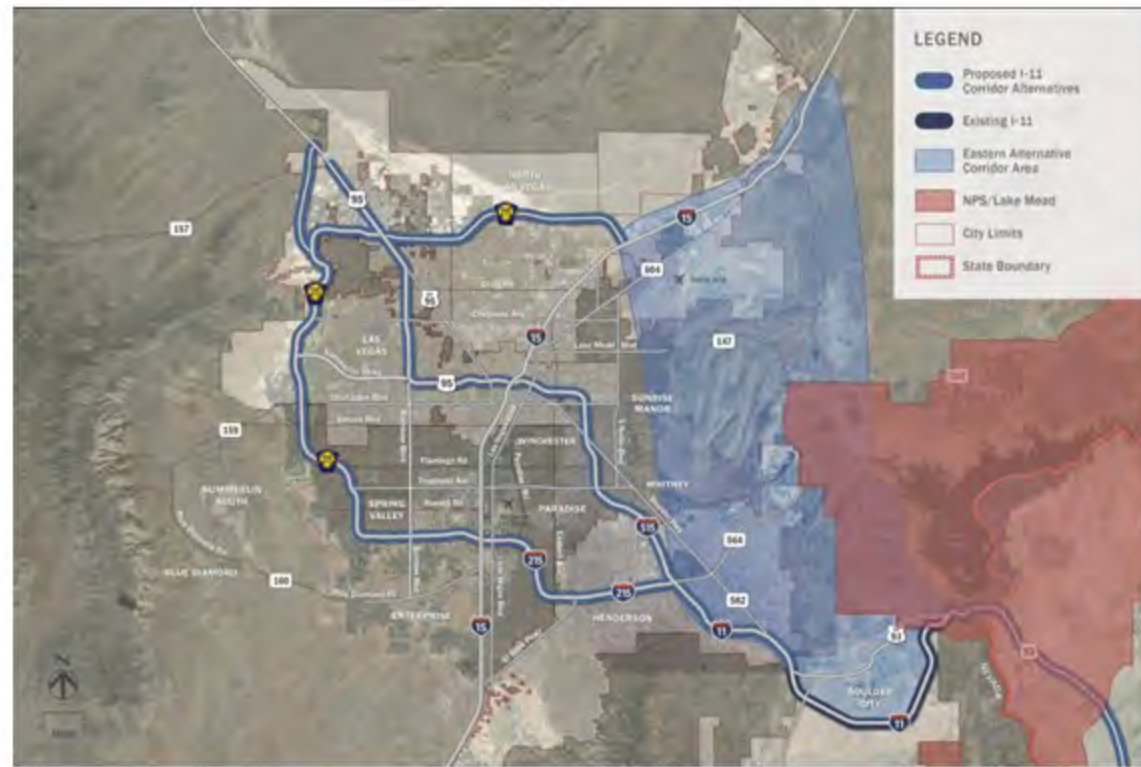
Presented by: Ken Lambert, HDR





# Nevada Freight Advisory Committee Briefing November 3, 2020

# I-11 Tier 1 EIS Overview



- Transportation evaluation criteria (including freight mobility) are defined reflecting the purpose and need for the project.
- A corresponding set of performance measures (Measures of Effectiveness (MOE's)) are identified for the criteria.
- These are the evaluation criteria for comparing the corridors.



# Purpose and Need

The purpose of the I-11 Corridor within the Las Vegas Valley is to:



Provide a high-capacity, access-controlled transportation corridor



Improve access to activity centers within the Las Vegas Valley



Support enhanced regional mobility for people and freight by improving travel time reliability and efficiency.



Enhance opportunities within the Las Vegas Valley for economic development



Facilitate efficient mobility for emergency access, evacuation, and national defense



Provide the Congressional mandated link through the Las Vegas Valley for a continuous I-11 Corridor that connects major metropolitan areas and markets in the Intermountain West Corridor with Mexico and Canada

# Travel Time MOE

- Travel times between common endpoints are evaluated along each corridor.
- Existing travel times are obtained through INRIX (sourced from anonymous cellphone data) for off-peak and peak hour conditions.

Select a range of one or more months

2019 April - to - 2019 April

1 month

Create a single time period for this range

Create a time period for each month within this range

+ Add time period

Your selected time periods Remove All

April 2019

Select a time range to analyze within each time period

12:00 AM 12:00 PM 12:00 AM

1: 2:00 AM

12:00 AM 12:00 PM 12:00 AM

5:45 PM

+ Add another time range

Select data sources

INRIX

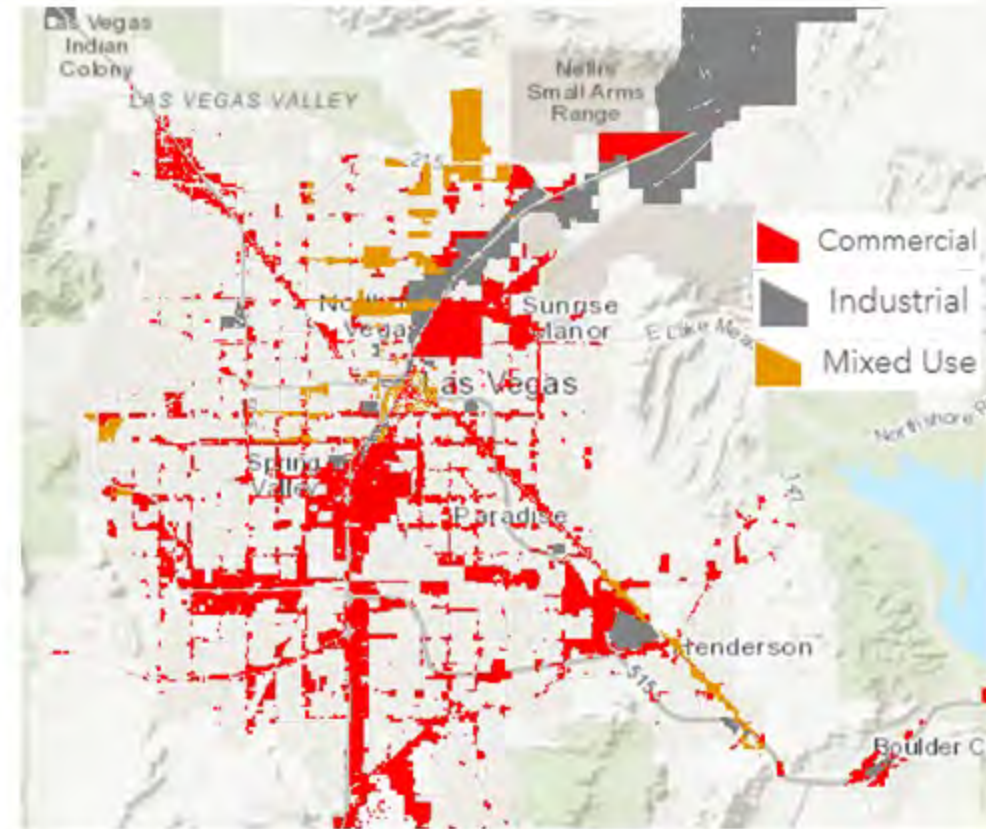




# Freight Accessibility MOE

- Accessibility to industrial, commercial, mixed-use land uses and rail.
- The portion of all acreage of industrial, commercial, and mixed-use area in the Valley served by the corridor.

$$\% = \frac{\text{Freight Land Use Area Served}}{\sum \text{Freight Land Use Area}}$$



Industrial, Commercial and Mixed Used Areas in the Valley (Future Planned)

# Rail Accessibility MOE

- Accessibility to rail.
- The portion of all rail mileage served within three miles of the alignment.

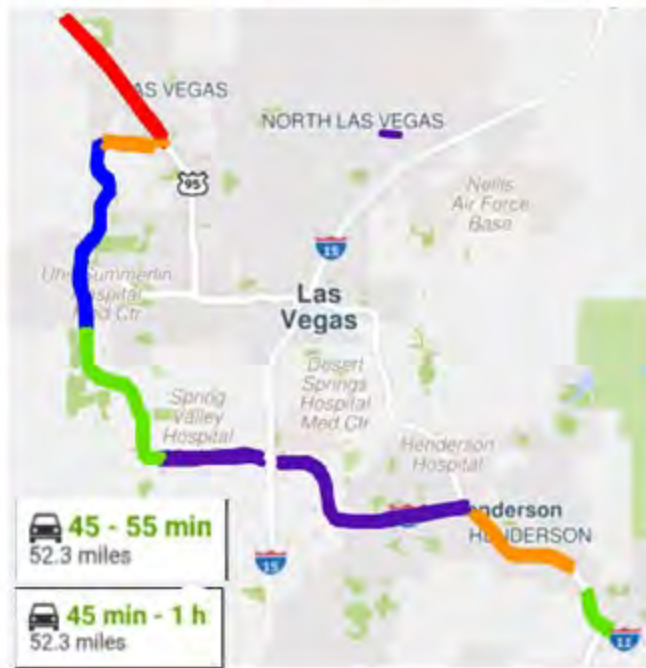
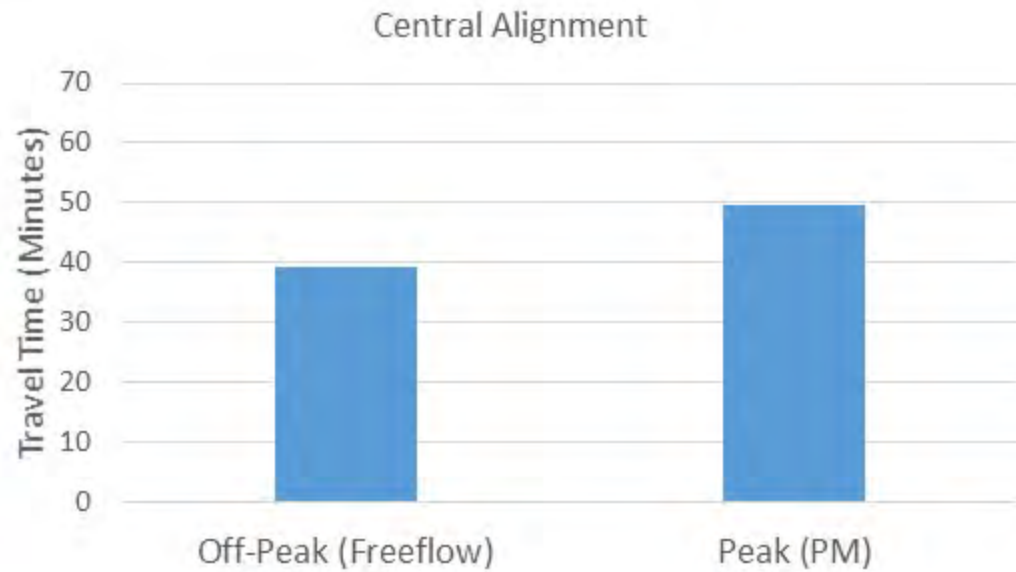
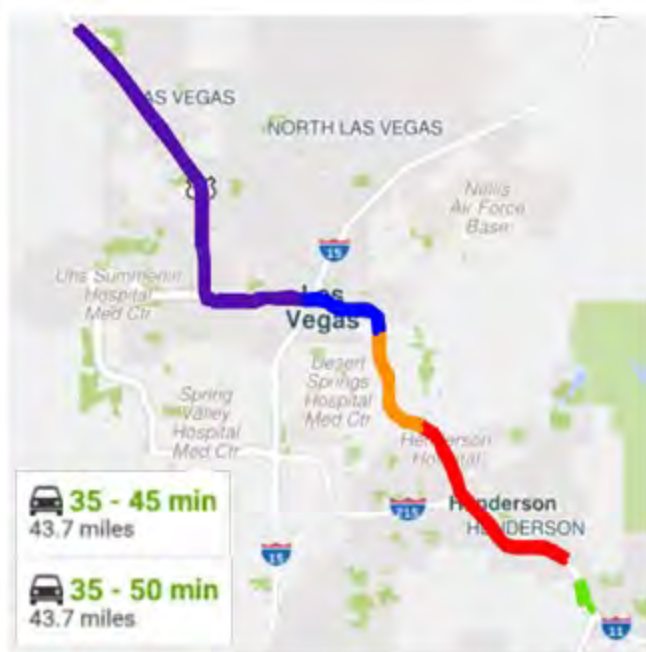
$$\% = \frac{\text{Rail Mileage Served}}{\sum \text{Rail Mileage}}$$



# Initial Evaluation Results

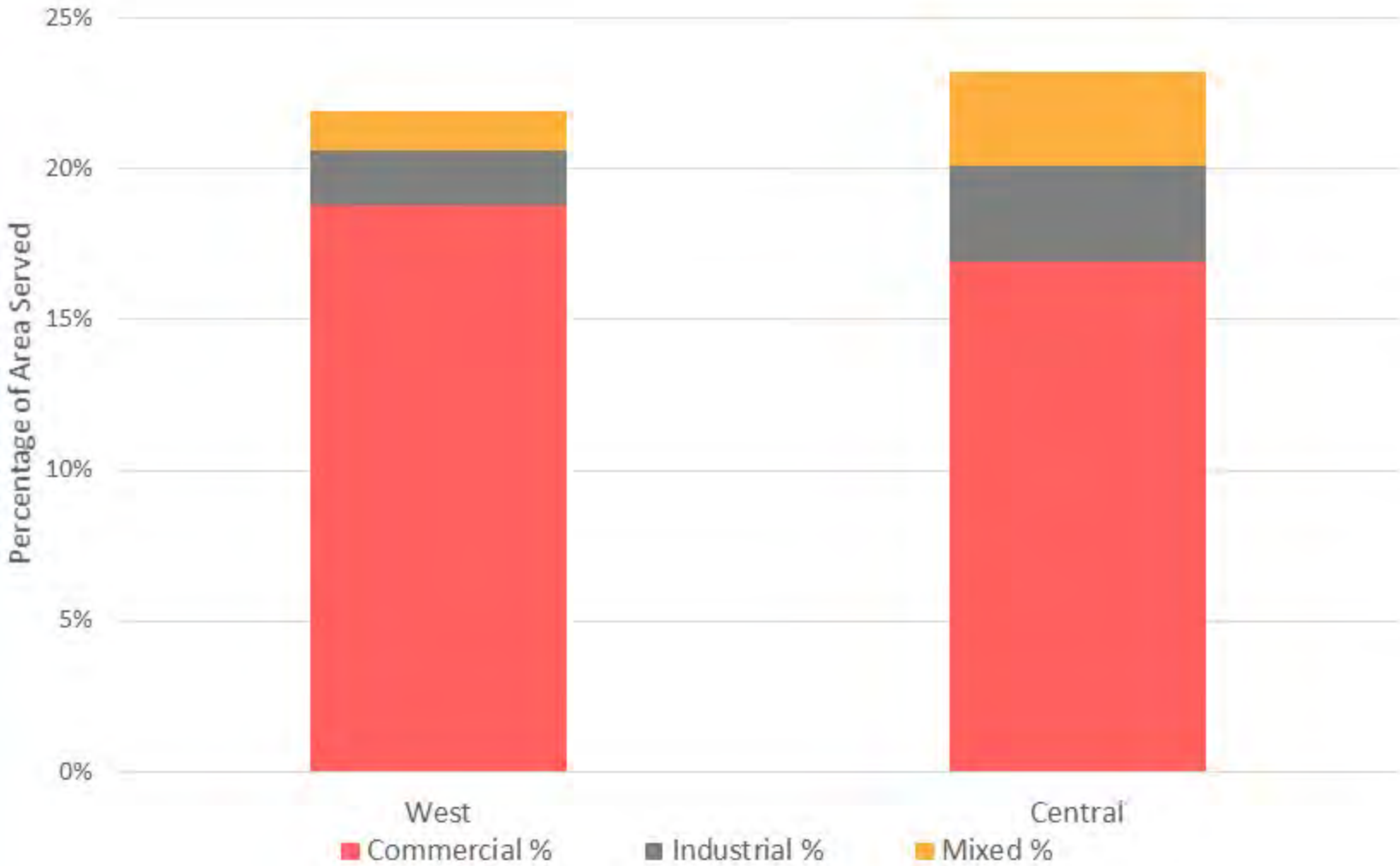
Existing Condition and 2040 No Action  
*(East Link Results Pending NDOT Review)*

# Travel Time MOE



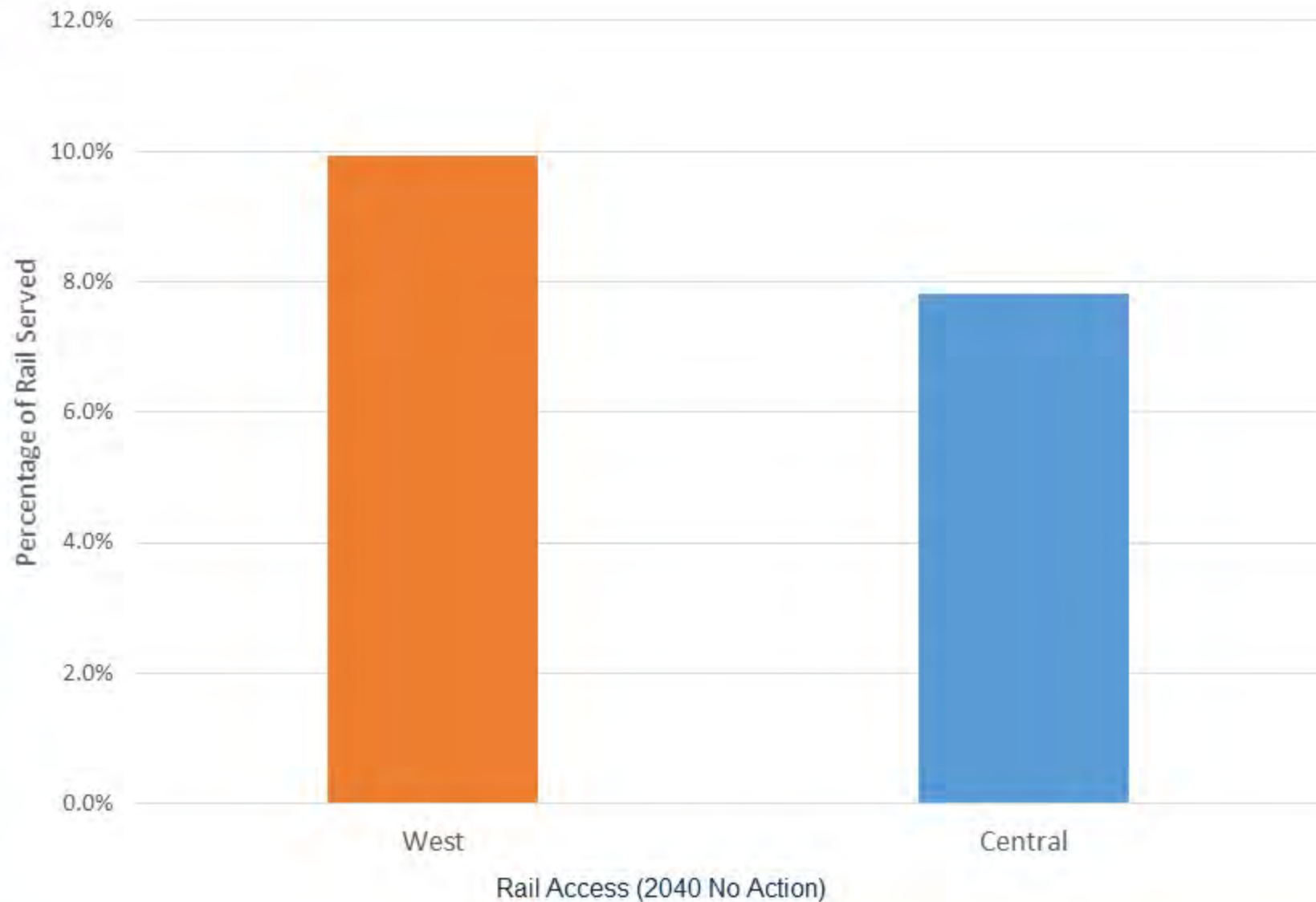


# Freight Accessibility MOE



Portion of Commercial, Industrial and Mixed Use Area Served (2040 No Action)

# Rail Accessibility MOE







# Discussion

# KEY ISSUES WITH THE POTENTIAL TRANSITION OF POWERS— FREIGHT TRANSPORTATION

Presented by: Paul Enos, Nevada Trucking Association



# FREIGHT STORYMAP INTRODUCTION

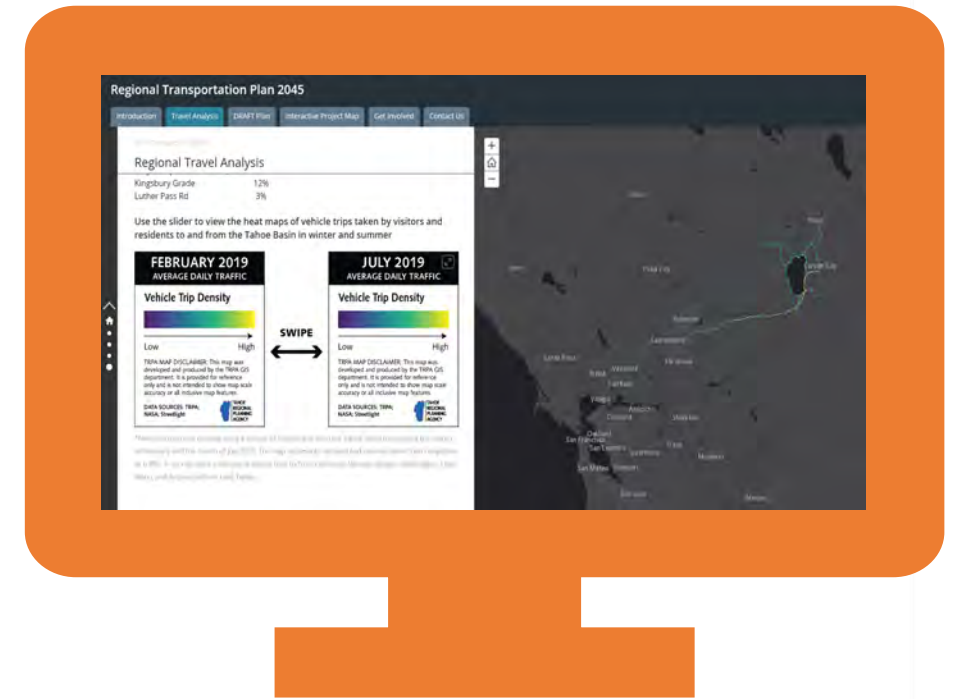
Presented by: Vern Keeslar, Parametrix



**Parametrix**

# NDOT Freight Program Story Map

- All-encompassing and interactive website platform that presents the entire NDOT Freight Program – studies, active projects, information
- Integrates custom maps and videos to tell the story of freight in Nevada
  - Digital storytelling
  - Informative maps with up-to-date data
  - Interactive narrative
  - Modern design





# Sample Story Map – Show Online Example



# Story Map Topics

Introduction  
to Nevada  
Freight  
Planning



Freight  
Advisory  
Committee



Nevada State  
Freight Plan



Nevada  
Highway  
Freight  
Network



Nevada  
Freight  
Projects



Truck Parking



Performance  
Dashboard



Document  
Library







**NEXT STEPS**  
**QUESTIONS**  
**OPEN DISCUSSION**



## 2019 Freight Program Implementation Project

# THANK YOU

Next FAC Meeting: February 2, 2021



**Bill Thompson**  
**NDOT Freight Program Manager**



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<https://www.nevadadot.com/mobility/freight-planning>

