

Nevada Freight Advisory Committee

Tim Mueller, NDOT Freight Program Manager November 2, 2021



NEVADA FREIGHT ADVISORY COMMITTEE MEETING AGENDA

- Welcome and Introductions
- Primary Highway Freight System Re-Designation Update
- I-15 Mobility Alliance Update
- I-80 Winter Operations Coalition Update
- Nevada Freight Plan Update
- Passing and Truck Climbing Lanes Study Update

- Truck Parking Update
- Open Discussion/Other Items



Nevada Freight Advisory Committee



PRIMARY HIGHWAY FREIGHT SYSTEM (PHFS) UPDATE

NDOT Response to US DOT:

interstates and remove

Option 1 provides small but positive benefit by adding 18

Option 3 provides the potential to add up to 24 new miles of I-

mileage across states is not

11, but the method of allocating

recommendations to include all

restrictions on states' ability to

Support AASHTO

add mileage

miles.

defined.

- FAC survey responses
- Thank you!
- These helped staff draft the letter
- Letter sent in on December 10, 2021

			Nevada Interim Multimodal Freigh	t Network
A REAL PROPERTY AND A REAL	STATE OF NEVADA			
Const 1	DEPARTMENT OF TRANSPORTATI	ON		
	1263 S. Stewart Street			
	Carson City, Nevada 89712			
STEVE SISOLAK		KRISTINA L. SWALLOW, P.E., Director		
Governor		In Reply Refer to:		
December 10, 2021	L			
The Honorable Pete	e Buttigieg			
Secretary of Transp	ortation			
U.S. Department of				
1200 New Jersey Av				
Washington, DC 20	590		RT	
Re: Redesignation o	of the Primary Highway Freight System (PHFS)		No A	
Dear Secretary But	tigieg,		Prover	
Committee (FAC), I the Primary Highwa	evada Department of Transportation (NDOT) and the I appreciate the opportunity to provide comment on th ay Freight System (PHFS) as listed in the docket (FHW/ al Freight Network play a significant role in connecting	ne proposed redesignation of A-2020-0010.) The PHFS and	Carson City	
this growth is the d commerce, and dis corridor in 2015. T Nogales and northy centers across New western United Sta	; the nation's fastest-growing states between 2010 an iversification of the economy, which focused on adva- tribution. As a result, U.S. Highway 55 was designated hrough the FAST Act, the future 1-11 designation was ward from Las Vegas to 1-80. 1-11 will have a significan ada, further supporting economic prosperity and freig tes. To this end, twenty-three miles of t-11 have been ontributes to the safe movement of people and goods ontributes to the safe movement of people and goods	nced manufacturing, e- by Congress as the future I-11 ficially extended southward to t role in connecting the urban ht movement across the constructed and/or designated		
improvements to t for Nevada, one of highway mileage to in Southern Nevada areas, Las Vegas an there would be no Reno Industrial Cer Sparks area, and 18	IFS presents an opportunity to further support econo he freeway system and other key state highway facilit he largest states at over 110,000 square miles that h o connect manufacturing and distribution centers. I-84 a do not connect or meet any other interstate within 1 dl Reno, are separated by approximately 450 miles. W Interstate connection between the two of the world's ther (over 15,000 acres housing such industries as Teg 3000 acres of Apex Industrial Park in North Las Vegas now the context of how Nevada fits into the national f	ies. This is critically important as very limited interstate) in Northern Nevada and I-15 he state. The major urban (ithout implementation of I-11, largest freight hubs of Tahoe a and Panasonic) in the Reno and Clark County. Attached are	▲ Border crossing ✦ Alsport ✦ Alsport Port Port t Port t Port t Port t Port t	
November 2, 2021, not any clear decisi the members on N	: Federal Register, staff discussed the three options th Nevada Freight Advisory Committee (FAC) meeting ion. Staff offered to send out a short survey to the me overmber 10 th allowing FAC members twelve days to re e responses showed that they were closely split between the state of the state of the state of the state of the state of the state of the state of the state of the state of	here was some discussion but mbers. This survey was sent to spond; the survey received	- Indian and costaril waterway - Waterway concertainty Waterway concertainty Waterway concertainty O Difference of an and an an and an and an and an and an and an	د م



I-15 MOBILITY ALLIANCE

- Began in 2007 with a coalition of western state DOTs (AZ, CA, NV, UT)
- Alliance officially formed in 2011
- Goal: Address current and future mobility needs along I-15 from southern California to northern Utah
- Developing Immediate Projects of Inter-Regional Significance (IPIRS) List

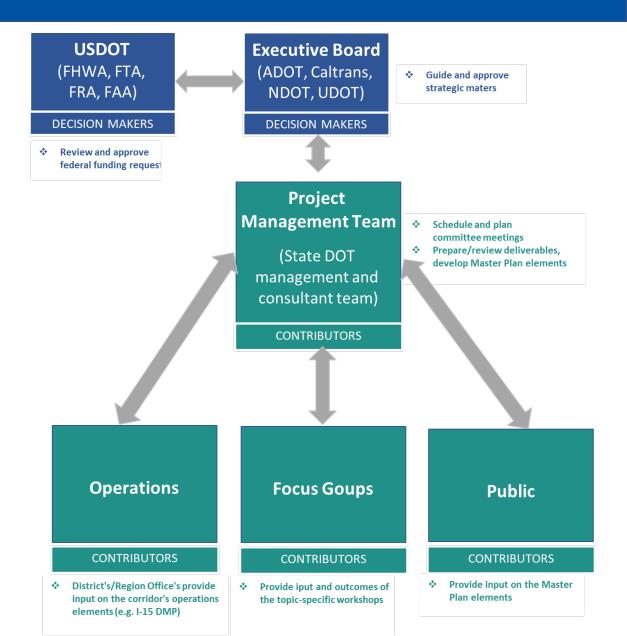




I-15 MOBILITY ALLIANCE

Focus Groups/Workshops

- High Speed Rail & High-Capacity Transit (March)
- Major Infrastructure Projects (May)
- Freight Mobility (July)
- Alternative Fuels Corridor (September)
- Emerging Technologies (November)
- System Reliability (January 2023)



I-80 Corridor Operations and Management Program













I-80 WINTER OPERATIONS COALITION

- Established in 2010
- Focus on improving winter operations throughout the I-80 Corridor
 - State DOT notifications
 - TMC coordination during weather events
 - Communicate long-term closures
 - Proactive communications with freight
 - Improve consistency of traveler info across state lines
- Operations, maintenance, freight, public information
- Federal grant funding is helping to advance Coalition priorities
- Specific inputs are needed from freight operators







I-80 FREIGHT NEEDS

- Feedback from freight operations throughout the I-80 corridor
- Webinars for freight industry reps
 - February 10, February 14
- Electronic survey
- Feedback will inform:
 - Recommendations
 - Future discussions needed
 - Next steps

- Freight Industry Input on I-80 Road and Travel Conditions Information
- Sources of real-time road conditions info on I-80
- What is working well?
- What is a challenge?
- Driver perspective, dispatch perspective



I-80 STATE DOT PARTNERS

- Caltrans District 3
- Nevada DOT HQ, District 2 and District 3
- Utah DOT
- Wyoming DOT
- Nebraska DOT







NEVADA FREIGHT PLAN UPDATE

- Additional BIL requirements
- Freight Implementation Plan
- Commodity Flows
- Update to Freight Network





BIPARTISAN INFRASTRUCTURE LAW

BIPARTISAN INFRASTRUCTURE LAW





- Signed into law November 15, 2021
- Allows the designation of more miles as critical rural freight corridors and critical urban freight corridors
- Requires State freight plans include new elements:
 - Commercial motor vehicle parking and rest facilities
 - Supply chain cargo flows
 - Impacts of e-commerce & consideration of military freight
 - Strategies and goals to address impacts of freight movement on the environment
- Expands FAC to include state environmental and air quality agencies



FREIGHT INVESTMENT PLAN UPDATE

- Freight Investment Plan Update
 - A freight investment plan includes a list of fiscally constrained priority projects
 - Describes how funds made available, invested, and matched for the primary freight network
 - The planning period shall be an 8-year forecast period





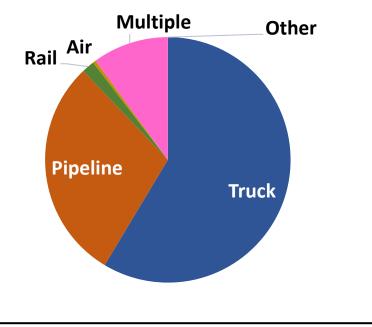
- Used for commodity flow analysis
- Produced by Bureau of Transportation Statistics (BTS) and FHWA
- Creates a picture of freight movements among states and major metro areas by mode
- FAF version 5 (FAF5) uses agriculture, mining, utility, construction, service, and other sectors
- Provides estimates for tonnage and value by regions of origin and destination, commodity type, and mode for base year 2017 and a 30- year forecast

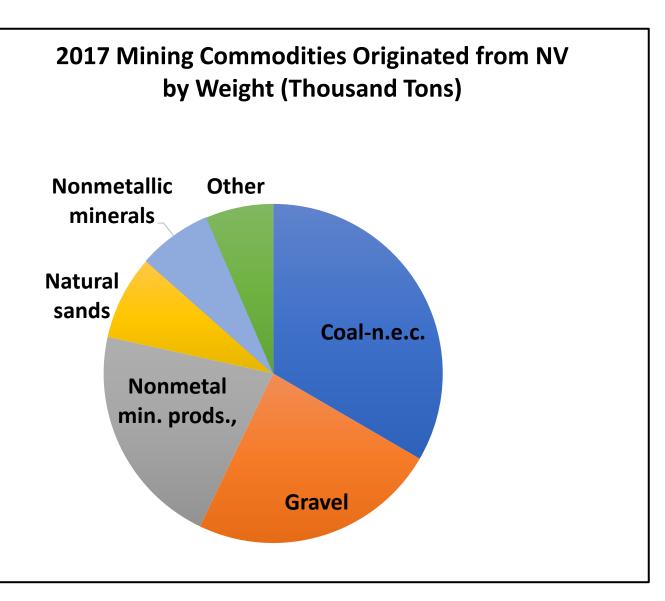


NEVADA MINING ASSOCIATION PRESENTATION

 Mining commodity flow data presented on January 24, 2022

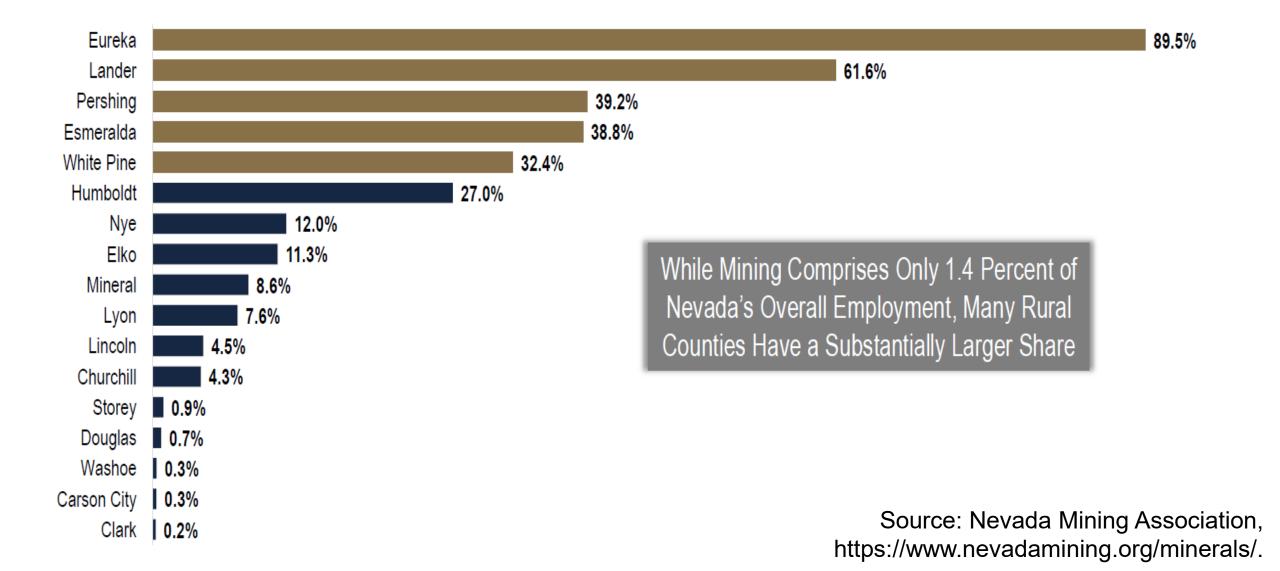
> 2017 Modal Share for Mining Commodities Originated from NV by Value (Million Dollars)







NEVADA MINING AND NATURAL RESOURCES EMPLOYMENT AS PERCENTAGE OF TOTAL EMPLOYMENT BY COUNTY

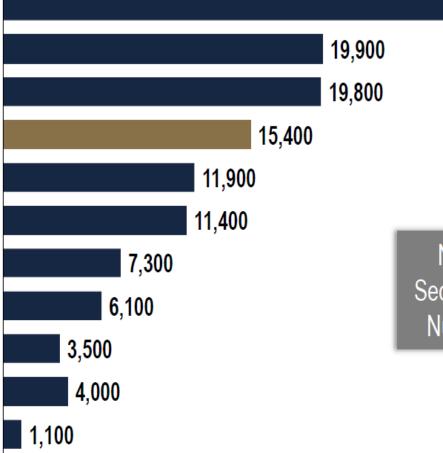




NEVADA EMPLOYMENT BY ECONOMIC SECTOR (EXCLUDING CLARK & WASHOE COUNTIES)

Leisure and Hospitality Trade, Transportation, and Utilities Government Mining and Logging Education and Health Services Professional and Business Services Manufacturing Construction Financial Activities Other Services

Information



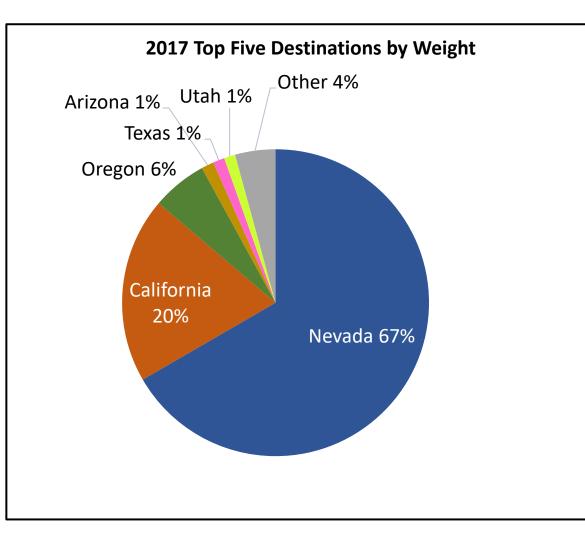
Nevada's Mining and Logging Sector Employs the Fourth-Largest Number of Workers in the State.

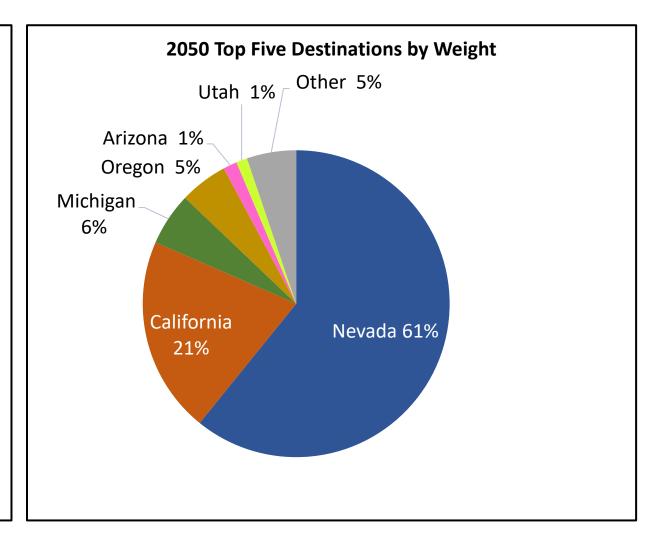
Source: Nevada Mining Association, https://www.nevadamining.org/minerals/.

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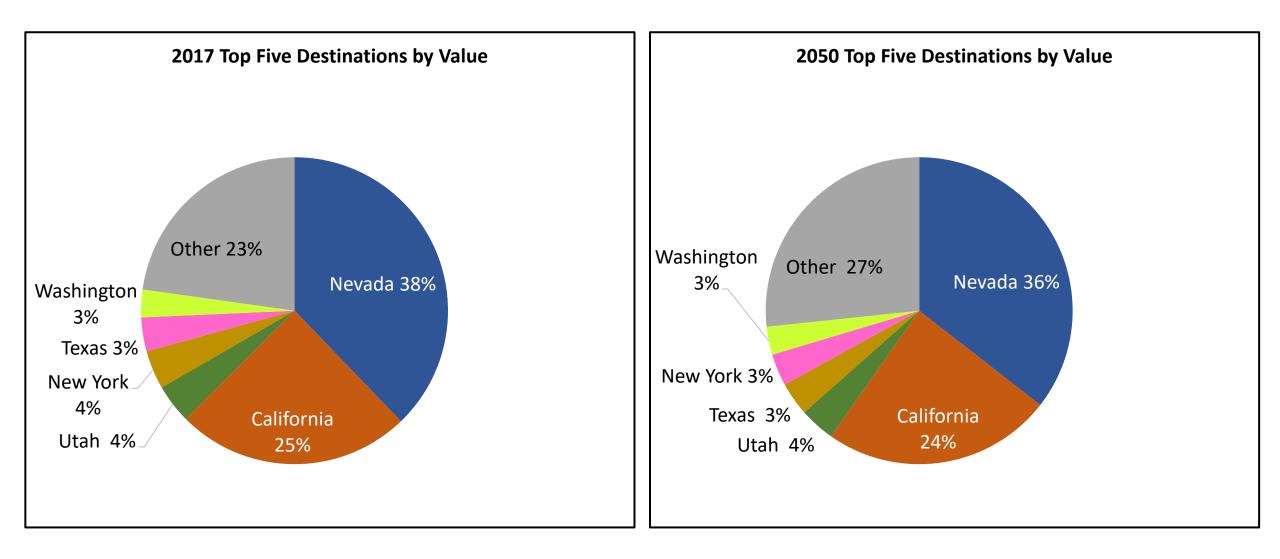
COMMODITY FLOW DESTINATIONS BY WEIGHT FOR ALL FREIGHT TYPES





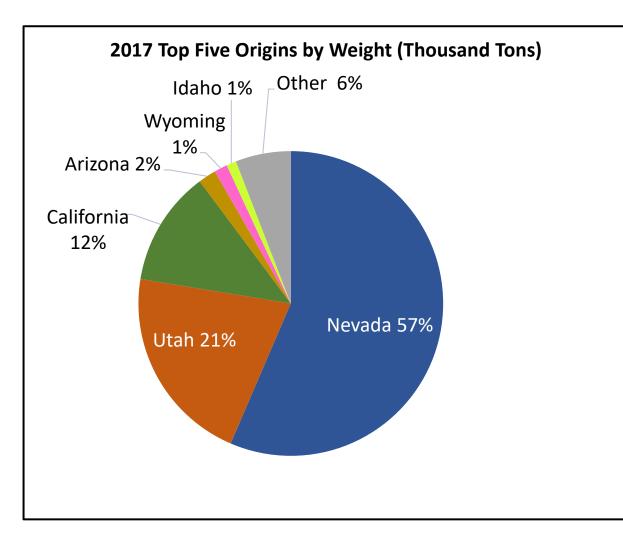


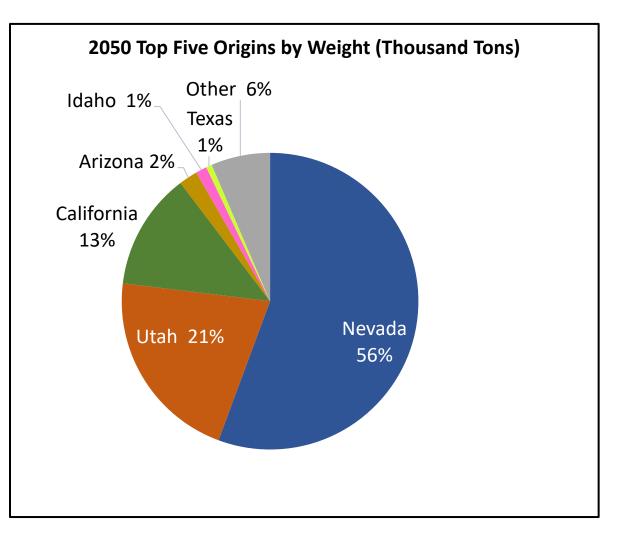
COMMODITY FLOW DESTINATIONS BY VALUE FOR ALL FREIGHT TYPES





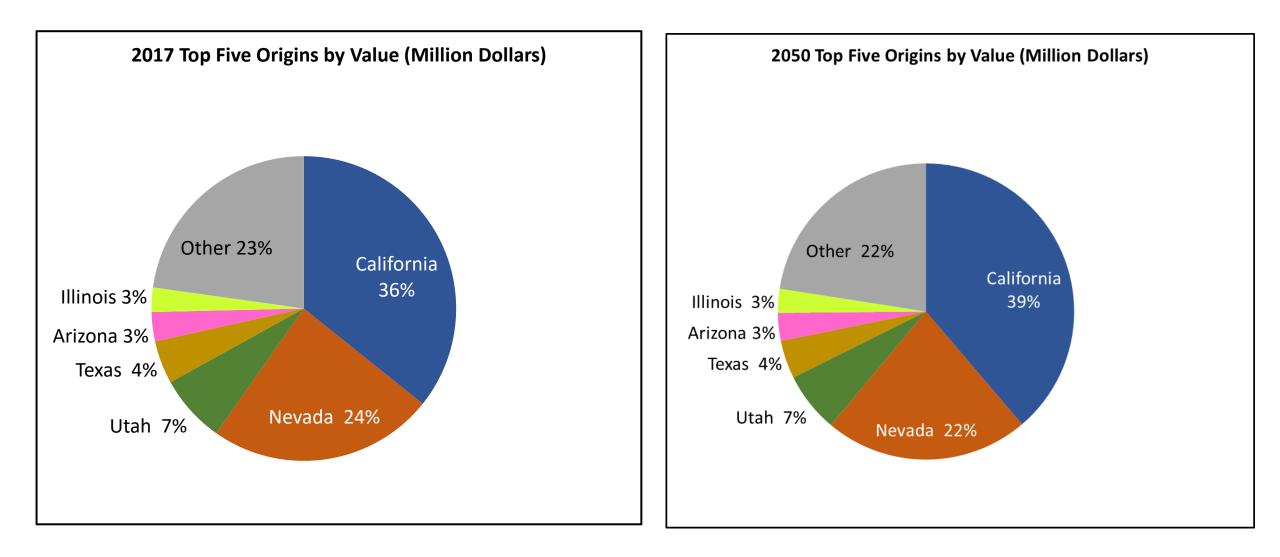
COMMODITY FLOW ORIGINS BY WEIGHT FOR ALL FREIGHT TYPES





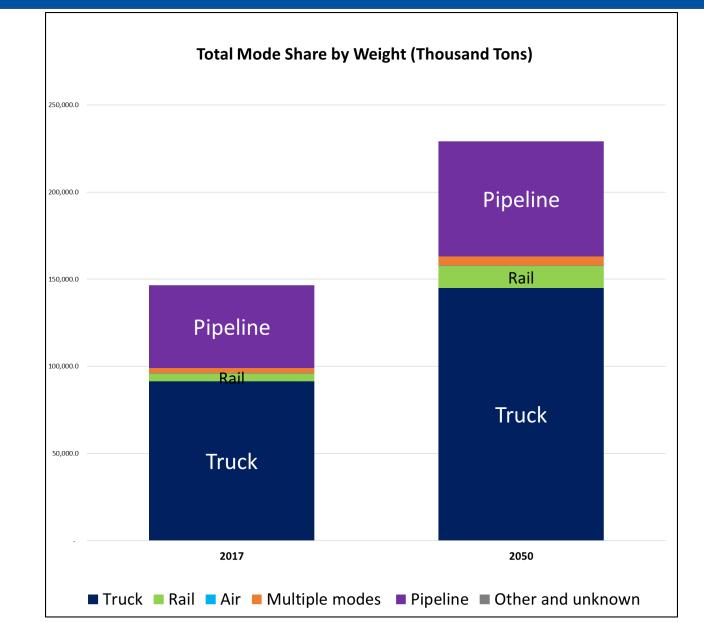


COMMODITY FLOW ORIGINS BY VALUE FOR ALL FREIGHT TYPES



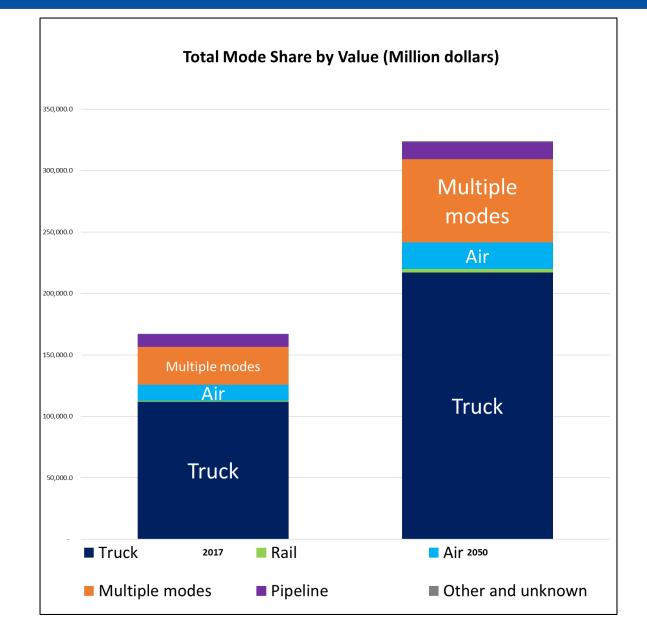


COMMODITY FLOW MODE SHARE BY WEIGHT FOR ALL FREIGHT TYPES





COMMODITY FLOW MODE SHARE BY VALUE FOR ALL FREIGHT TYPES





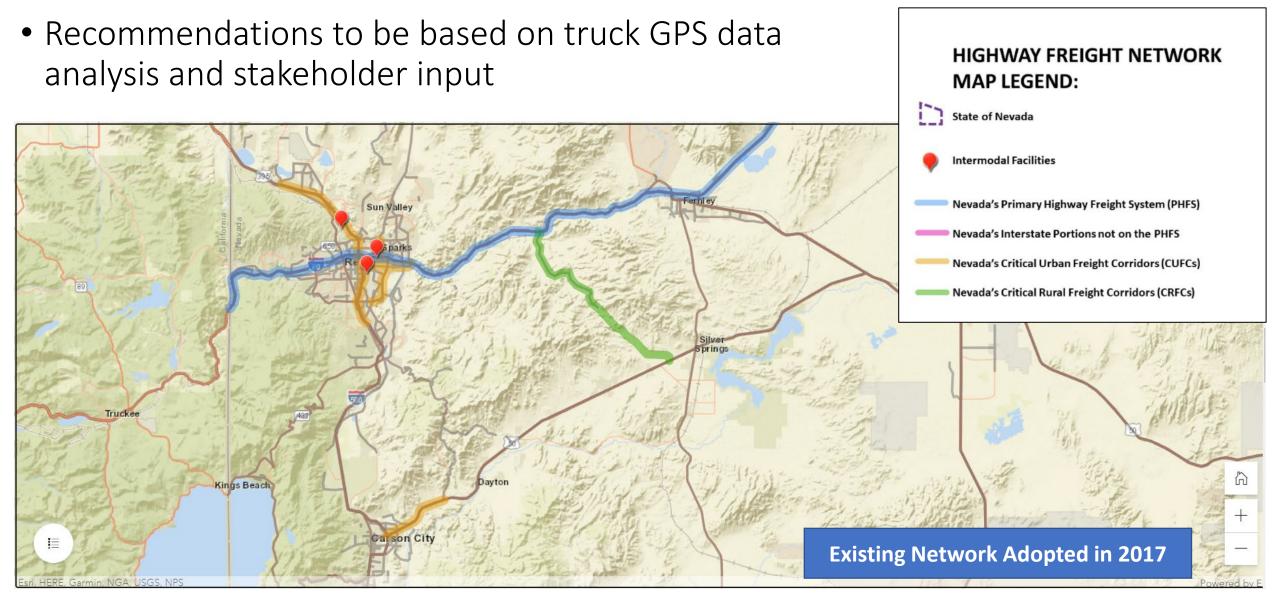
UPDATING THE HIGHWAY FREIGHT NETWORK

- Last update in 2017
- Additional mileage allowed under BIL
 - Critical Urban Freight Corridors
 - Increase from 75 to 150 miles
 - Critical Rural Freight Corridors
 - Increase from 150 to 300 miles
- To be updated in 2022 Nevada Freight Plan in coordination with local agencies and stakeholders



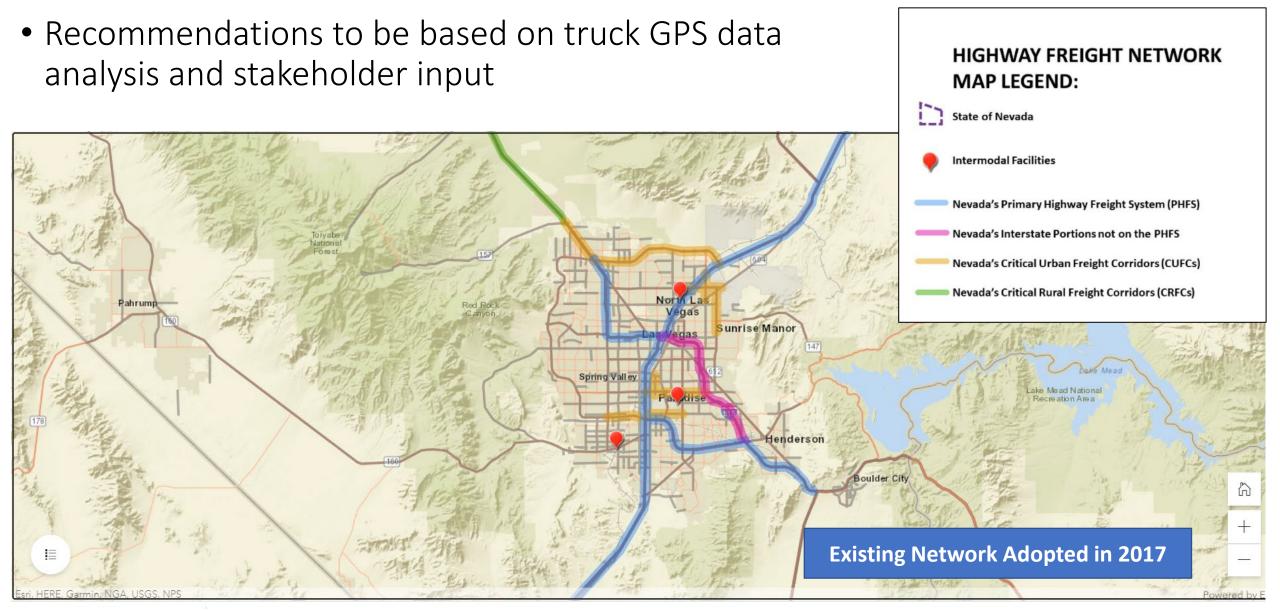


UPDATING THE HIGHWAY FREIGHT NETWORK





UPDATING THE HIGHWAY FREIGHT NETWORK





NEVADA FREIGHT PLAN UPDATE SCHEDULE

NDOT Project Schedule												·				
	Nevada State Fr				2022											
				2021			2022									
Task	k Description		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
1	Project Management															
2	Stakeholder Outreach															
3	Freight Supply Chains & Trends															
4	Sustainable Freight Transportation															
5	Freight Performance Reporting & Needs Assessment															
6	Risk-Based Management															
7	Freight Plan Strategies & Investment Plan									/						
8	Final Documentation/Transportation Board Adoption/FHWA Approval							Ë	5		-					
	LEGEND:															
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	State Transportation Board Meeting						H							EINICH		
FHWA Review/Approval							ARE									
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ABOUT THE PASSING & TRUCK CLIMBING LANE STUDY

A lack of passing opportunities can increase frequencies of unsafe passing maneuvers by motorists

An increase in unsafe passing maneuvers directly results in increased crashes

Studies reported that the addition of passing and climbing lanes directly reduced these types of crashes

NDOT is identifying and prioritizing candidate locations to enhance safety and mobility on Nevada's highways and high-risk rural roadways







STUDY OVERVIEW



Prepare an inventory of existing passing and climbing lane locations to help create a proper distribution

- Develop a methodology that attributes risk to potential locations on 2-lane and multilane highways
- Systematically identify and prioritize locations coinciding with Traffic Safety Engineering and Federal data-driven goals
- Create an implementation and phasing plan that takes factors such as constructability and right-of-way into account
- Recommendations will be considered across other statewide safety and One Nevada Transportation Plan priorities





STUDY PROCESS



SELECT FACILITIES

Facility Selection Factors

- Traffic volumes
- Percentage of trucks
- Urban boundaries
- Rural "Main Street" locations



- Convert all datasets to GIS
- Visualize prioritization results
- No specialized licensing

PRIORITIZATION METHODOLOGY

Custom Prioritization Methods

- Passing Lanes: Single Lane
- Climbing Lanes: Single Lane
- Climbing Lanes: Multi-Lane

RISK-BASED

PRIORITIZATION

- Apply Prioritization Methods
- 9 potential traffic factors
- 6 potential safety factors
- Factors may be weighted to emphasize issues (e.g. safety)



- Provides a data-driven process and implementation plan coinciding with NDOT and Federal goals
- Candidate locations can then be considered for funding through safety, state and other funding sources
- The GIS prioritization model can be updated to account for changing conditions over time
 Fall Spring Summer
- NDOT strives for more transparency about project selection





TRUCK PARKING IMPLEMENTATION PLAN

- Plan completed 2019
- Trinity, Beowawe and Millers Rest Areas under development
- I-15 and I-80 Preliminary Design Field Studies





- Discussion among FAC members
- Next FAC meeting May 3, 2022





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