



# Nevada Freight Advisory Committee Meeting



August 3, 2022



## Agenda

1. Update on Nevada Rest Area Improvements
2. Nevada Freight Plan Update
3. Truck GPS Data / Analysis
4. Group Exercise

# 1 Update on Nevada Rest Area Improvements



# 2 Nevada Freight Plan Update



# Nevada Freight Plan Update Study Schedule

- FHWA Approved the Nevada State Freight Plan in January 2017
- This plan officially expired in January 2022
- Based on discussions with FHWA and to maintain eligibility for federal freight funding, NDOT approached the Freight Plan Update in two-steps:
  - Step #1 prepared an **Interim/Immediate Update** to the Nevada Freight Plan
    - Responded to FHWA comments and resubmitted in July 2022
    - Approved by FHWA on August 1st
  - Step #2 prepare an **Amended Final Update** by November/December 2022

# Freight Plan Update Key Tasks

- Meet FAST Act/BIL requirements
- Support eligibility for federal funding
- Identify key freight infrastructure investments
- Include workshops with the Metropolitan Planning Organizations (MPOs)
- Include analysis of truck GPS data
- Include update to the critical urban and rural freight network
- Include Freight Investment Plan
- Update the NDOT Freight Program document



Nevada Freight Plan Update

July 2022



# Freight Program Outreach to Military Installations

- Necessary due to new BIL requirements
- Outreach to Fallon Naval Air Station, Hawthorne Army Depot, Creech Air Force Base (AFB) and Nellis AFB
- Necessary to ask annually for number of freight operations
- Will be good to help them with freight needs, if necessary



Sources: FHWA; FRA; US Census Bureau

# Freight Investment Plan Update

- Draft Projects for FY 2023-2024\*
- I-15 NB Truck Climbing Lane at MP 68.5 to 69.7
- I-15 SB Truck Climbing Lane at MP 64.4 to 66.1
- I-80 Truck Climbing Lane at Beowawe
- Statewide Truck Parking Availability System Phase 1 (3 locations on I-15 and 3 on I-80)

*\*Preliminary and subject to change*

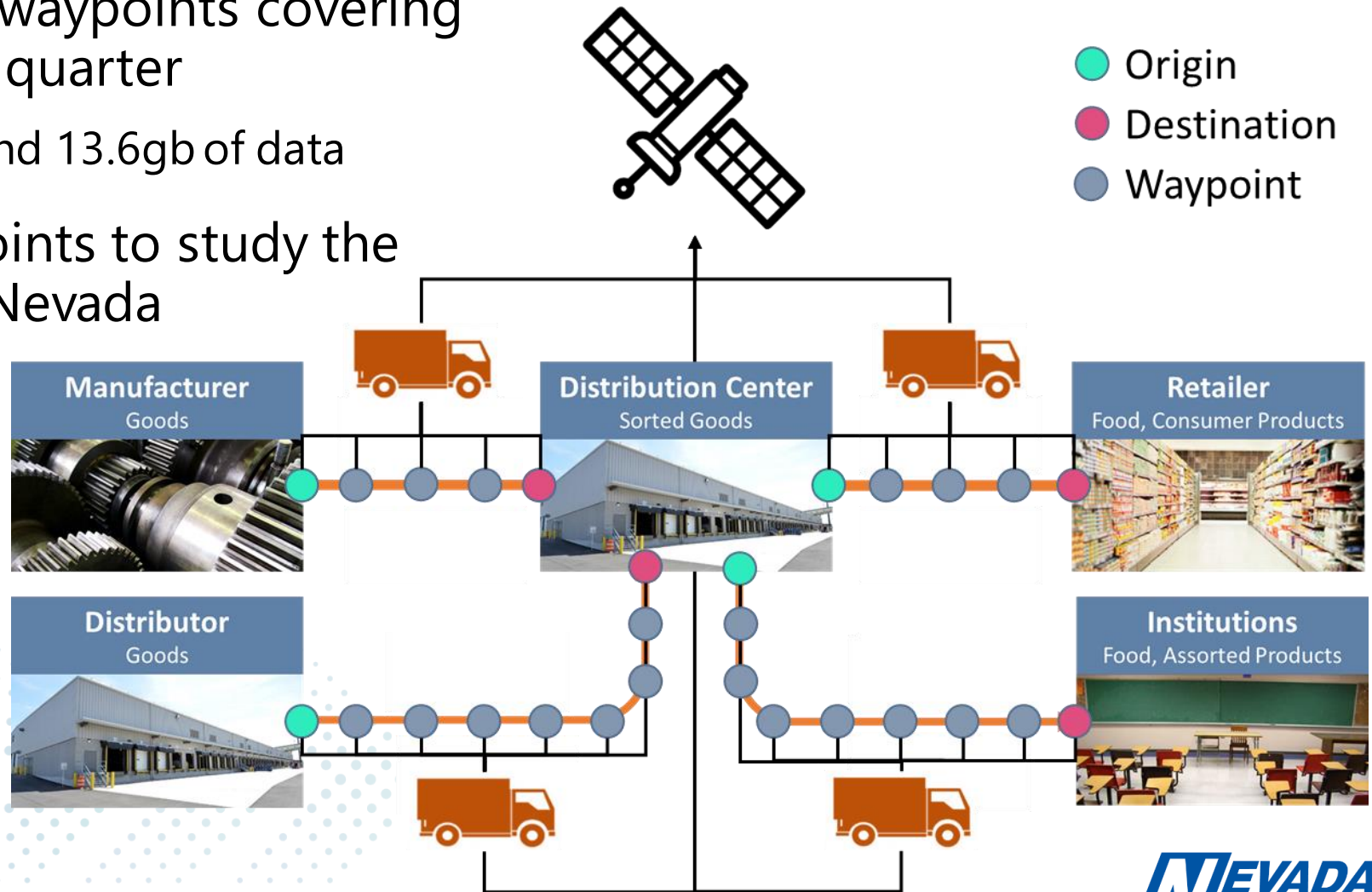


# 3 Truck GPS Data / Analysis



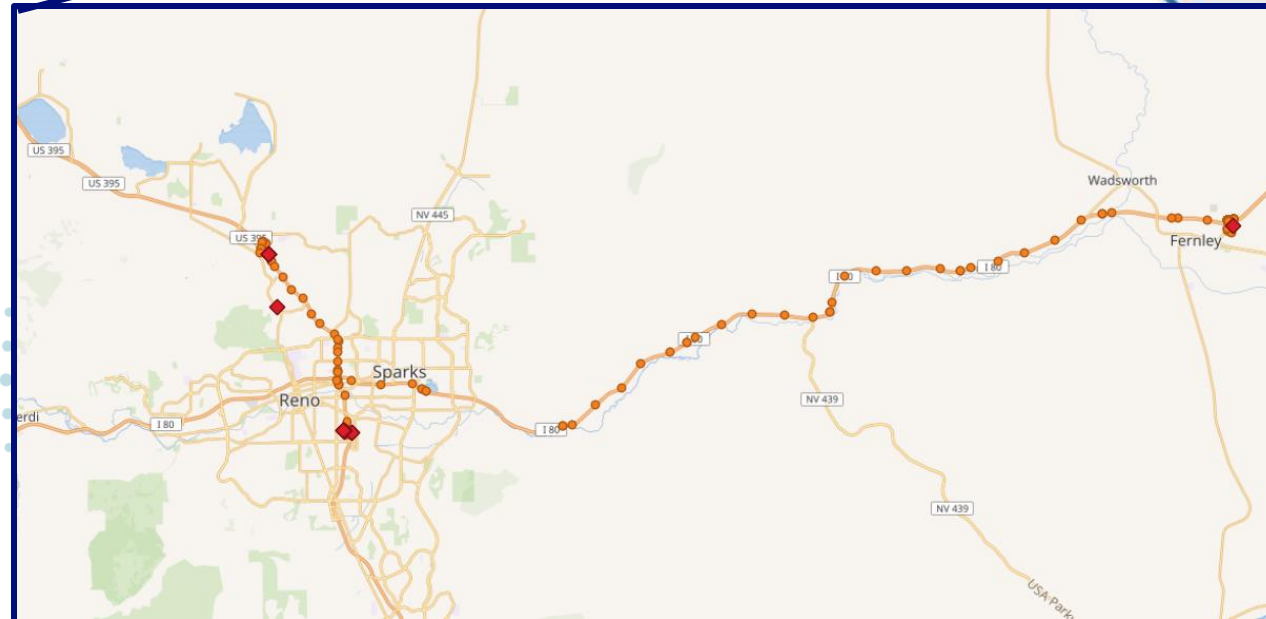
# About Truck GPS Data

- ATRI data are provided as waypoints covering one two-week sample per quarter
  - ~104 million waypoints and 13.6gb of data
- Clean and classify waypoints to study the movement of freight in Nevada



# Identifying Truck Stops from Waypoints

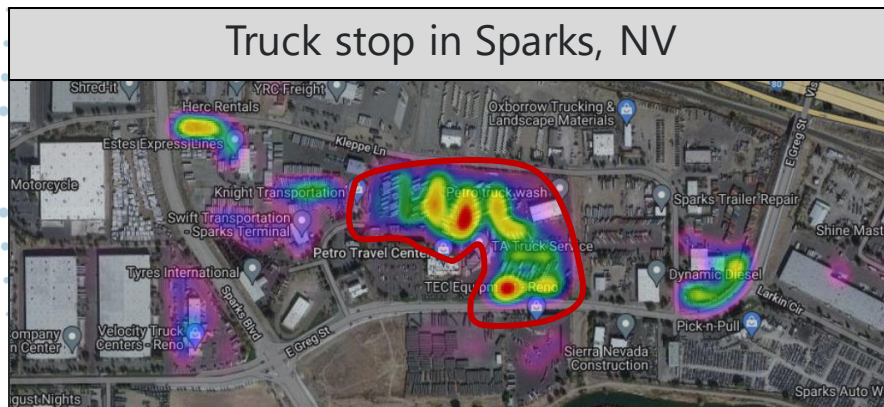
- Identify when trucks are stopped:
  - Speed is less than 5 mph and
  - Waypoints are within 100 ft
- Remove truck stops that are less than 30 minutes



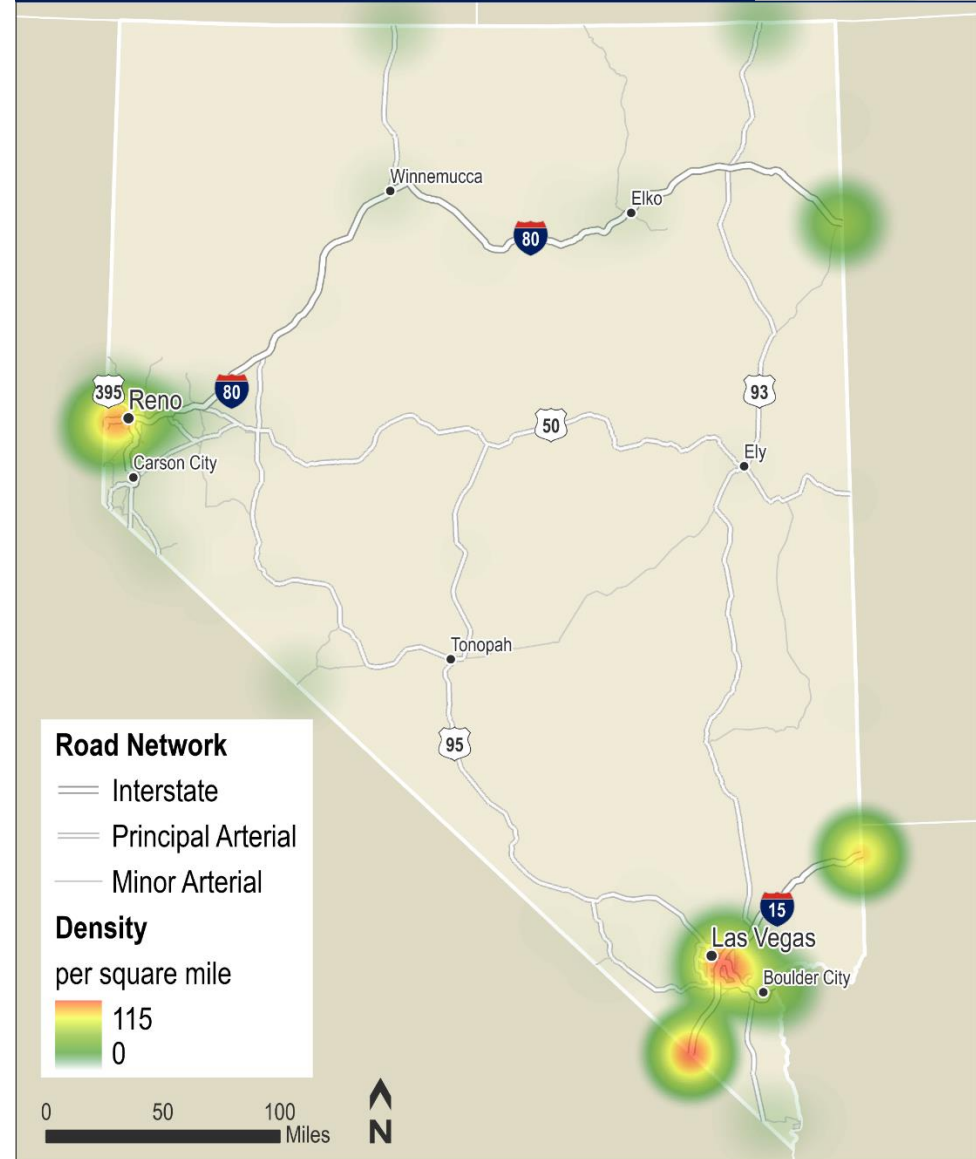
## Example Truck Waypoints & Stops

# Clean Truck Stops and Assign Border Flows

- Identify economic origin/destination points
  - Remove stops at truck stops/rest areas – intermediate points
  - Remove rural stops along major roadways (ex. along on/off ramps) – intermediate points
- Assign border entry and exit points
  - Inbound, outbound, or through flows show the origin and/or destination as the border where the truck entered or exited

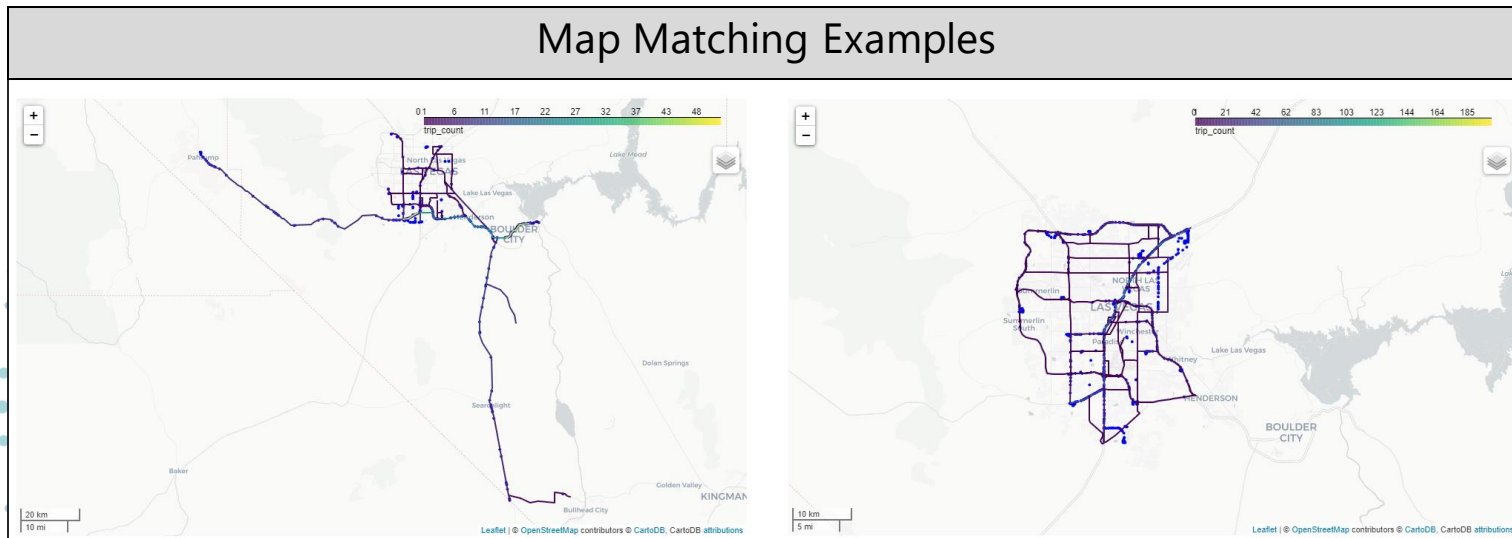


## Density of Truck Origins and Destinations



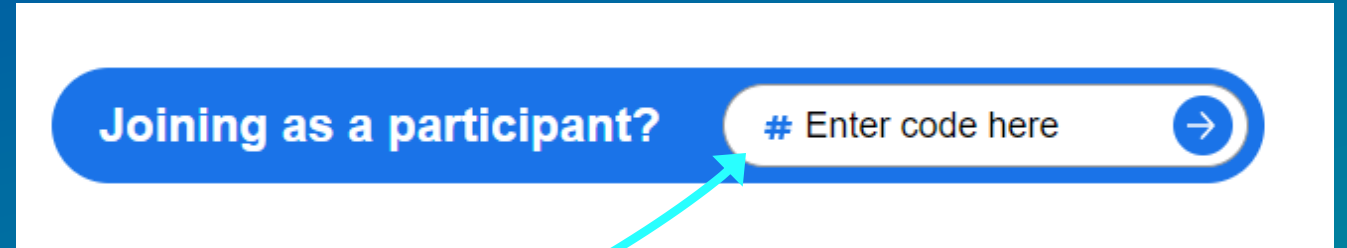
# Developing the Trips Table and Routing

- Develop trips and translate trips into trip matrix table using NDOT TAZ structure
- Test map-matching and route identification to develop origin/destination pairs



# 4 Group Exercise

Join at  
**Slido.com**  
Enter **#FAC**



or use the  
QR code



# FAC Question 1

- What is the biggest change in Nevada's freight network landscape and overall freight trends since the last Nevada State Freight Plan in 2017? (please limit your responses to 2-3 words)



## FAC Question 2

- Please prioritize the following freight-related categories. Dropdowns 1-5 (1 being highest, 5 lowest)
  1. Traveler Safety
  2. Freight Travel Time/Reliability Improvements
  3. Truck Parking Improvements
  4. First/Last Mile Freight Network Improvements
  5. Freight (Roadway) Improvements

## FAC Question 3

- What are the top 3 freight needs in:
  - Northern Nevada?
  - Southern Nevada?
  - Rural Nevada?

**Thank You!**



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