

2021 NV State Rail Summit
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Fernley Multimodal Freight Facility Feasibility Study

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What Did We Do?

Utilizing a variety of rail and cargo experts, NNDA set out to determine if a business case could be made for an Integrated Multimodal Cargo Transfer Facility (IMCTF) in the Fernley Area.



Why This Study?

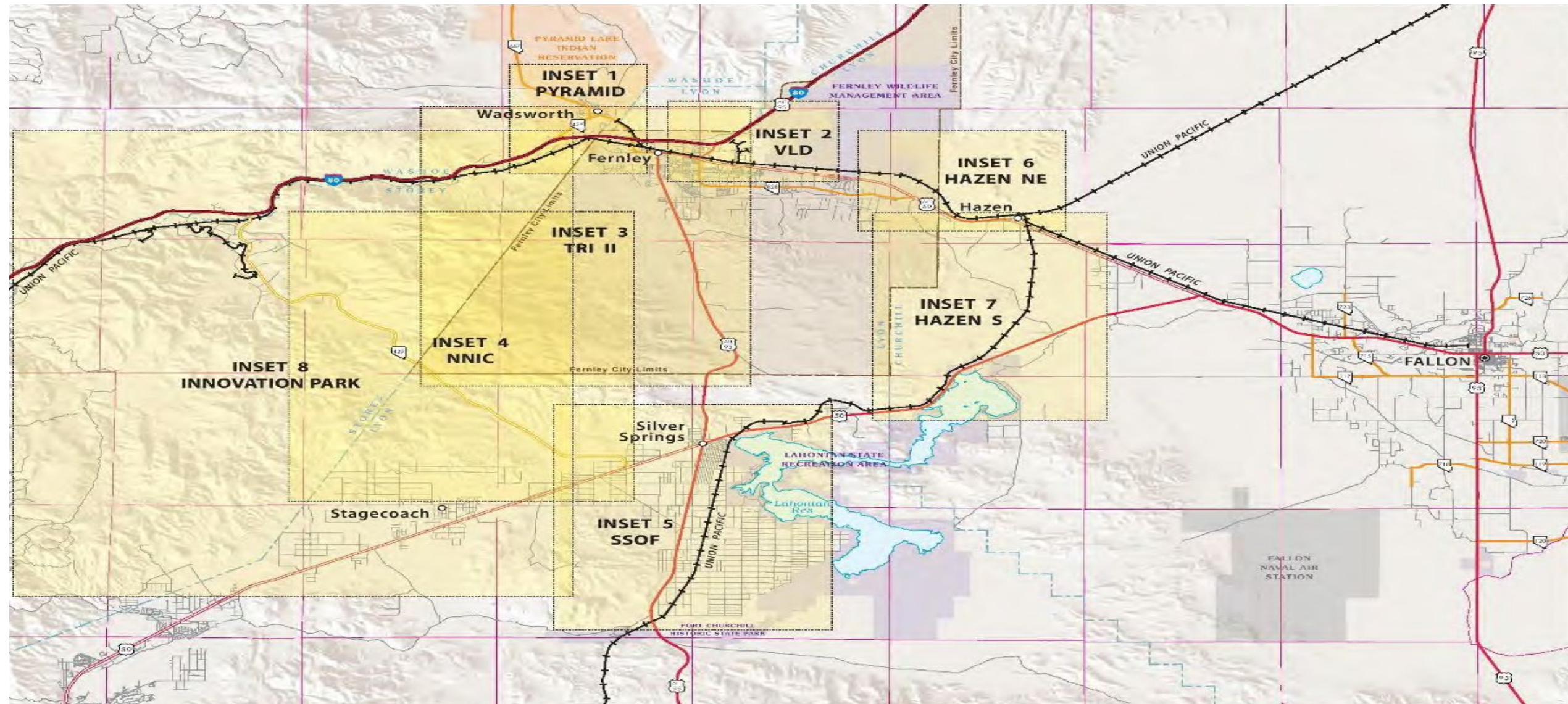


- **NNDA has worked for 10 years on a Fernley multimodal freight facility.**
- **We needed to answer the following questions:**
 - **Is there enough truck freight that could be converted to rail to justify a facility?**
 - **Is there enough rail capacity to handle the increased load?**
 - **Does it make financial sense for shippers?**

How Did We Do It?

- **Identified and interviewed stakeholders/potential shippers**
- **Evaluated the current freight flow in the study area**
 - Freight flow data sources:**
 - **Surface Transportation Board's 2018 stratified rail carload waybill sampling**
 - **TRANSEARCH 2018 Truck Freight Flows**
- **Used collected data to evaluate the business case for an Integrated Multimodal Cargo Transfer Facility (IMCTF)**
- **Established Next Steps**

Study Area and Industrial Developments



Is there enough Freight flow to support an IMCTF...Yes!

Findings:

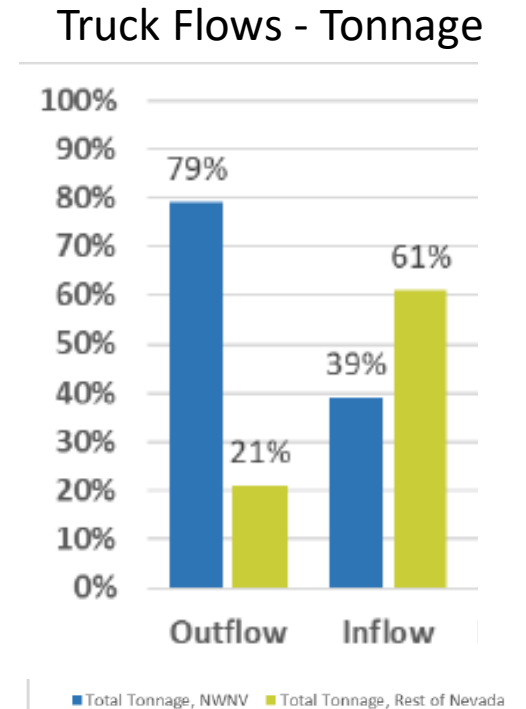
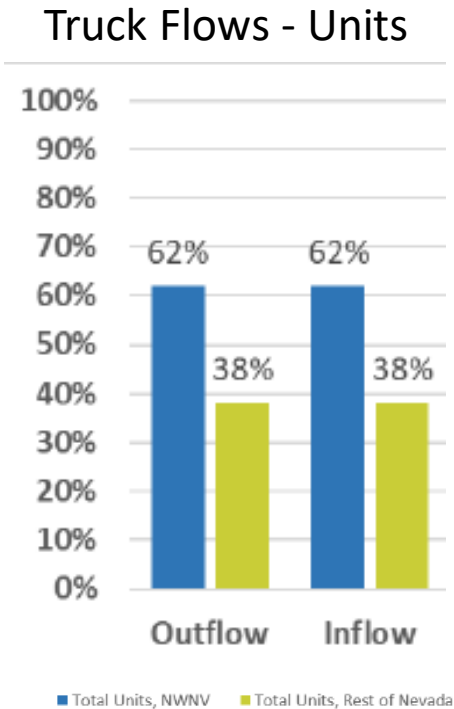
- **96.8 Million Tons of freight moved to, from, or through Northwestern Nevada annually**
 - 51.23% of all freight flows in Nevada move from, to or through Northwestern Nevada
 - 77% by truck, 23% by rail

Freight by category (Truck and Rail combine)

- **Outbound – 21 Million tons (21.8% of total freight)**
- **Inbound – 12.8 Million tons (13.25% of total freight)**
- **Intrastate -18.1 Million tons (18.75% of total freight)**
- **Through-flow – 44.7 Million tons (46.2% of total freight)**

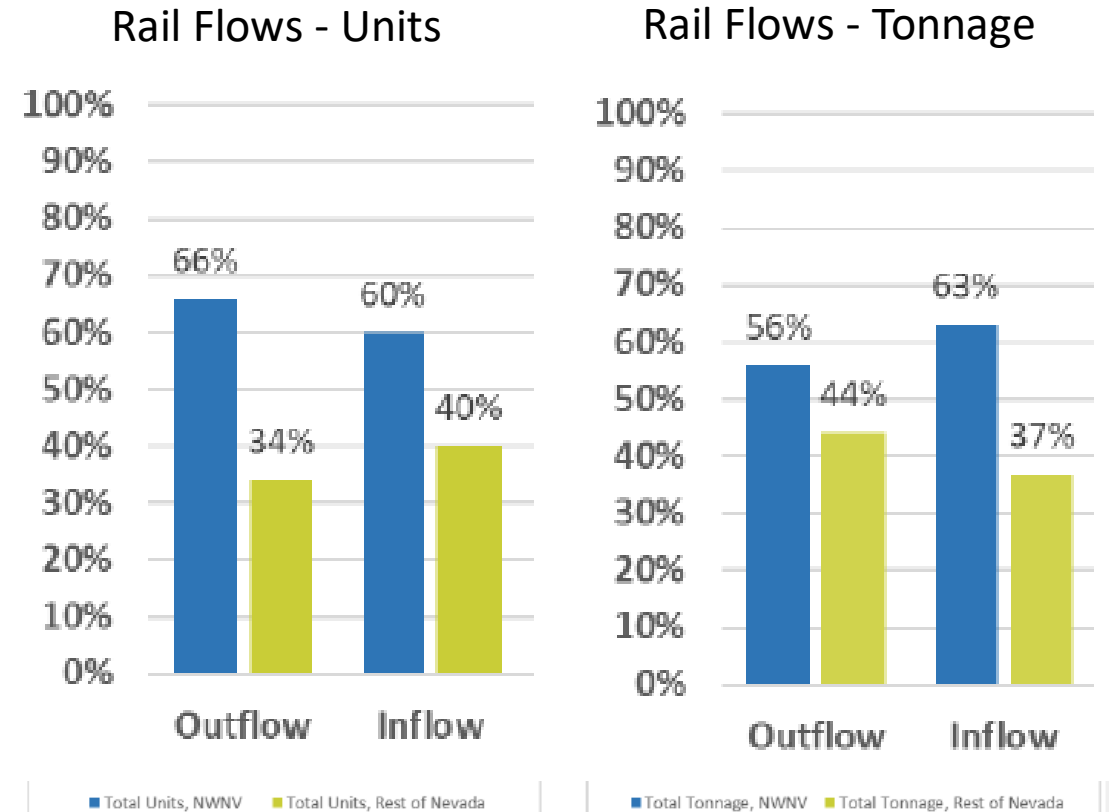
Current Freight Flows: Truck Freight Summary

- **62% of truck outflows by units originate in Northwestern Nevada**
- **79% of truck outflows by tonnage originate in Northwestern Nevada**
- **62% of truck inflows by units terminate in Northwestern Nevada**
- **39% of truck inflows by tonnage terminate in Northwestern Nevada**
- **26.9 Million truck tons flow through Northwestern Nevada**



Current Freight Flows: Rail Freight Summary

- Rail currently only accounts for 8.96 % of the outflow tonnage from Nevada
- Rail currently only accounts for 21.6% of the inflow tonnage to Nevada
- 66% of Nevada rail outflows by units originate in Northwestern Nevada
- 56% of Nevada rail outflows by tonnage originate in Northwestern Nevada
- 60% of Nevada rail inflows by units terminate in Northwestern Nevada
- 63% of Nevada rail inflows by tonnage terminate in Northwestern Nevada
- 17.7 Million rail tons flow through Northwestern Nevada



Top Outbound Commodities and Destinations

Top Commodities (Truck / Rail)

- Clay, Concrete Glass or Stone
- Nonmetallic Minerals
- Return of Empty trailers
- Petroleum or Coal Products
- Waste or Scrap Materials

Top Destinations

- California
- Texas
- Utah
- Indiana
- Washington
- Illinois
- Wyoming
- Pennsylvania

Top Inbound Commodities and Origins

- **Top Commodities (Truck and Rail)**

- Return of Empty Trailers
- Nonmetallic Minerals
- Clay, Concrete Glass or Stone
- Warehouse/distribution
- Food or Kindred Products
- Coal
- Chemicals or Allied Products
- Farm Products

- **Top Origins**

- California
- Idaho
- Utah
- Oregon
- Washington
- Wyoming
- Illinois
- Louisiana

Top Throughflow Commodities, Origins, and Destinations

Top Commodities

- Farm Products
- Food or Kindred Products
- Clay, Concrete, Glass or Stone
- Lumber or wood Products
- Waste or Scrap Products
- Misc. Mixed Shipments
- Coal
- Chemicals or allied products
- Return of Empty Trailers

Truck

Origination	Destination
ID	CA
UT	CA
CA	ID
CA	UT
MT	CA
WI	CA
MN	CA
CO	CA
IL	CA
OH	CA

Rail

Origination	Destination
NE	CA
IL	CA
CA	IL
UT	CA
IA	CA
MN	CA
CA	UT
ID	CA
CO	CA
MO	CA

Business Case: Salt Lake Vs. Fernley

Shipper Savings Summary: ICTF vs IMCTF	Salt Lake City, UT ICTF	Fernley, NV IMCTF
40' Intl. Export Food/Farm Cargo at 250 miles away	Year 1	Year 2
Container Drayage 500 miles R/T (250 miles O/W)	\$1,325.00	\$0.00
Shipping of cargo to IMCTF via 53' Dry Van 250 miles	\$0.00	\$662.50
Chassis Charge @\$40/day with 2 Day minimum	\$80.00	\$0.00
Transload to 40' container floor load	\$100.00	\$450.00
Rail to Oakland/SF Port Terminal Region	\$600.00	\$600.00
Other	\$0.00	\$0.00
Estimated Total Costs	\$2,105.00	\$1,712.50
Shipper Savings per Unit		-\$392.50



Savings Percentage:

19%

Business Case: Through Trucking Vs. Near Port Transload

Shipper Savings Summary: Truck Through vs IMCTF	Through Truck	Fernley, NV IMCTF	
40' Intl. Export Food/Farm Cargo at SLC region to destination to Oak/SF Port Terminal Region.	730 miles	486 miles	
Shipping of cargo to IMCTF via 53' Dry Van 486 miles	\$0.00	\$1,287.90	
Shipping of cargo to IMCTF via 53' Dry Van 250 miles	\$1,934.50	\$0.00	
Transload to 40' container floor load	\$450.00	\$450.00	
Container Drayage near dock	\$300.00	\$0.00	
Chassis Charge @\$40/day with 2 Day minimum	\$80.00	\$0.00	
Rail to Oakland/SF Port Terminal Region	\$0.00	\$600.00	
Other	\$0.00	\$0.00	
Estimated Total Costs	\$2,764.50	\$2,337.90	Savings Percentage:
Shipper Savings per Unit		-\$426.60	19%



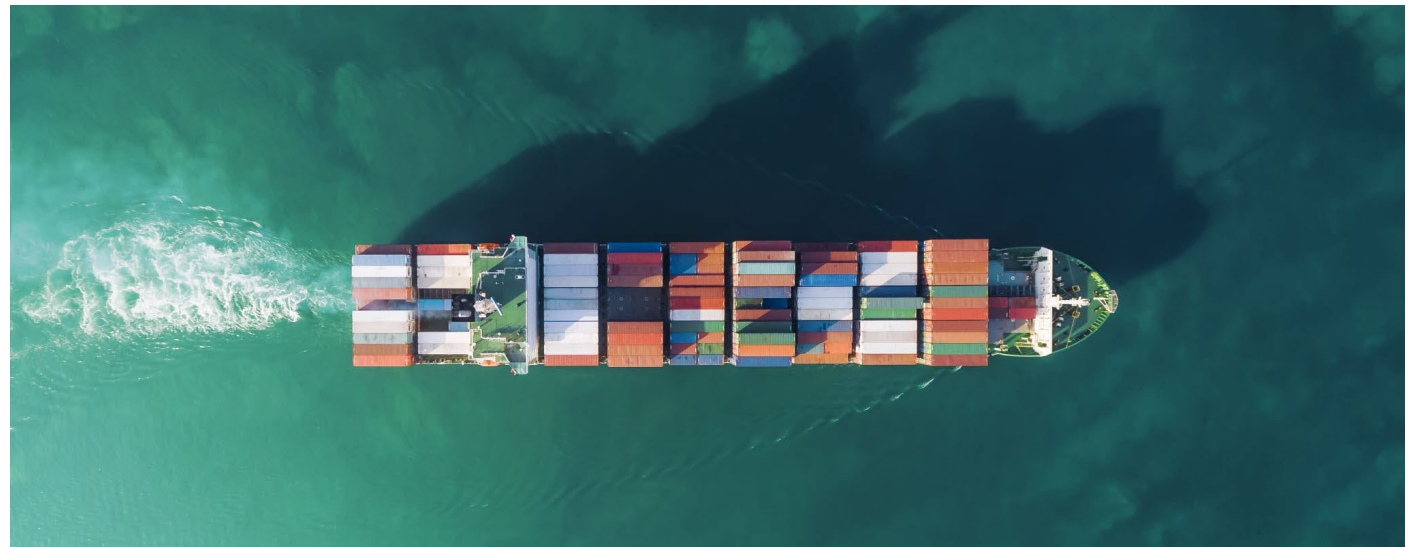
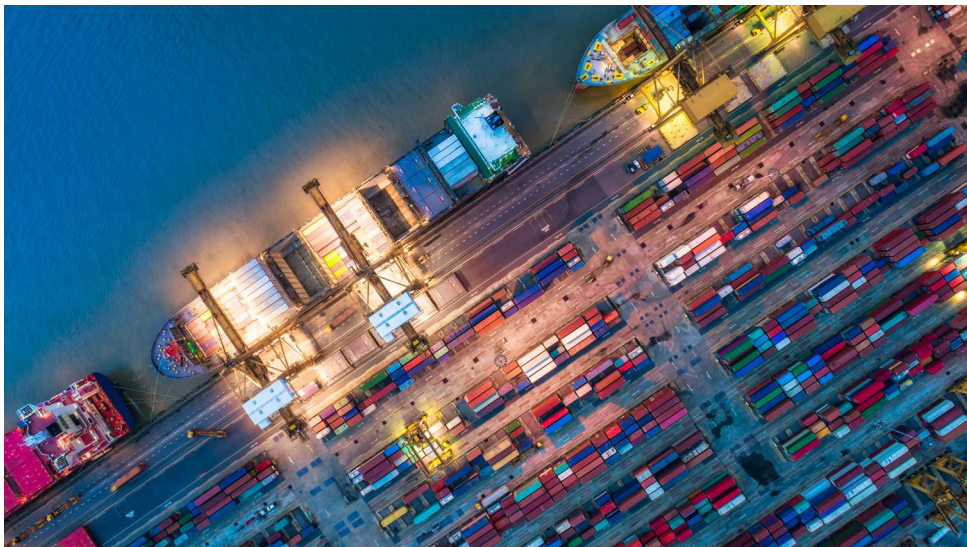
Conclusion

- **There is enough freight traffic to support an IMCTF in Fernley**
- **There is enough existing rail capacity to support an IMCTF**
- **Shippers could save 19% on their shipping costs by utilizing a Fernley IMCTF**



Next Steps

- **Partnerships with the Port of Oakland and Ocean Freight Carriers**
 - Reduce congestion at the port
 - Provide an inland port opportunity for converting truck to sea containers
- **Attract Intermodal operations to fulfill the need**



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Questions?

