

## Nevada State Freight Plan

### Table 1-4 (UPDATED 2020). Freight Strategies and Implementation Actions

Strategy		Actions		Lead Agency	Required Partnerships	Status	
1	<b>Advance multi-use corridor planning for I-11.</b>	1.1	Conduct an analysis of the regional freeway system in Southern Nevada, and determine how and where the I-11 corridor would most appropriately fit in the network.	• NDOT	<ul style="list-style-type: none"> <li>• Federal Highway Administration (FHWA)</li> <li>• Regional Transportation Commission of Southern Nevada (RTCNSV)</li> <li>• Cities/County</li> </ul>	Ongoing	NDOT completed the Southern Nevada Traffic Study in 2019 and is currently conducting a Planning and Environmental Linkages (PEL) study for I-11 through (or around) the Las Vegas metro area.
		1.2	Perform a series of studies to assess the strategic extension of I-11 from Las Vegas to the Canadian border, comprising two levels of investigation: (1) detailed corridor planning to determine a single preferred I-11 corridor between the Las Vegas metropolitan area and Northern Nevada border, and (2) high-level visioning to assess the most logical connection to Canada, based on the greatest economic and trade-related opportunities.	• NDOT	<ul style="list-style-type: none"> <li>• FHWA</li> <li>• Metropolitan Planning Organizations (MPOs)</li> <li>• Western States Freight Coalition (WSFC)</li> <li>• Cities/Counties</li> </ul>	Completed/ Ongoing	NDOT completed the I-11 Northern Nevada Alternatives Analysis PEL in December 2018 that narrowed the corridor option to US-95 to Tonopah and three possible extensions north to I-80 (official congressional designation). Next, NDOT plans to convene discussions with neighboring states of Idaho, Oregon, Washington, California, and Western Canada to initiate planning for possible extension north beyond Nevada via a formal or informal multi-state partnership.
		1.3	Update the Nevada Rail Plan with an analysis of the feasibility of completing a freight rail connection between Las Vegas and Reno-Sparks-Carson City.	• NDOT	<ul style="list-style-type: none"> <li>• FHWA</li> <li>• MPOs</li> <li>• Western States Freight Coalition</li> <li>• Cities/Counties</li> <li>• UPRR/BNSF</li> </ul>	Ongoing	NDOT is currently completing the Nevada State Rail Plan Update.
2	<b>Facilitate private development of intermodal facilities in Northern and/or Southern Nevada.</b>	2.1	Identify and facilitate private development opportunities for intermodal facilities.	<ul style="list-style-type: none"> <li>• GOED</li> <li>• NNDA</li> </ul>	<ul style="list-style-type: none"> <li>• Economic development agencies</li> </ul>	Ongoing	Nevada's Governor's Office of Economic Development (GOED) is actively promoting and recruiting businesses in the warehouse distribution/transportation logistics arena. Examples locations include APEX Industrial Park in Southern Nevada and Tahoe-Reno Industrial Center (TRIC) Northern Nevada.
3	<b>Deploy technologies that improve the fuel-efficiency of commercial vehicles, and provide better mode-choice and integration to encourage the most sustainable freight transportation options.</b>	3.1	Encourage use of cleaner vehicle technologies to reduce freight vehicular emissions.	• Nevada Trucking Association	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• Department of Motor Vehicles (DMV)</li> </ul>	Planned	Semi electric semi truck production is back in as Tesla continues to test/evaluate production and logistics. The route between Fremont factory in California and Gigafactory 1 in Nevada is one of the routes Tesla is focused on. Additionally, with the designation of US 95 in northern Nevada as Electric Highway, NDOT continues to look for candidate corridors for installation of electric vehicle (EV) charging stations.
		3.2	Work with the FAC to recommend a mode policy that encourages moving freight in the most sustainable manner.	• Nevada Trucking Association	<ul style="list-style-type: none"> <li>• Freight Advisory Committee (FAC)</li> <li>• NDOT/State Transportation Board</li> </ul>	Planned	Nevada Trucking Association is a more suitable Lead Agency with NDOT support. The scope of the State Rail Plan Update partially addresses this, but only for one mode.
		3.3	Build a compelling public benefits analysis and demonstration of potential market feasibility for new intermodal and/or bulk transload rail services from/to the State.	• GOED	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• UPRR</li> <li>• Las Vegas Convention and Visitors Authority (LVCVA)</li> <li>• MPOs</li> </ul>	Planned	Already in the scope for the State Rail Plan Update. Northern Nevada Development Authority (NNDA) promoting TRIC as an intermodal facility. Ribbon cutting on a few of these have occurred or planned.

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3	<b>Deploy technologies that improve the fuel-efficiency of commercial vehicles, and provide better mode-choice and integration to encourage the most sustainable freight transportation options.</b>	3.4	Pursue electrification at truck stops to reduce vehicle emissions from idling	<ul style="list-style-type: none"> <li>• FAC</li> <li>• Nevada Trucking Association</li> <li>• Private Truck Stops</li> <li>• NV2X</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• Nevada Trucking Association</li> <li>• Department of Conservation and Natural Resources</li> <li>• Nevada Governor's Office of Energy</li> </ul>	Planned	This was evaluated as part of NDOT's Truck Parking Study, and support is not yet widespread to fund truck stop electrification. This initiative can be on hold until EV trucks get deployed and technology becomes more mature/known.
		3.5	Establish incentives to encourage the trucking industry to invest in next generation truck technologies.	<ul style="list-style-type: none"> <li>• Nevada Trucking Association</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• DMV</li> <li>• FAC (Trucking Companies)</li> </ul>	Planned	Discuss/collaborate with Nevada Trucking Association as well as NDOT's Kandee Bahr Worley (NV2X).
4	<b>Preserve and renew Nevada's freight highway network.</b>	4.1	Update the State Highway Preservation Report every two years to keep an accurate assessment of current maintenance needs to renew funding allotments by the Nevada State Legislature.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>	Completed/Ongoing	NDOT routinely updates this report every two years. The preservation report identifies the anticipated funds and funding gaps.
		4.2	Determine a reliable source of funding for implementation of needed preservation/maintenance requirements.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• State Transportation Board</li> <li>• State Legislature</li> <li>• Nevada Trucking Association</li> <li>• FHWA</li> </ul>	Ongoing	Identifying additional funding sources is an integral part of the One Nevada Transportation Plan (ONTP) which is currently underway.
5	<b>Develop a preservation and expansion program for short-line freight rail infrastructure.</b>	5.1	Establish a policy to strengthen NDOT's role in rail planning and implementation, including funding. Establish a policy and criteria for state involvement in rail preservation. Based on criteria, identify investments on short-line rail infrastructure and service preservation.	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• FAC</li> </ul>	<ul style="list-style-type: none"> <li>• FRA</li> </ul>	Planned	Discuss this with the FAC in conjunction with the Nevada State Rail Plan Update implementation strategies.
		5.2	Develop a new rail spur to the Apex Industrial site in Southern Nevada to serve existing and near-term anticipated manufacturers.	<ul style="list-style-type: none"> <li>• RTCNV</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• City of North Las Vegas</li> <li>• Apex Holding Company</li> </ul>	Planned	This study was initiated by RTC in support of the Future Faraday development, but it has since been placed on hold. Project is currently dormant.
6	<b>Strengthen NDOT's Rail Safety and Security Program</b>	6.1	Secure additional funding for NDOT's Rail Safety and Security Program. Additional funding from private stakeholders, discretionary grants, or other Federal, state, or local sources could help to fund more significant changes, such as closures or physical grade separations.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• UPRR</li> <li>• MPOs</li> <li>• Cities/Counties</li> </ul>	Planned	No update. Some of the Safety and security initiatives may be included with Nevada Operation Lifesaver.
7	<b>Develop a method to track and integrate freight transportation, land use, and economic development planning along major freight corridors in Nevada.</b>	7.1	Form land use advisory committees throughout the state to coordinate with NDOT on changes in land use strategies that may impact access along state-owned freight corridors, as well as new land developments that may impact the movement of freight vehicles.	<ul style="list-style-type: none"> <li>• NV League of Cities &amp; Municipalities</li> <li>• NV Assoc. of Counties</li> <li>• RTCs/MPOs</li> <li>• FAC</li> </ul>	<ul style="list-style-type: none"> <li>• MPOs</li> <li>• NDOT</li> <li>• GOED</li> <li>• Economic development agencies</li> </ul>	Planned	No update. Discuss the need to create this LU/Freight Advisory Committee with MPOs. Look for potential candidates to be added to the FAC to begin discuss this. For example, a representative from the Dept of Conservation Natural Resources and State Lands.
8	<b>Maintain organization of the FAC to advise on implementation of freight strategies statewide.</b>	8.1	Establish a schedule and process for convening or engaging the FAC in freight-related planning issues and progress upon completion of the Nevada State Freight Plan (NSFP).	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• FAC</li> </ul>	Completed	FAC has been established; NDOT is continuing coordination on a quarterly basis.

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9	<b>Maintain organization and coordination of the WSFC to advise and support on regional freight issues, projects, and policies.</b>	9.1	Establish the mission, organizational structure, process, and schedule for engaging the WSFC in freight-related planning issues upon completion of the NSFP.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• WASHTO/WSFC</li> </ul>	Completed/ Ongoing	NDOT initially formed it, UDOT was previously leading it. The WSFC met every other month. 11 western states, WY recently dropped out. Need to look for new sponsorship/lead agency. Current discussions with AASHTO Special Committee on Freight to take on as champions.
10	<b>Encourage logistics and manufacturing- based companies and organizations to pursue workforce development training opportunities.</b>	10.1	Advise on known educational/training opportunities at FAC meetings and encourage members to pursue educational opportunities	<ul style="list-style-type: none"> <li>• FAC</li> <li>• Nevada Trucking Association</li> </ul>	<ul style="list-style-type: none"> <li>• GOED</li> <li>• Nevada System of Higher Education</li> <li>• DETR</li> </ul>	Planned	No action. <b>Recommend removal of this strategy or change lead agency in the next update of NSFP.</b>
11	<b>Pursue freight-related research through NDOT's Research Section to improve the State's readiness and adaptability to new freight movement and technology trends.</b>	11.1	Develop freight related problem statements to submit to NDOT's Research Section.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• Nevada Trucking Association</li> <li>• UNR, UNLV, and other research entities</li> </ul>	Ongoing	This is one of the tasks under the Freight Implementation Program Support contract being delivered by Parametrix that will help develop freight-related research ideas. FAC could help recommend problem statements but these have to be championed by Bill Thompson on behalf of NDOT.
12	<b>Incorporate autonomous system technologies into Nevada's freight system.</b>	12.1	Understand and develop strategies to respond to advances in autonomous/connected vehicle technology and their impact on the freight transportation system, including related "smart infrastructure" to support implementation.	<ul style="list-style-type: none"> <li>• Nevada Center for Advanced Mobility</li> <li>• NV2X</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• GOED</li> <li>• DMV</li> </ul>	In Progress	NDOT's NV2X is currently developing the framework for a strategic action plan and organizational structure to address advanced technologies including AV/CV.
		12.2	Understand and develop strategies to respond to drone or unmanned aerial vehicle technology as a potential supportive freight-delivery technique.	<ul style="list-style-type: none"> <li>• Nevada Institute for Autonomous Systems</li> </ul>	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• GOED</li> <li>• FAA</li> <li>• DMV</li> </ul>	Planned	See update for item 12.1.
13	<b>Increase the number of truck parking spaces and facilities, along with supportive ITS improvements.</b>	13.1	Create a Nevada Truck Rest Stop Implementation Plan. Phase I is largely completed as part of the NSFP, and Phase II would consist of continued data collection and analysis, including surveys and interviews that will result in identification of issues as well as recommendations for additional truck parking areas.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• Nevada Trucking Association</li> <li>• WASHTO/WSFC</li> </ul>	Completed	This is part of the NDOT Truck Parking Study completed by Cambridge Systematics. Funding has been identified to advance some of the implementation recommendations. The projects identified in the study will go through the prioritization process (One Nevada) and the list will be included on the freight website.

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14	Enforce regulatory compliance through aggressive inspections, use advanced inspection technologies to reduce costs and improve efficiencies for law enforcement and operators alike, and develop reasonable standards for over-dimensional vehicles to operate with fewer impediments on the freight network.	14.1	Identify locations for permanent truck inspection equipment, stations, and data system. Develop a scalable implementation plan with potential phased improvements (e.g., truck weigh stations, pre-screening lanes). Determine a method to sustainably fund improvements and operations, including full-time staffing and determine a fee schedule and appropriate use of fines (e.g., use truck fines to fund the inspection program). Change the Nevada Revised Statutes to allow permit fees to be charged in excess of administrative needs. The additional fees could be used for inspections or pavement preservation. Explore use of a consolidated online website or application to issue and store state-required permitting and credentials, allowing streamlined access for freight carriers and law enforcement compliance officers alike.	<ul style="list-style-type: none"> <li>• NDOT</li> <li>• NHP Northern Command</li> <li>• NHP Southern Command</li> </ul>	<ul style="list-style-type: none"> <li>• Nevada Trucking Association</li> </ul>	In Progress	NDOT completed the Investigation of the Efficacy of Commercial Vehicle Safety, and Size and Weight Regulation and Enforcement in Nevada (aka "The Size and Weight Study").
		14.2	Construct the inspection stations at key locations, including integration of advanced technologies to gather information – reducing layover time for truckers and limiting the number of on-hand staff required (e.g. Drivewyze or PrePass, which use electronic transponders to quickly access vehicle information and ensure compliance with state requirements).	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• TBD</li> </ul>	Completed/Ongoing	There are two (vehicle inspection station) projects that have been through the NDOT Scoping Division and moved into the construction phase.
		14.3	Develop design standards to require an 18-foot-0-inch bridge clearance for all new construction be considered, and implemented when feasible.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• Nevada Trucking Association</li> </ul>	Completed	No need for design standards. Being implemented by NDOT Structures Division. <b>This action will be removed with the next NSFP Update.</b>
15	Develop response plans and mitigation strategies for potential threats to Nevada's freight transportation system.	15.1	Research and document risks, mitigation measures, and emergency plans in a Comprehensive Disaster Risk Assessment.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• Nevada Highway Patrol</li> </ul>	Planned	Researched the effects of COVID-19 on freight and prepared a high-level recommendations towards a Freight Emergency Preparedness Plan as part of the Freight Plan Implementation Support led by Parametrix. Continue discussions with FAC and potentially include as part of the next NSFP Update.
		15.2	Conduct a Hazardous Commodity Flow Study to document by what route and mode all hazardous materials are transported throughout Nevada.	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• State Emergency Response Commission</li> <li>• Nevada Dept. of Public Safety, HAZMAT Permitting Office</li> </ul>	Completed	NDOT's Hazardous Commodity Flow Study completed in 2019.
16	Update the NSFP at regular intervals to ensure relevance of goals, objectives, and performance	16.1	Integrate recommendations from the NSFP into NDOT's performance-based One Nevada Transportation Plan (ONTP).	<ul style="list-style-type: none"> <li>• NDOT</li> </ul>	<ul style="list-style-type: none"> <li>• MPOs</li> <li>• Cities/Counties</li> </ul>	In Progress	Began integrating freight project recommendations from the NSFP into ONTP.

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	<b>measures, and maintain a prioritized list of projects and programs.</b>	<b>16.2</b>	Integrate freight performance measures into NDOT’s annual Performance Management process, allowing the monitoring of performance and progress of freight improvements. Based on the resultant analysis, maintain a list of high priority freight performance needs.	• NDOT	• FAC • MPOs	In Progress	Part of the guidance document recommendations prepared by Parametrix as part of the Freight Program Implementation Plan Support.
		<b>16.3</b>	Conduct periodic updates to Nevada’s defined National Highway Freight Network.	• NDOT	• FAC	Completed	Part of the guidance document recommendations prepared by Parametrix as part of the Freight Program Implementation Plan Support.
		<b>16.4</b>	Conduct a wholesale update to the NSFP every five years.	• NDOT	• FAC	Planned	Nevada State Freight Plan Update is programmed to get underway in early FY 2021.
		<b>16.5</b>	Hire or allocate support staff to the NDOT Freight Program to implement these strategies.	• NDOT	• FAC	Planned	Part of the NDOT's Freight Program Implementation Plan Support led by Parametrix.
<b>17</b>	<b>Implement projects defined in the NSFP prioritized list of improvements.</b>	<b>17.1</b>	Incorporate the fiscally constrained freight investment plan into the long-range transportation plan, and update as needed.	• NDOT	• FAC	Completed	See Bill Thompson's freight program list of obligated and non-obligated projects. Will continue to coordinate with ONTP performance-based project prioritization efforts.
		<b>17.2</b>	Periodically identify and prioritize additional freight-related capital improvement projects, and update the prioritized list of projects and fiscally constrained freight investment plan	• NDOT	• FAC	Completed/ Ongoing	Ongoing effort by Bill Thompson for NSFP and Kevin Verre for ONTP.
<b>18</b>	<b>Pursue an “all of the above” strategy to achieve sustainable transportation funding to operate, maintain, and expand Nevada’s freight transportation system.</b>	<b>18.1</b>	Stay abreast of legislative changes that may result in grant opportunities.	• NDOT	• FAC • WASHTO/WSFC • AASHTO	Ongoing	Ongoing effort.
		<b>18.2</b>	Strategize project opportunities for this five-year round of NSFHP grants; prepare necessary planning and environmental studies to meet grant requirements.	• NDOT	• FAC	Ongoing	Ongoing effort.
		<b>18.3</b>	Maintain coordination with FAC and WSFC to collaborate on potential funding opportunities that are conducive to multi-state projects or partnerships.	• NDOT	• N/A	Ongoing	Ongoing effort.
		<b>18.4</b>	Communicate to the public and stakeholders the status quo outlook for the condition and performance of the State Highway System, and the need for additional and more sustainable transportation funding measures.	• NDOT • FAC	• NDOT • DMV • Nevada Trucking Association • MPOs • National Association of Counties	Planned	Ongoing effort. <b>This action to be updated as part of the next NSFP Update</b> since fuel tax indexing was passed and also need to include the three diesel bills (SB48, SB61, SB138).
		<b>18.5</b>	Prepare a “business case” document that assesses quantitatively and/or qualitatively the economic and non-economic benefits of full implementation of the state’s long-range transportation plan to the significant beneficiary groups.	• GOED	• NDOT • FAC • Nevada Trucking Association • MPOs • Cities/Counties	Planned	On-going effort. Changed lead agency to GOED with added partnerships.