



2021 Nevada State Rail Plan

A new paradigm for state rail planning

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Housekeeping Items

Please send all questions through the chat function in the Zoom webinar

Presentations will be available after they are presented

For all technical issues please contact **Amy Miller 775.315.3963**

There will be a lunch break from 11:30 – 1:00



Sondra Rosenberg

Assistant Director, Planning

Nevada Department of Transportation

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



NDOT extends a huge thank you to



Our consultant for this comprehensive state rail plan



Nevada Governor's Office of
ECONOMIC DEVELOPMENT

Empowering Success

NDA | Northern Nevada
Development Authority



BUILDING AMERICA®



PORT OF OAKLAND

 **Caltrans®**
CALIFORNIA DEPARTMENT OF TRANSPORTATION



Nevada Division of
STATE LANDS



How It Was Accomplished

Travel

5

Months of travel
(Pre-Covid)

10

Trips to Nevada

40

Airline trips

3,500

Miles of travel

Contacts

420

Stakeholder Interviews

547

Nevada Contacts

600

Phone Calls

7

Regional Stakeholder Meetings

Infrastructure

40

Towns visited

66

Businesses contacted

Industries

Mining

Warehousing

Waste

Energy

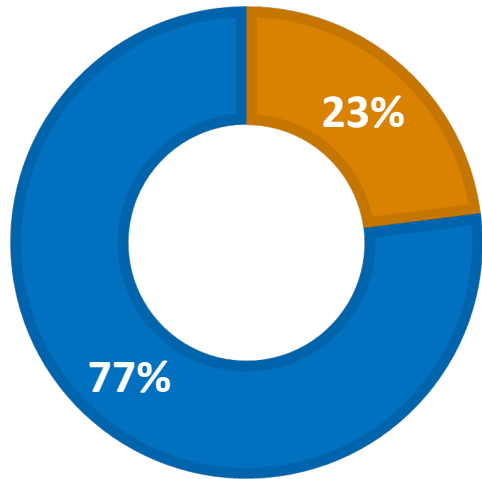
Manufacturing

Agriculture

Fuel/refining

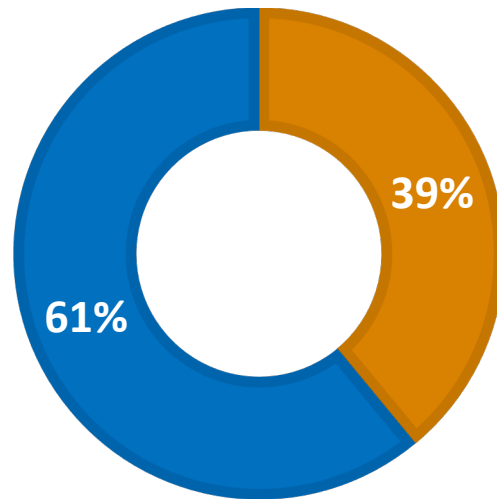
Freight Tonnage – Truck vs Rail

TOTAL TONNAGE



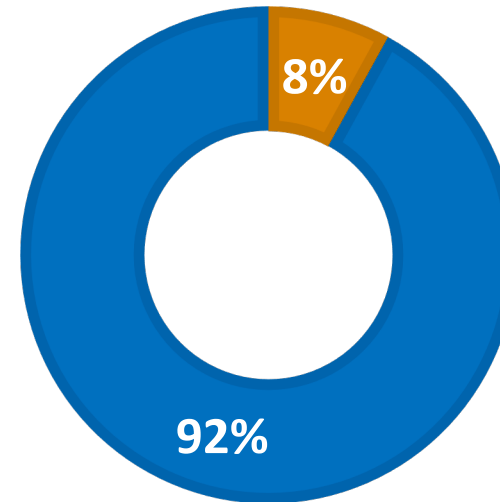
188,966,489 Tons

THRU TRAFFIC



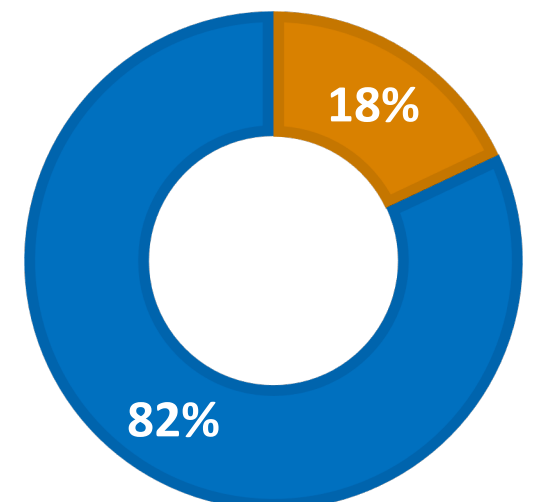
92,121,474 Tons

EXPORT



27,403,507 Tons

IMPORT

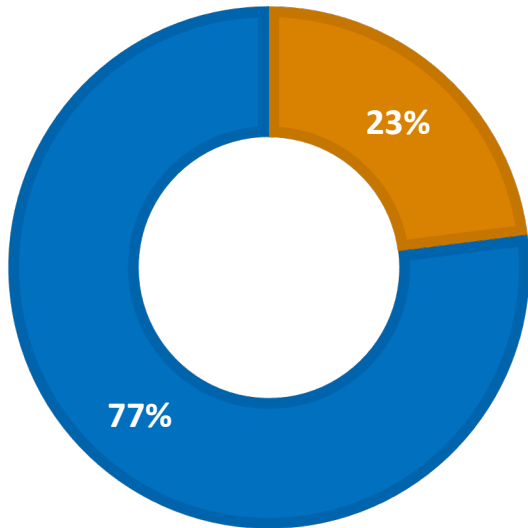


29,718,653 Tons

 Rail Freight  Truck Freight

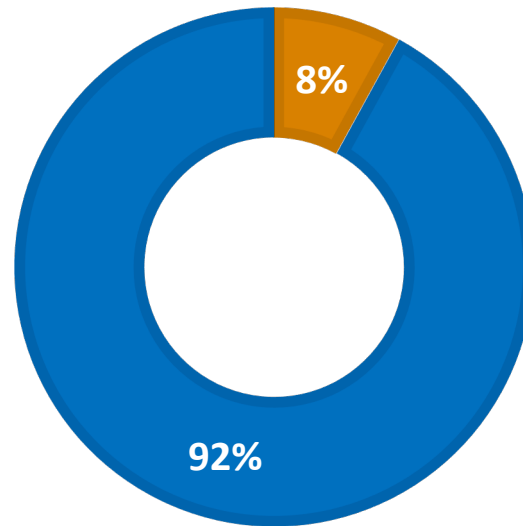
Freight Tonnage – Truck vs Rail

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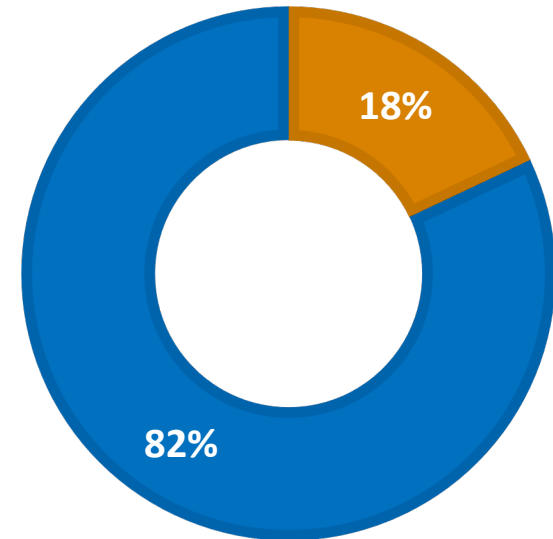
188,966,489 Tons

EXPORT



27,403,507 Tons

IMPORT



29,718,653 Tons

 Rail Freight  Truck Freight

Freight

70%

All 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%

Rail freight is
pass-through

644

Intrastate rail cars

Shippers

41.4%

Private-owned sidetracks
are not used

139

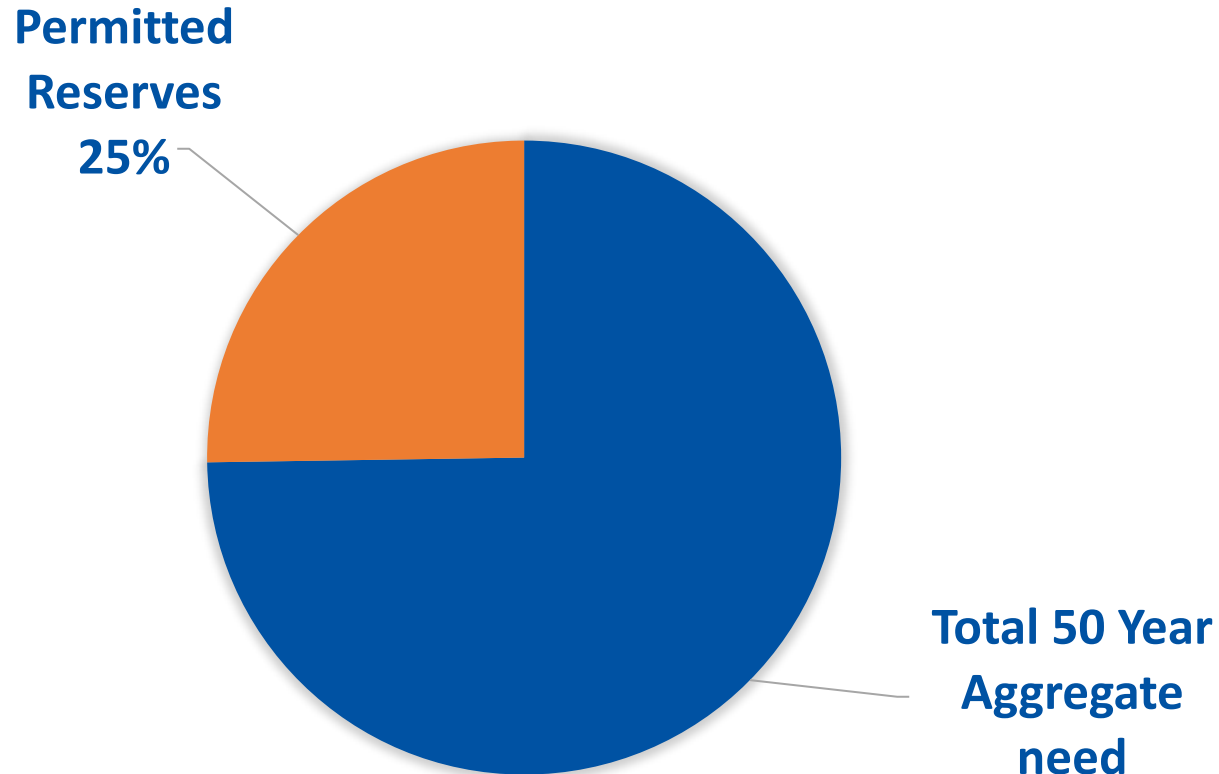
Truckload shippers
adjacent *to* UPRR

500+

Truckload shippers
near rail lines don't use rail

California Aggregates – 50 Year Outlook

50 YEAR NEED VS RESERVES



California Regions

Less than 10 Years of reserves left

- Western San Diego
- San Fernando Valley
- Sacramento
- Fresno

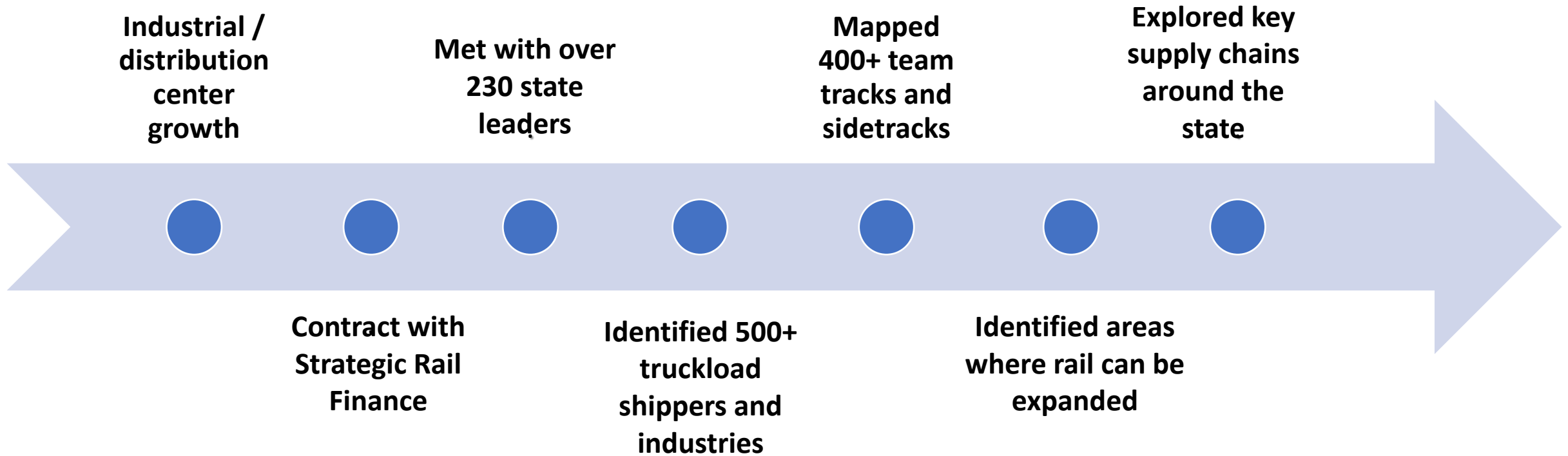
10 – 20 Years of reserves left

- El Dorado County
- Nevada County
- Palmdale
- San Francisco Bay area
- San Bernardino
- San Gabriel
- San Luis Obispo / Santa Barbara
- Stanislaus County
- Orange County
- Ventura County

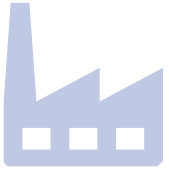
The Vision

- 
- 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 Here



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 Did We Create?

**Regional
strategy**



**Comprehensive
mapping strategy**



**Identified rail
potential across
the state**



**Future
collaboration**

Executive Summary

Blueprint for Action

Chapter 1 – Role of rail in Nevada

Chapter 2 – Current view of rail

Chapter 3 – Passenger Rail

Chapter 4 – Freight Rail

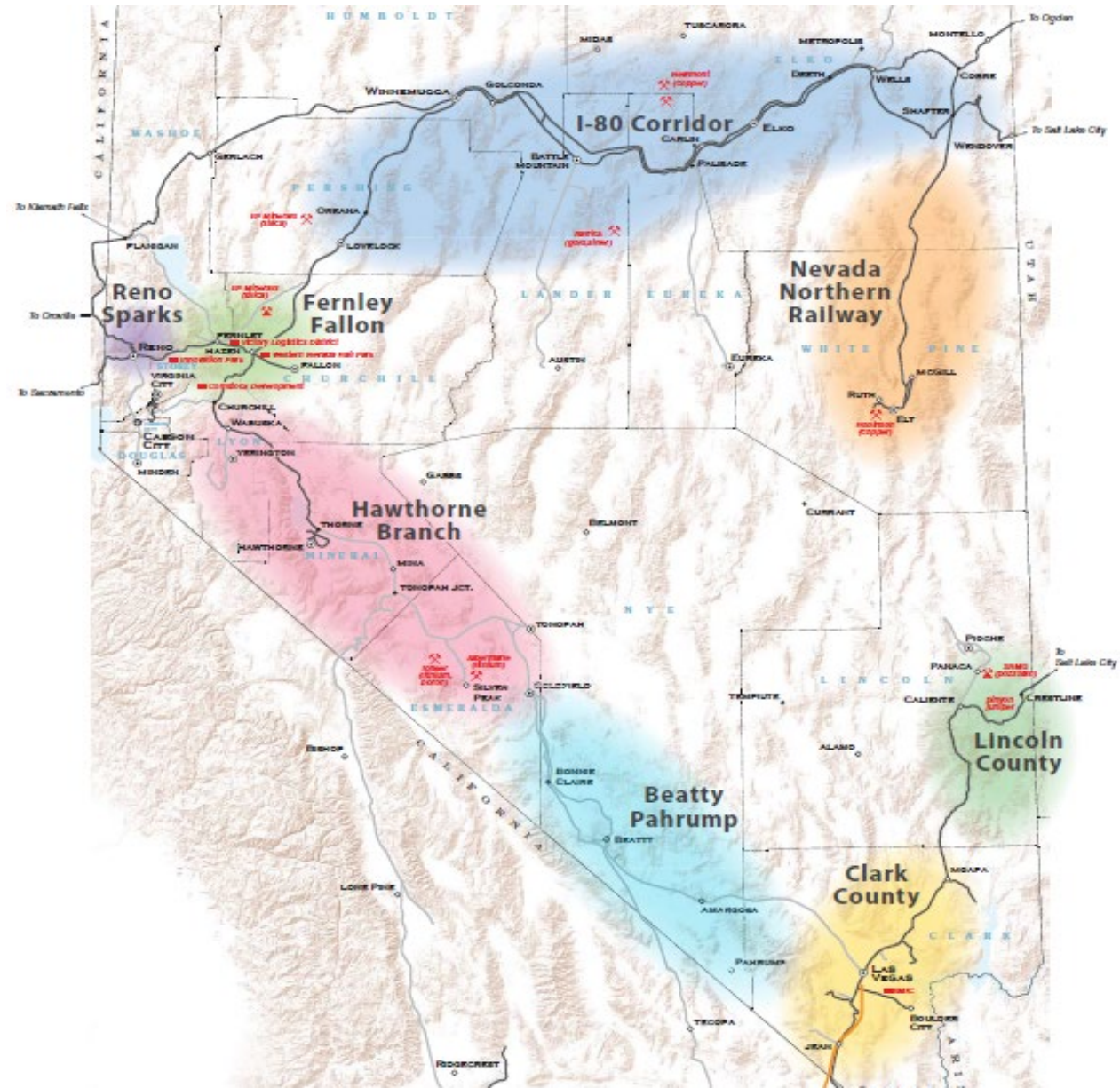
Chapter 5 – RSIP

Chapter 6 – Next steps

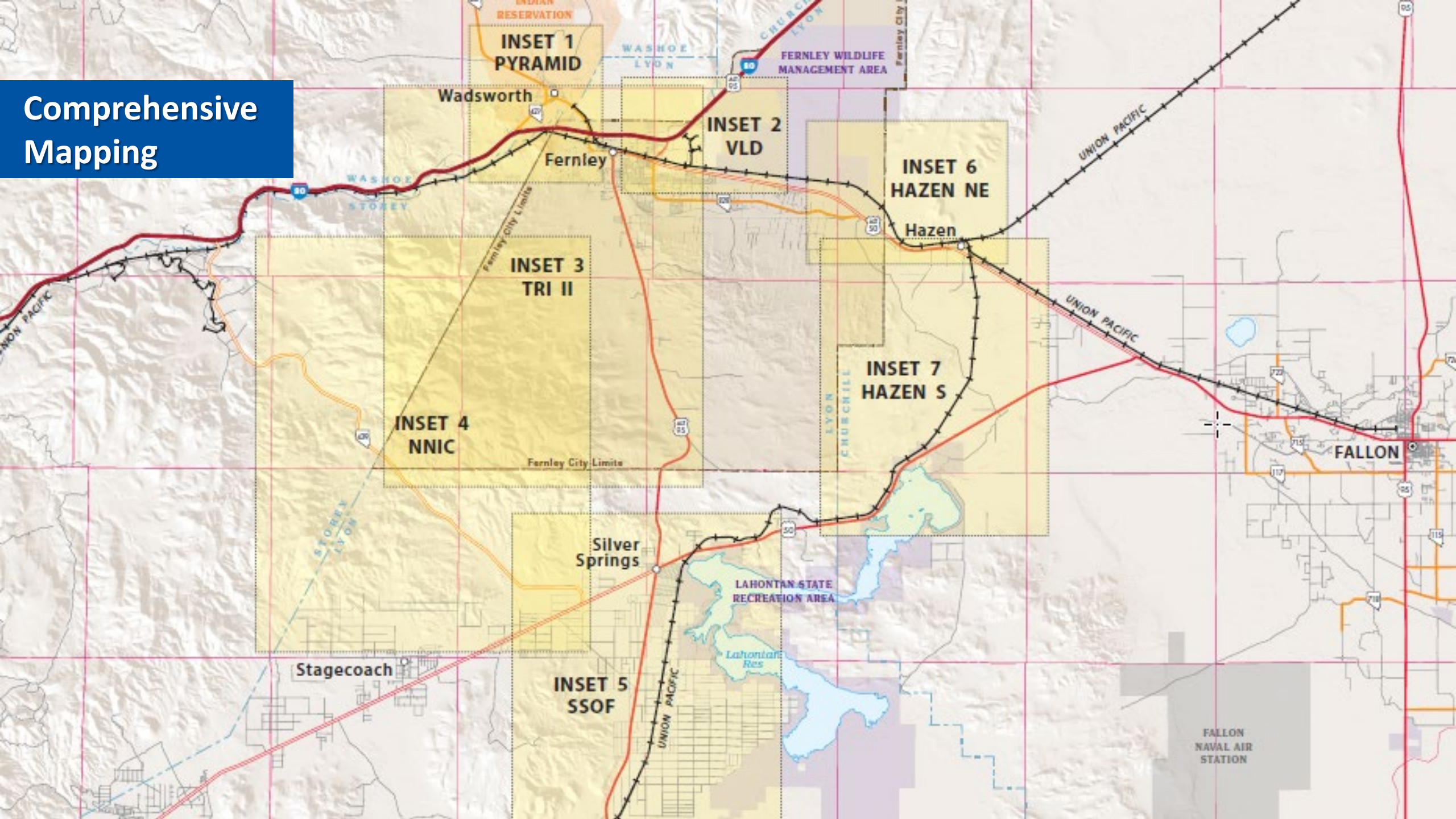
Appendix

- Nevada Inventory – Businesses w/sidetracks
- Nevada Truckload Shippers
- Nevada Active Mines 2019
- Nevada State Rail Plan Stakeholder List
- Nevada State Rail Plan IntelliConference Synthesis
- Nevada Shipper Interviews List
- Land Development Progress Assessment Form
- Fernley Multimodal Freight Feasibility Study
- Nevada State Plan Mapping Process
- Funding Resources and Strategies
- State Land Use Planning Agency Comments
- Rail Plan Public Comments Record - TBD

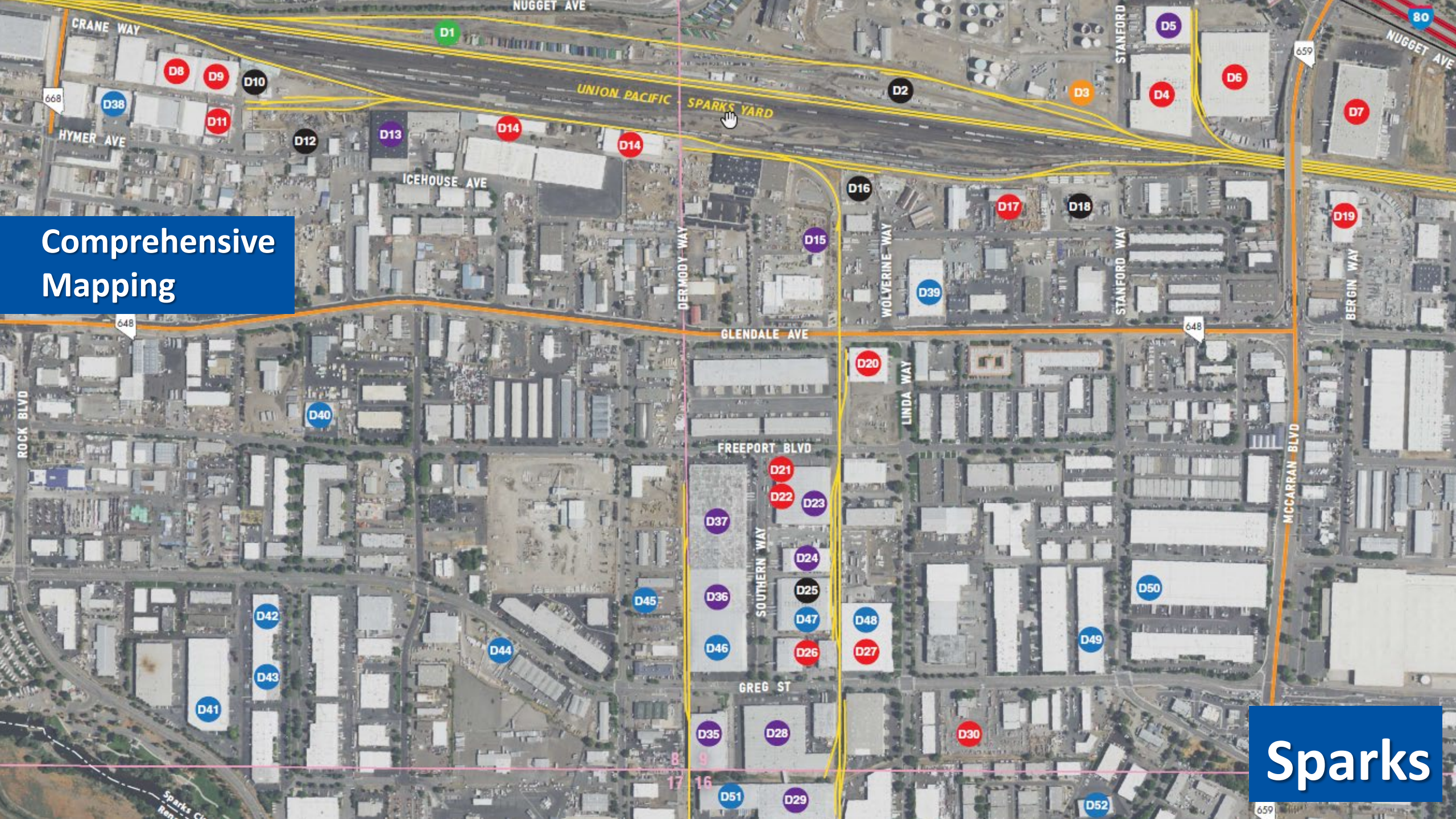
Regional Teams



Comprehensive Mapping



Comprehensive Mapping



Sparks

What Are The Next Steps?



NDOT prioritizes roads and highways
Supports rail as allowed by state law



Support an efficient freight system to assist in traffic growth as well as climate and recycling goals



Synchronized with Governor's Office of Economic Development



Collaboration between Nevada and California for freight movement
Coordinate with Utah for added efficiencies.



Ongoing in state collaboration through RDAs



Create efficiencies within industrial supply chains





Agency Responsibilities

NDOT	NDOT is responsible for state rail and freight planning but is prohibited from spending state dollars on advancing rail infrastructure. The local governments are allowed by state law to invest in rail for their community. The role NDOT will play in rail development will be in the permitting of these projects as they impact our state roads and highways. NDOT asks to be included in the planning phases to be able to address issues pertaining to traffic modeling and planning.
GOED	Most of the rail development will fall under the GOED and RDA realm as well as continuing the effort of leveraging rail to advance industrial development around the state. This fits in the state recovery plan efforts and will help to guide a path of an efficient freight transportation system.
RDAs	The RDAs around the state are boots on the ground for GOED and the front lines for businesses moving into the state. Through the process of the state rail plan we have shared visions and strategies for how local areas can advance rail. Many of these local strategies could be addressed by the RDAs.
DCNR	The state has a goal of 25% recycling each year and the state has not been able to meet that goal. There is a strategy in the rail plan to address the mining supply chain that could impact additional recyclables. Over the next year we will look at ways to move the needle on this goal.
State Lands	Land use issues are local, and the State Lands division will leverage SLUPAC pertaining to land use decisions that local governments can make to preserve rail served land



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