

Trucking
Today

Top Industry
Issues

Driver/
operator
update

Safety

Over
Dimensional
Freight
Movement



**NEVADA
TRUCKING
ASSOCIATION**

TF
Mov



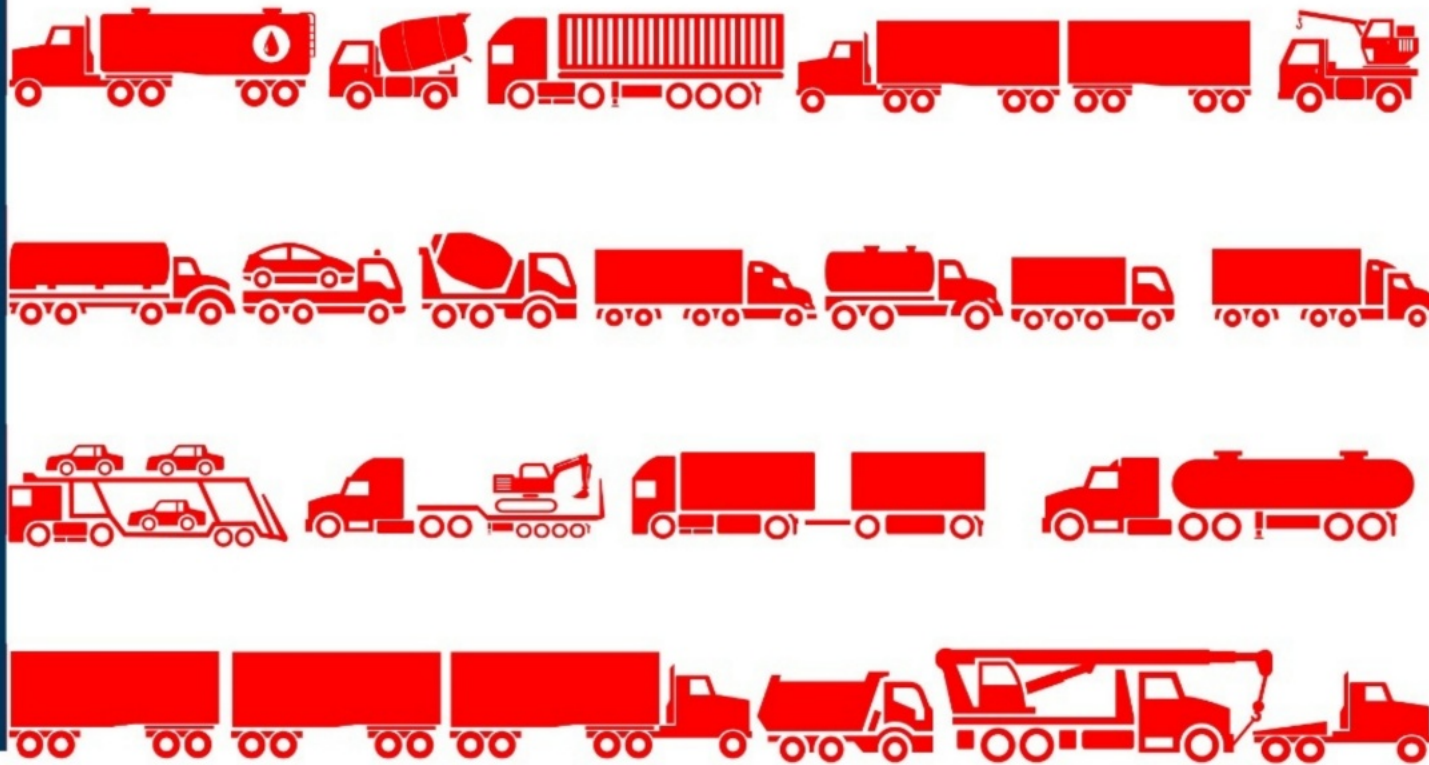


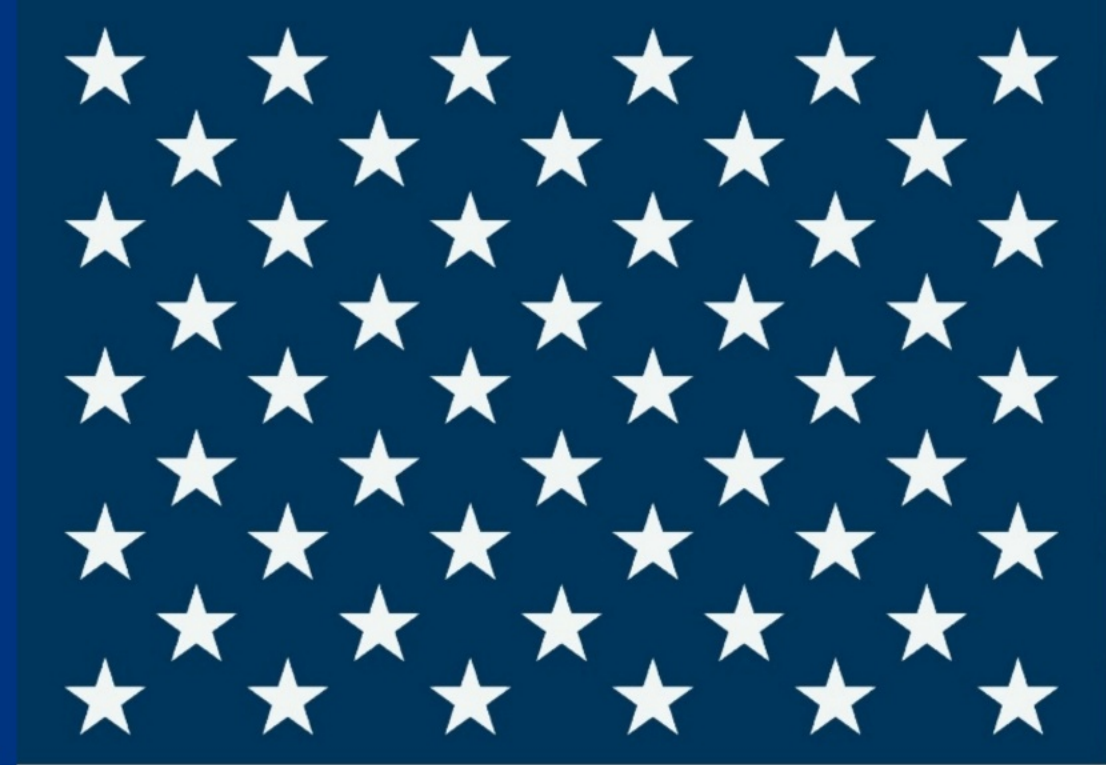








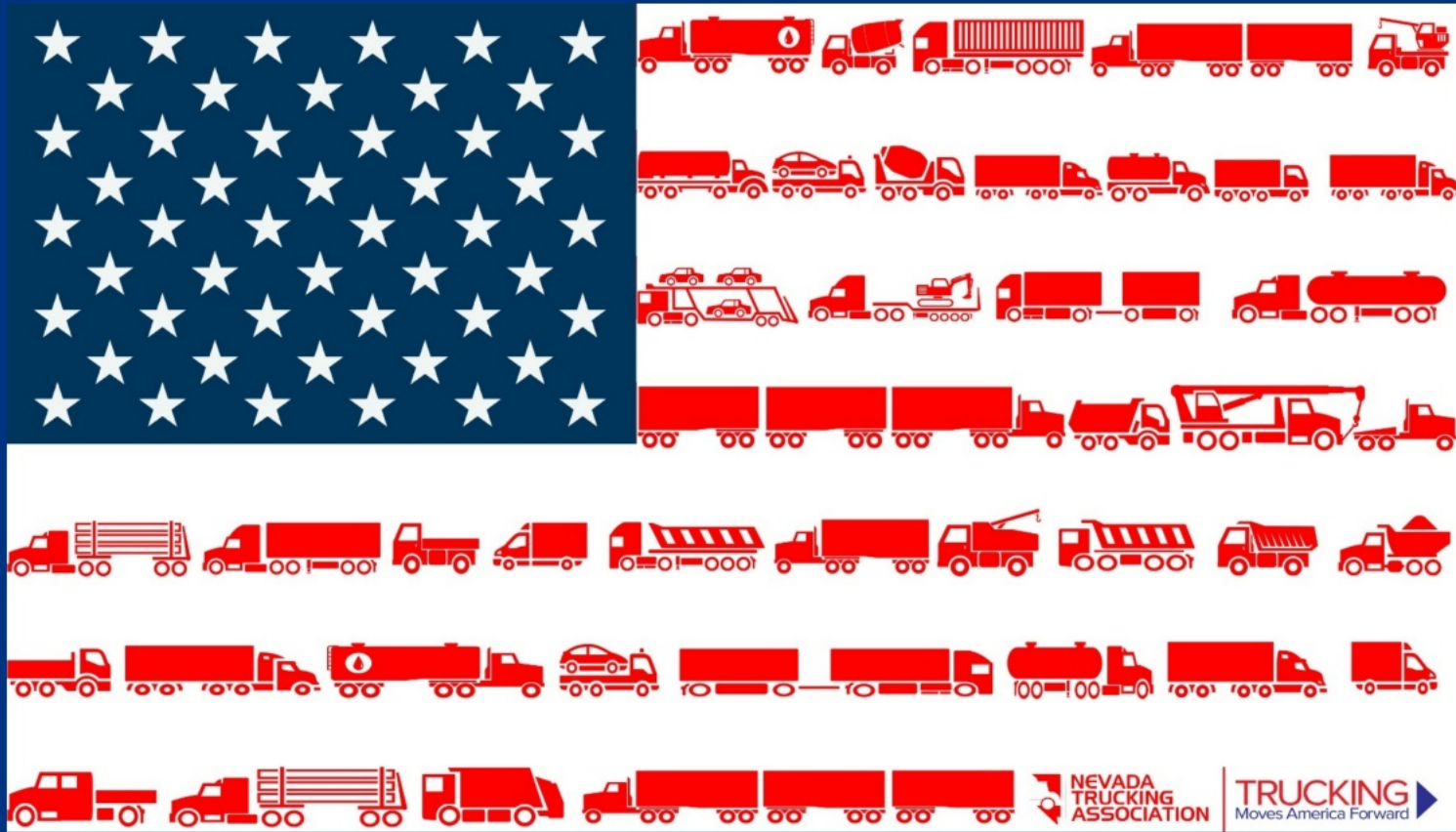




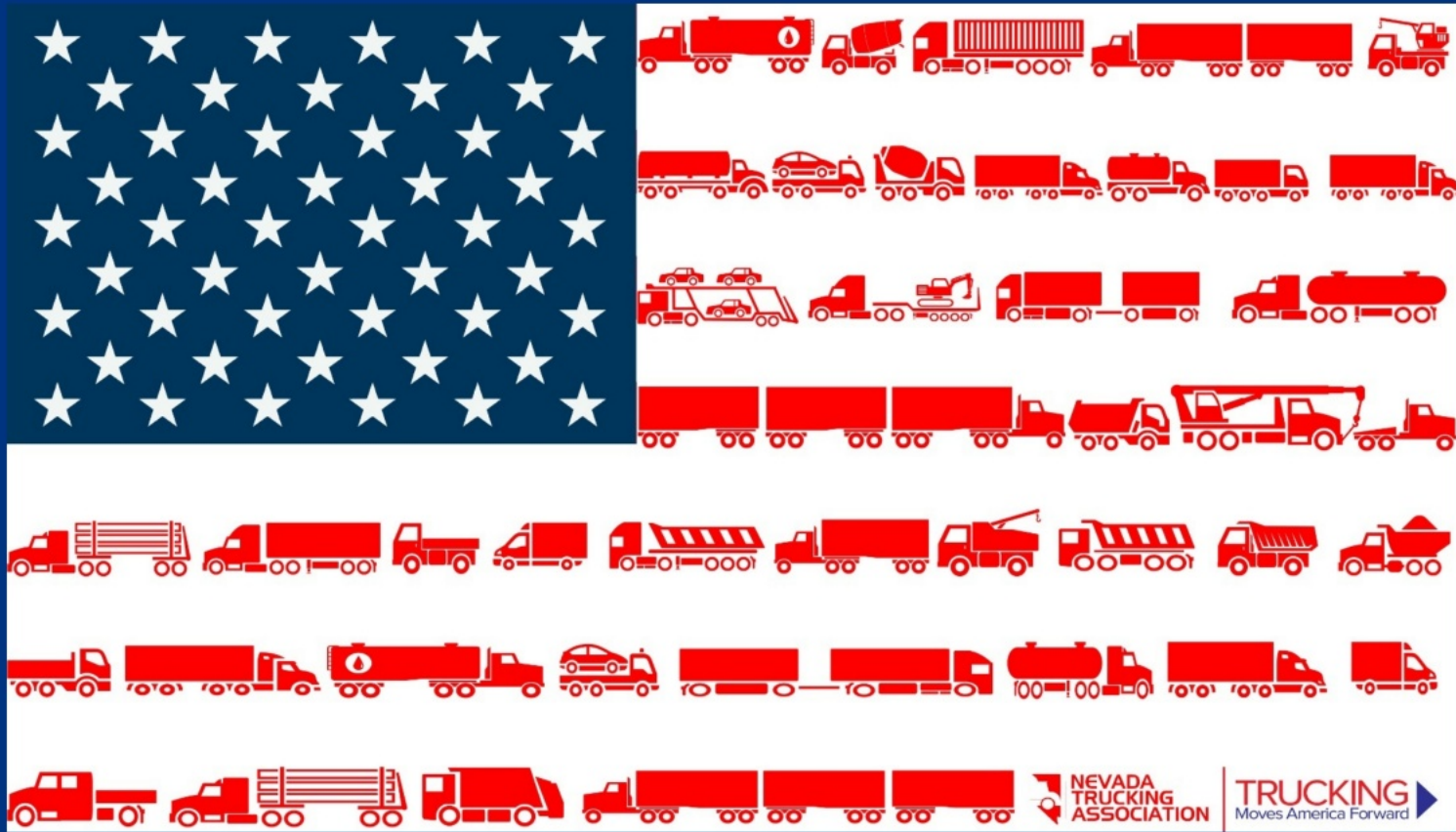
NEVADA
TRUCKING
ASSOCIATION

TRUCKING
Moves America Forward

72.2 %



72.2 %



72.2 %



AMERICAN TRUCKING TRENDS 2022

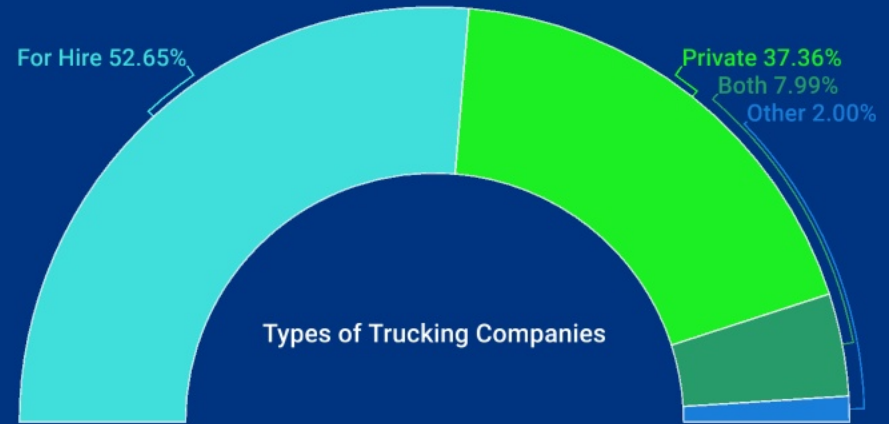


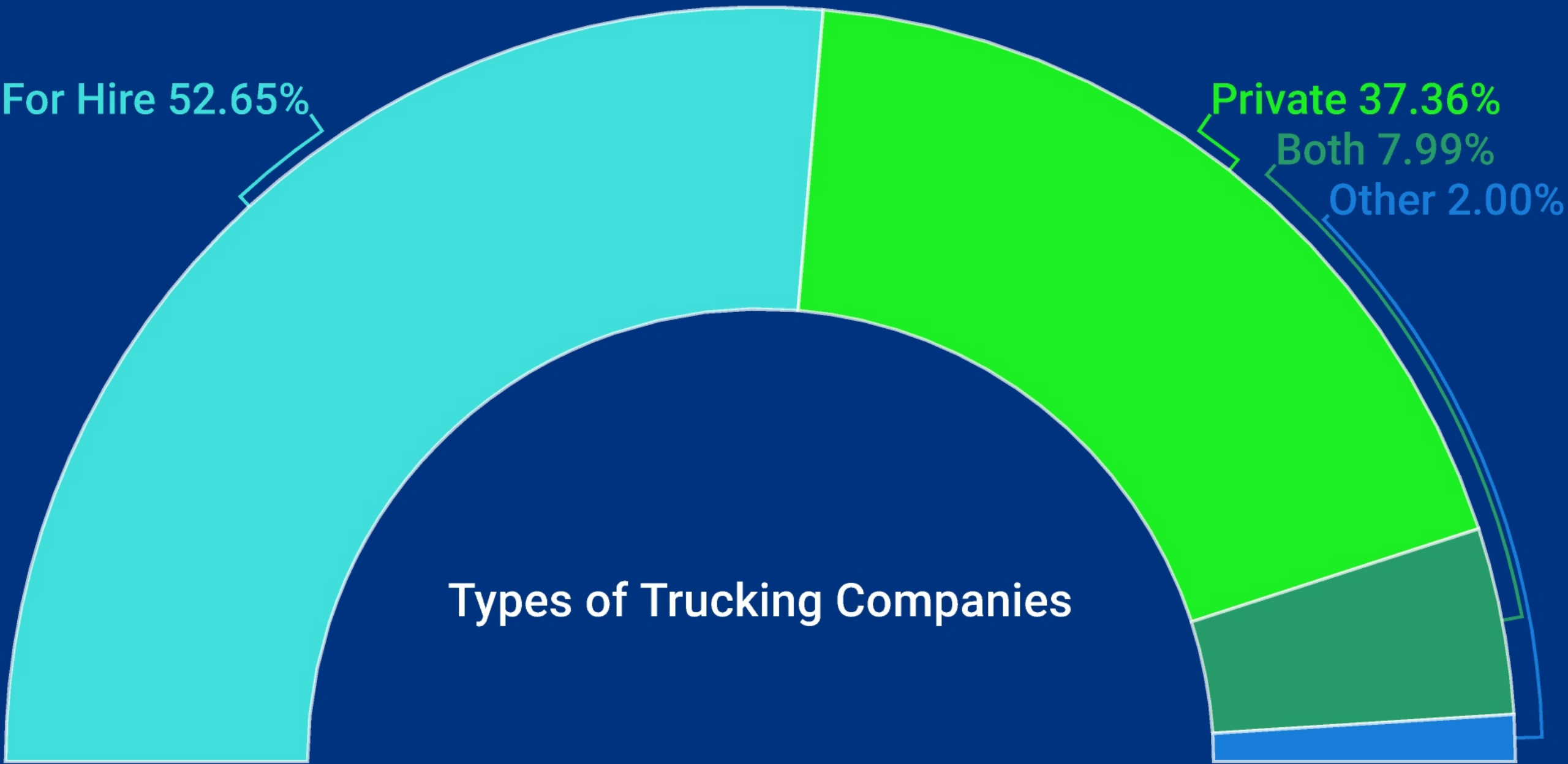


1.92 million carriers



1.92 million carriers





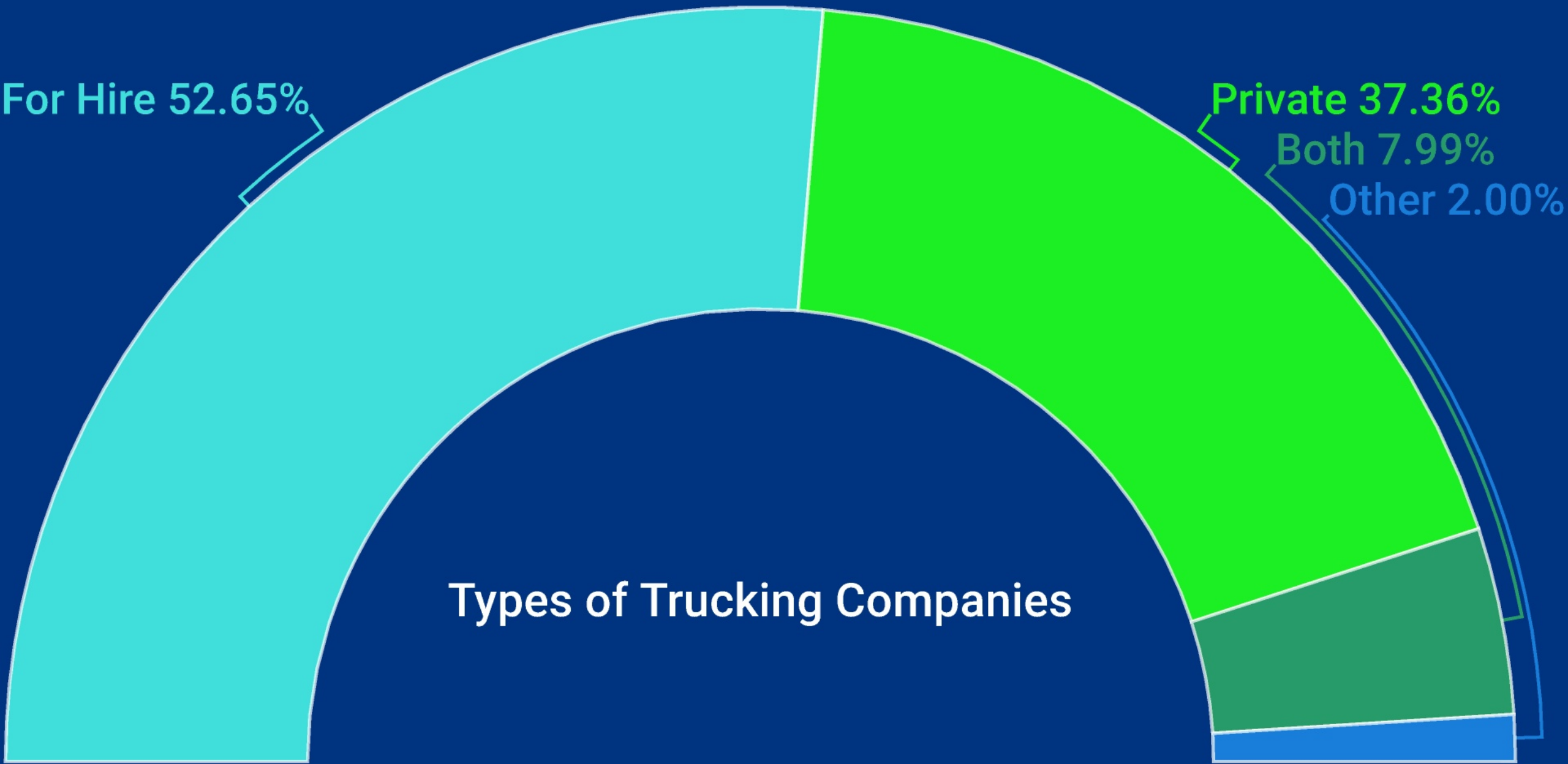
Types of Trucking Companies

For Hire 52.65%

Private 37.36%

Both 7.99%

Other 2.00%



Types of Trucking Companies

For Hire 52.65%

Private 37.36%

Both 7.99%

Other 2.00%

95.7%

Operate fewer
than 10 trucks



WHEN TRUCKS STOP!



TIMELINE:

1-2 DAYS

Fuel supplies will run out and planes will be grounded—trucks deliver 80% of fuel to the nation's airports.

7-10 DAYS

Oxygen supplies will be depleted, as will some pharmaceuticals. Radio-pharmaceuticals for cancer treatments will become unusable within hours.



A FEW HOURS

Just in time manufacturing will stop.

3 DAYS

Significant food shortages will occur, especially perishables. Uncollected waste will cause serious health impacts. Banks will run out of cash and regular bank functions will cease.

2-4 WEEKS

Supplies of clean drinking water will run dry—trucks deliver chlorine to purify water every 7-14 days.



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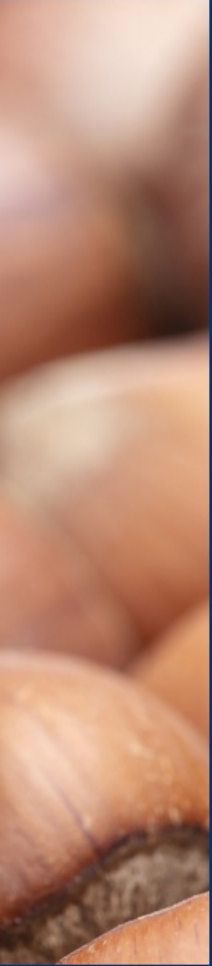
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PER 2 TOSAP
SERVING
200
CALORIES

4g
SAT FAT

15mg
SODIUM

21g
SUGARS

nutella®

FERRERO

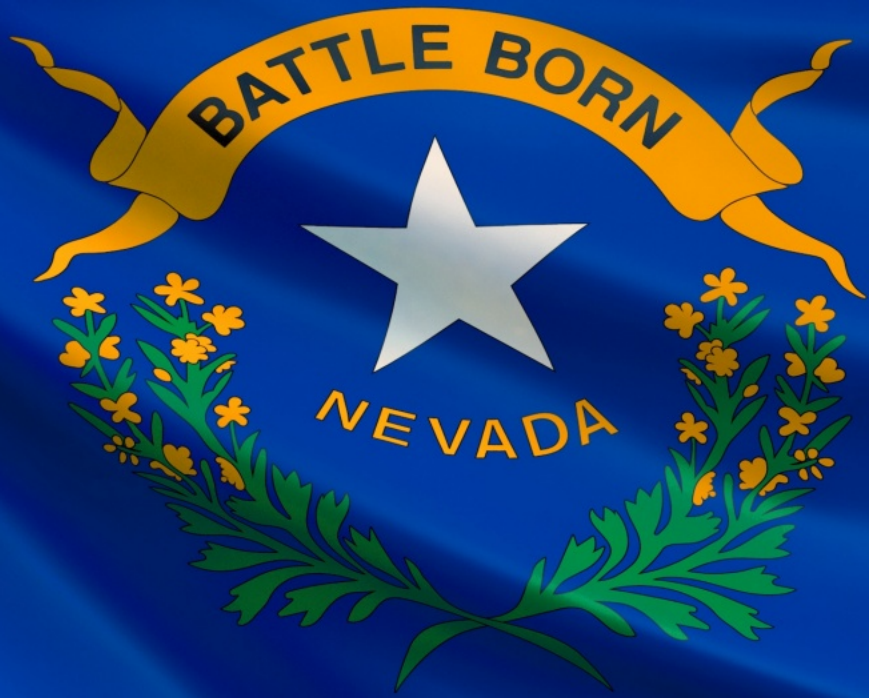


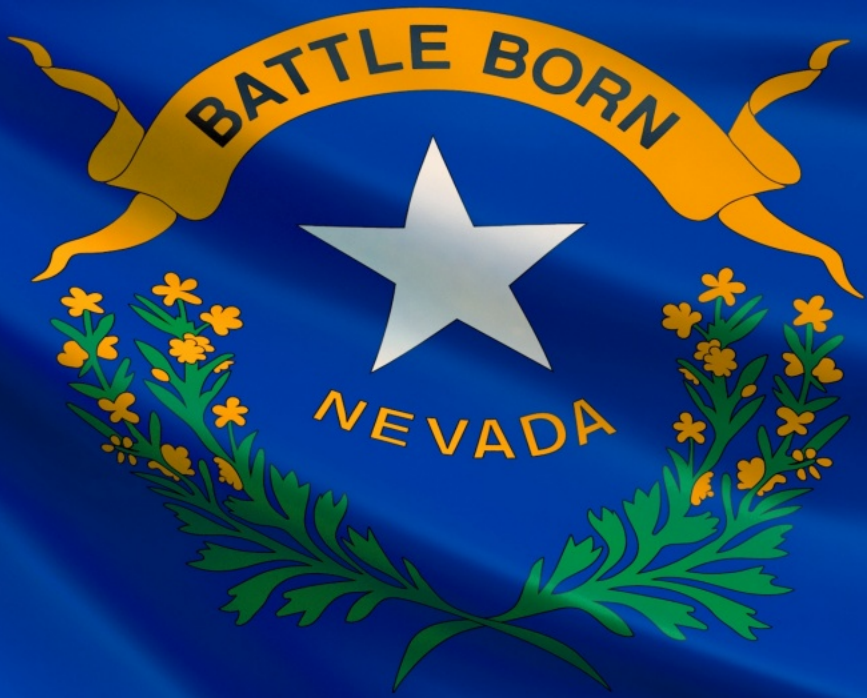
Hazelnut Spread with Skim Milk & Cocoa



750844 8

NET WT 25.1 OZ (710g)





95.3%

Trucking
Today

Top Industry
Issues

Driver/
operator
update

Safety

Over
Dimensional
Freight
Movement

Trucking
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Top Industry
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Driver/
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update

Safety

Over
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Freight
Movement



Nevada Top Industry Issues

Economy

Driver
Shortage

Fuel Prices





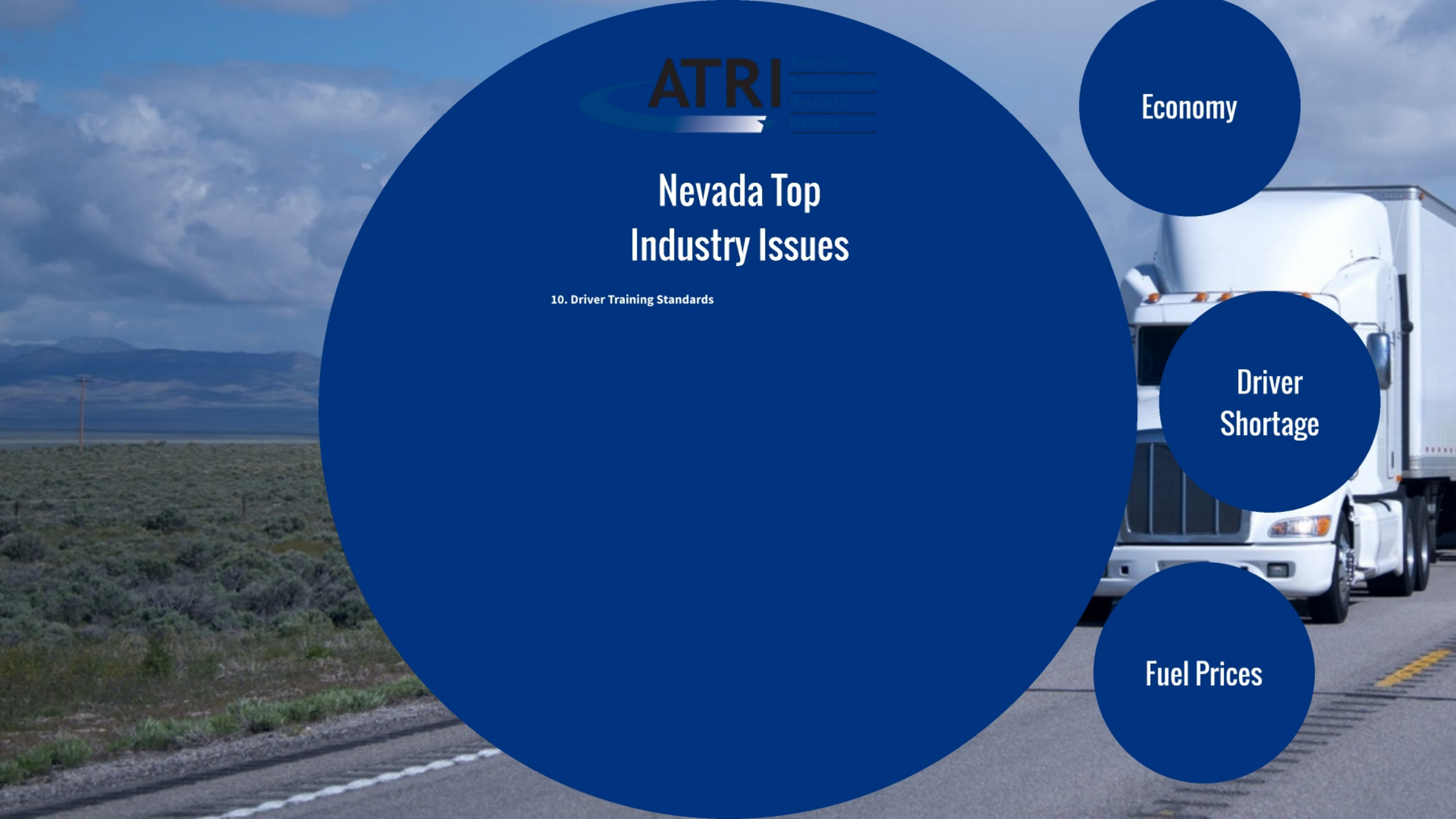
Nevada Top Industry Issues

10. Driver Training Standards

Economy

Driver Shortage

Fuel Prices



Nevada Top Industry Issues

10. Driver Training Standards

Nevada Top Industry Issues

10. Driver Training Standards

9. Lawsuit Abuse Reform

Industry Issues

10. Driver Training Standards

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Industry Issues

10. Driver Training Standards

9. Lawsuit Abuse Reform

8. CSA

10. Driver Training Standards

9. Lawsuit Abuse Reform

8. CSA

10. Driver Training Standards

9. Lawsuit Abuse Reform

8. CSA

7. Diesel Technician Shortage

9. Lawsuit Abuse Reform

8. CSA

7. Diesel Technician Shortage

9. Lawsuit Abuse Reform

8. CSA

7. Diesel Technician Shortage

6. Zero-Emission Trucks

8. CSA

7. Diesel Technician Shortage

6. Zero-Emission Trucks

8. CSA

7. Diesel Technician Shortage

6. Zero-Emission Trucks

5. Driver Retention

7. Diesel Technician Shortage

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5. Driver Retention

4. Insurance Cost / Availability

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3. Economy

6. ZERO EMISSION TRUCKS

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6. ZERO EMISSION TRUCKS

5. Driver Retention

4. Insurance Cost / Availability

3. Economy

2. Driver Shortage

5. Driver Retention

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3. Economy

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5. Driver Retention

4. Insurance Cost / Availability

3. Economy

2. Driver Shortage

1. Fuel Prices

4. Insurance Cost / Availability

3. Economy

2. Driver Shortage

1. Fuel Prices

Economic Data



Economic Data



The image shows a screenshot of a data table with multiple columns and rows, likely representing economic data. The table is dark-themed and contains various numerical and categorical values. The columns are organized into several groups, with headers that are partially legible. The data appears to be organized into several columns, possibly representing different categories or time periods. The table is overlaid on a large blue circle that is part of a background image of a white semi-truck on a road.



- Market Dashboard
- Alerts
- Predictive Rates
- Critical Events
- Plane Signal
- Ocean Shipments
- Imports by Consl...
- Pages
- International otiv
- Fuel Futures
- Retention time s...
- OTVI
- Nevada fuel
- Wait
- International Market
- Global Pages
- Critical Events
- Capacity Trends ...
- Capacity Trends ...
- taritime
- IS Summary
- Daily Market Das...
- Shipping Market...
- dd Page
- Admin Menu
- dit Menu

Nevada Data

Name	Value	Change	% Change
DoT Reportable Accidents per Ten Thousand Highway Miles by State (Nevada)	7.15	-2.11	-22.8%
DoT Reportable Accidents per State - Monthly (Nevada)	61	-18	-22.8%
Local Inbound Tender Lead Time Index (Nevada)	1.545	-0.614	-28.4%
City Inbound Tender Volume Index (Nevada)	2.52	0	0%
Local Outbound Tender Lead Time Index (Nevada)	1.545	-0.614	-28.4%
City Outbound Tender Volume Index (Nevada)	2.5	0	0%
City Outbound Tender Volume Index Fortnightly Change (Nevada)	10	-5.79	-36.7%
City Outbound Tender Volume Index Monthly Change (Nevada)	-4.35	0	0%
City Outbound Tender Volume Index Weekly Change (Nevada)	4.76	-5.24	-52.4%
City Outbound Tender Volume Index Yearly Change (Nevada)	-62.07	2.73	4.2%
Commercial Vehicle Accident Fatalities (Nevada)	6	4	200%
Headhaul Index (Nevada)	-26.99	2.55	8.6%
HAUL Excluding 100 miles (Nevada)	-26.97	2.55	8.6%
HAUL Excluding 250 miles (Nevada)	-9.28	1	9.7%
Headhaul Index - Two Weeks (Nevada)	-5.43	-0.95	-21.2%
Headhaul Index - Monthly (Nevada)	-3.4	3.38	49.9%
Headhaul Index - Weekly (Nevada)	2.39	6.14	163.7%

Las Vegas Data

Name	Value	Change	% Change
Local Inbound Tender Lead Time Index (Las Vegas, NV)	1.682	-0.175	-9.4%
Local Outbound Tender Lead Time Index (Las Vegas, NV)	1.682	-0.175	-9.4%
Diesel Truck Stop Actual Price Per Gallon (Las Vegas, NV)	4.741	-0.014	-0.3%
Retail to Wholesale Fuel Spread (Las Vegas, NV)	1.315	-0.013	-1%
Headhaul Index (Las Vegas, NV)	-10.9	0.86	7.3%
Headhaul Index - Two Weeks (Las Vegas, NV)	-5.73	-0.74	-14.8%
Headhaul Index - Monthly (Las Vegas, NV)	1.38	5.76	131.5%
Headhaul Index - Weekly (Las Vegas, NV)	-0.05	4.11	98.8%
Inbound Air Cargo Tonnes (LAS McCarran International Airport)	745.8	-219.4	-22.7%
Inbound Air Cargo Tonne-Kilometers (000,000s) (LAS McCarran International Airport)	5	-0.5	-9.1%
Inbound Air Cargo Tonne-Kilometers (000,000s) by Freighter flights (LAS McCarran International Airport)	0.3	0	0%
Inbound Air Cargo Tonne-Kilometers (000,000s) by Passenger flights (LAS McCarran International Airport)	4.7	-0.5	-9.6%
Inbound Air Cargo Tonnes by Passenger flights (LAS McCarran International Airport)	675.4	-219.4	-24.5%
Inbound Average Length of Haul (Las Vegas, NV)	1067.75	-5.09	-0.5%
Total Inbound Rail Container Volume (Las Vegas/Reno, NV)	60.29	-2.71	-4.3%

Reno Data

Name	Value	Change	% Change
Local Inbound Tender Lead Time Index (Reno, NV)	2.809	0.096	3.5%
Local Inbound Tender Rejection Index (Reno, NV)	1.36	-0.13	-8.7%
Local Outbound Tender Lead Time Index (Reno, NV)	2.153	-0.291	-11.9%
Local Outbound Tender Rejection Index (Reno, NV)	1.02	0.01	1%
Capacity Trend Market Direction VAN (Reno, NV)	-	3	100%
Diesel Truck Stop Actual Price Per Gallon (Reno, NV)	5.333	-0.007	-0.1%
Retail to Wholesale Fuel Spread (Reno, NV)	1.824	-0.008	-0.4%
Headhaul Index (Reno, NV)	-16.85	1.58	8.6%
HAUL Excluding 100 miles (Reno, NV)	-16.83	1.58	8.6%
HAUL Excluding 250 miles (Reno, NV)	-1.23	-0.14	-12.8%
Headhaul Index - Two Weeks (Reno, NV)	-0.04	0.53	93%
Headhaul Index - Monthly (Reno, NV)	-5.75	-2.49	-76.4%
Headhaul Index - Weekly (Reno, NV)	2.44	1.68	221.1%
Inbound Average Length of Haul (Reno, NV)	756.13	-1.74	-0.2%
Inbound Tender Lead Time (Reno, NV)	2.955	-0.063	-2.1%
Inbound Tender Market Share (Reno, NV)	0.463	-0.055	-10.6%

NV Lane

Name	Value	Change	% Change
Monthly Outbound Rail Container Volume (Chicago, IL to Las Vegas/Reno, NV)	1148	12	1.1%
Monthly Total Outbound Rail Volume 53' Containers (Loaded) (Chicago, IL to Las Vegas/Reno, NV)	1132	-4	-0.4%
Monthly Total Loaded Outbound Rail Container Volume (Chicago, IL to Las Vegas/Reno, NV)	1132	-4	-0.4%
Monthly Outbound Rail Container Volume (Las Vegas/Reno, NV to Chicago, IL)	768	70	10%
Monthly Total Outbound Rail Volume 53' Containers (Loaded) (Las Vegas/Reno, NV to Chicago, IL)	729	87	13.6%
Monthly Total Loaded Outbound Rail Container Volume (Las Vegas/Reno, NV to Chicago, IL)	729	87	13.6%
Monthly Change Outbound Rail Containers (Loaded) (Savannah, GA to Las Vegas/Reno, NV)	700	0	0%
Monthly Change Outbound Rail Containers (Savannah, GA to Las Vegas/Reno, NV)	700	0	0%
Weekly Outbound Rail Container Volume (Chicago, IL to Las Vegas/Reno, NV)	323	57	21.4%
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Yearly Change in Empty Outbound Rail Containers (Las Vegas/Reno, NV to Los Angeles/Long Beach/San Bernardino, CA)	300	-9.09	-2.9%
Fortnight Change Outbound Rail Containers (Baltimore, MD to Las Vegas/Reno, NV)	300	250	500%
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Change

1%
1.4%
1.4%
1%
1.6%
1.6%
1%
1%
1.4%
2.5%
2.5%
1.9%
00%
00%

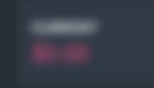
Today's Lane I

- Capacity L
- Origin Cap
- Destination
- VOTRI

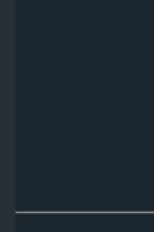
Prescriptive Ac

Load balance l
with upward pr

Scientific



Select a tick

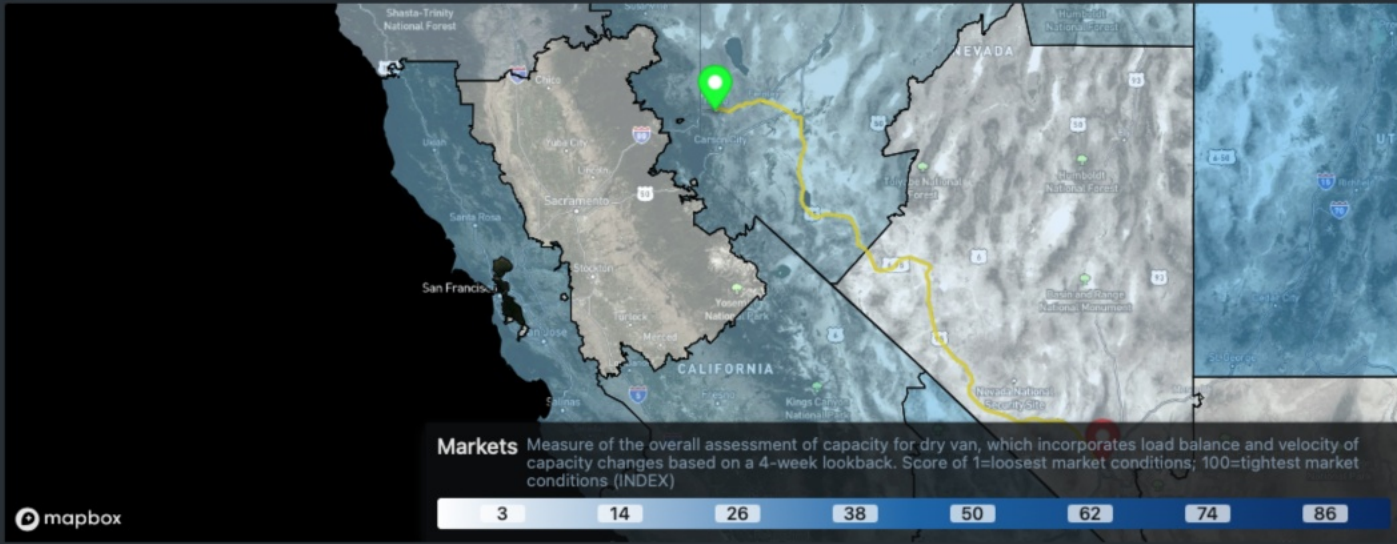


Today's Lane Insights

- Capacity Lane Score **42**
- Origin Capacity **No Change**
- Destination Capacity **Tightening**
- VOTRI **0% / WoW 0%**

Prescriptive Action

Load balance neutral. Capacity tightening with upward pressure on spot rates



Scientific

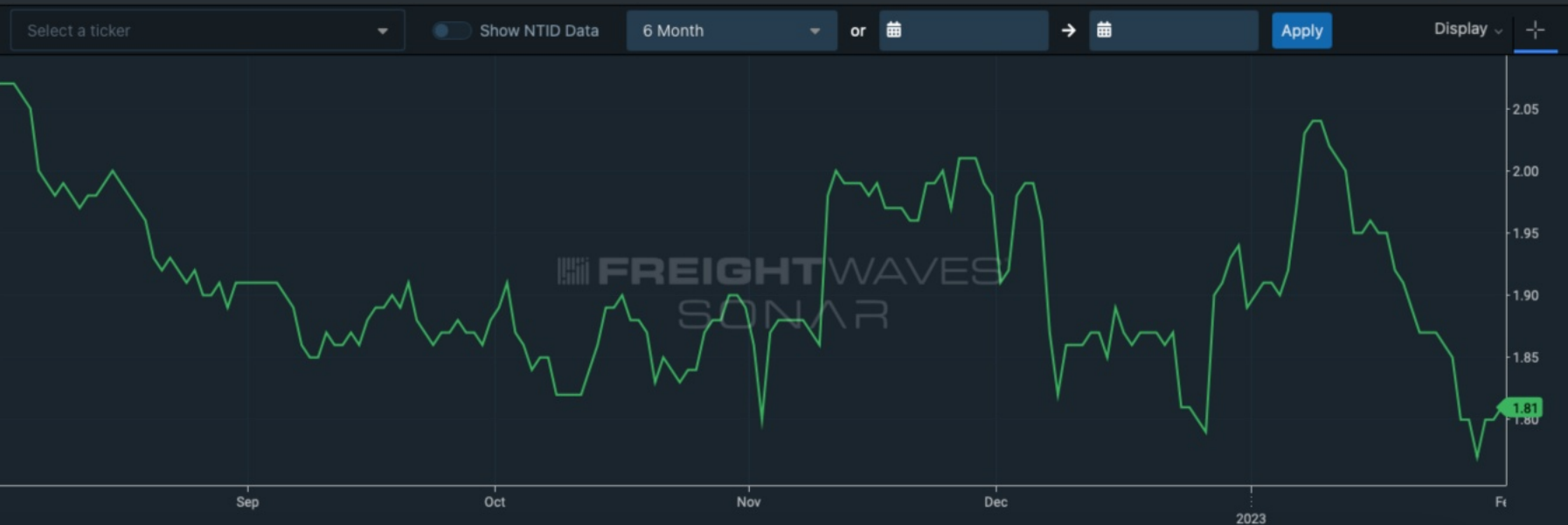
TRAC Spot

CURRENT **\$1.81** High \$1.89 Low \$1.72

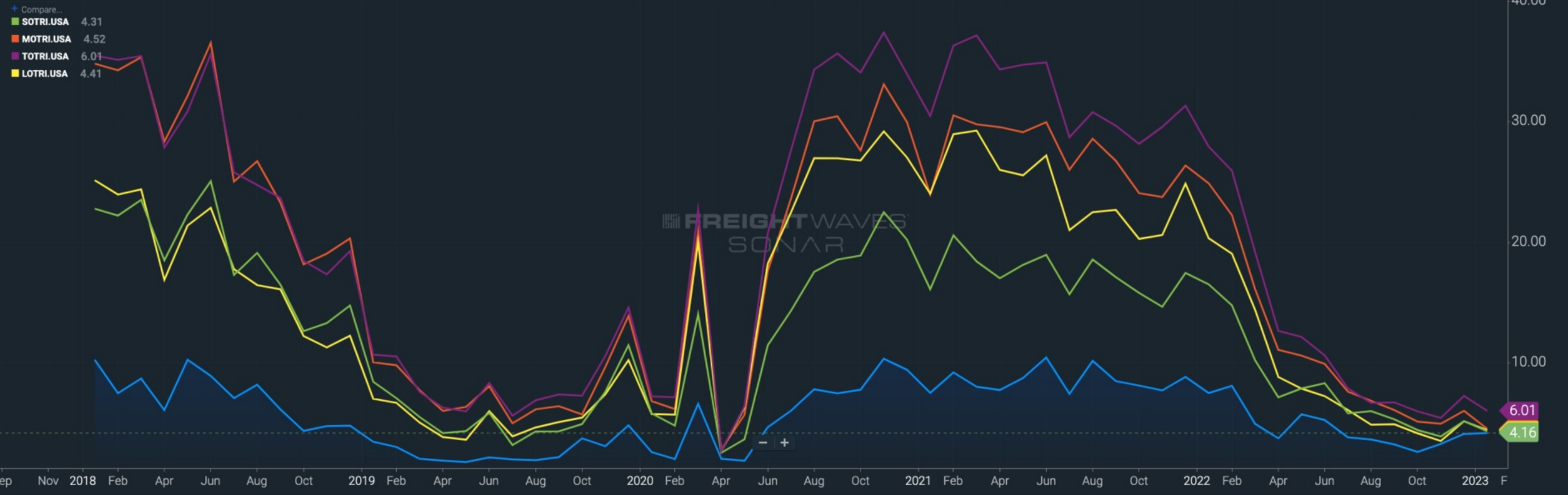
Confidence Score **4** of 5

Contract

Expand Chart



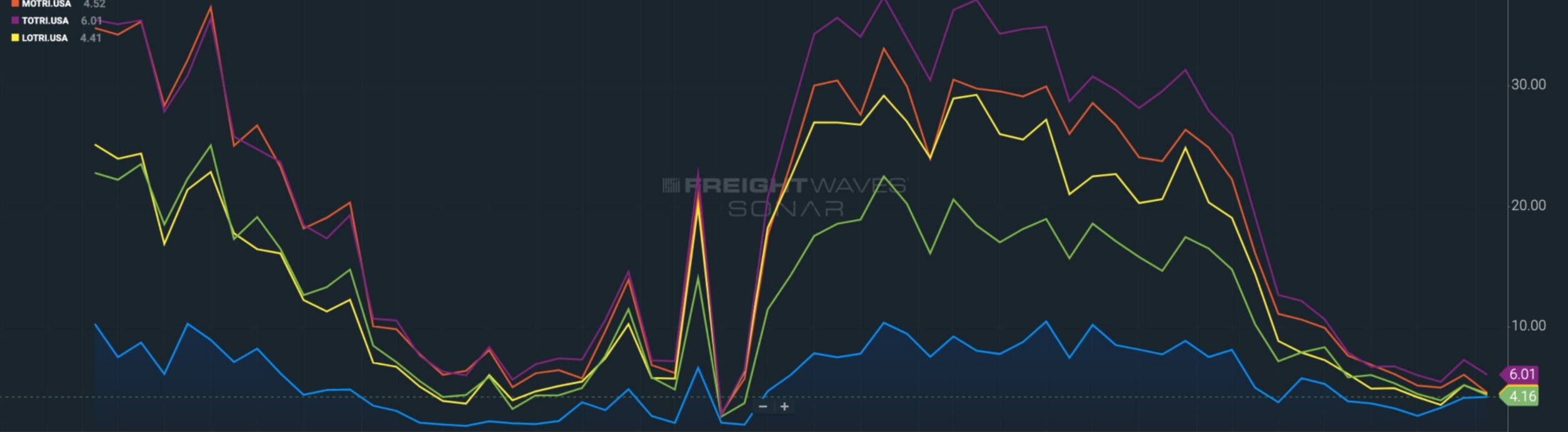
Local Outbound Tender Rejection Index, (United States of America) 4.16 +0.07 (1.71%)



Local Outbound Tender Rejection Index, (United States of America) 4.16 +0.07 (1.71%)

- SOTRI.USA 4.31
- MOTRI.USA 4.52
- TOTRI.USA 6.01
- LOTRI.USA 4.41

ELD Mandate



Tender Rejection Index, (Units

ELD Mandate



Tender Rejection Index, (Units

ELD Mandate



Tender Rejection Index, (Units

ELD Mandate



Freight Recession



Freight Recession



Freight Recession



COVID-19

Panic Buying



FREIGHT

COVID-19

Panic Buying



FREIGHT

COVID-19

Panic Buying



FREIGHT

A line graph on a dark blue background with a light blue grid. Two lines are plotted: a purple line and an orange line. The purple line starts at a high point on the left, drops to a low point, rises to a peak, and then fluctuates. The orange line starts at a low point, rises to a peak, and then drops. The text 'Consumer Demand' is centered in white.

Consumer Demand

A line graph is displayed on a dark blue background with a light blue grid. The graph features two lines: a purple line and an orange line. The purple line starts at a high point on the left, descends to a low point, rises to a peak, and then fluctuates with a general downward trend. The orange line starts at a low point, rises to a peak, and then descends. The text 'Consumer Demand' is centered in white, with the purple line passing through the letter 's' and the orange line passing through the letter 'e' in 'Demand'.

Consumer Demand

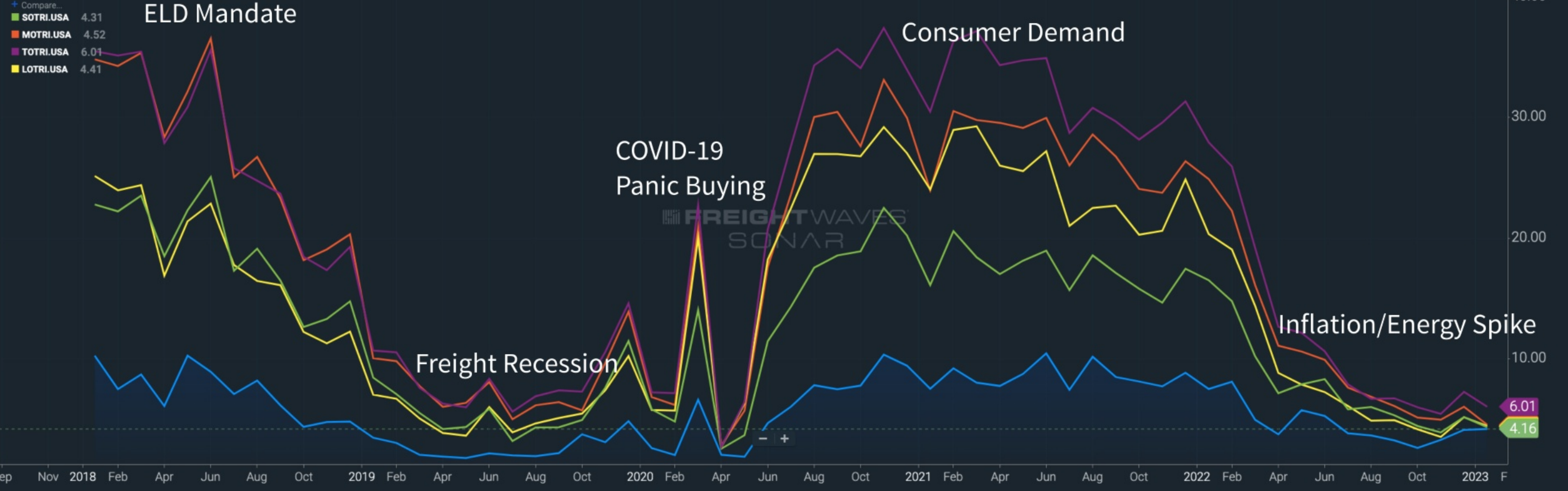
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Consumer Demand

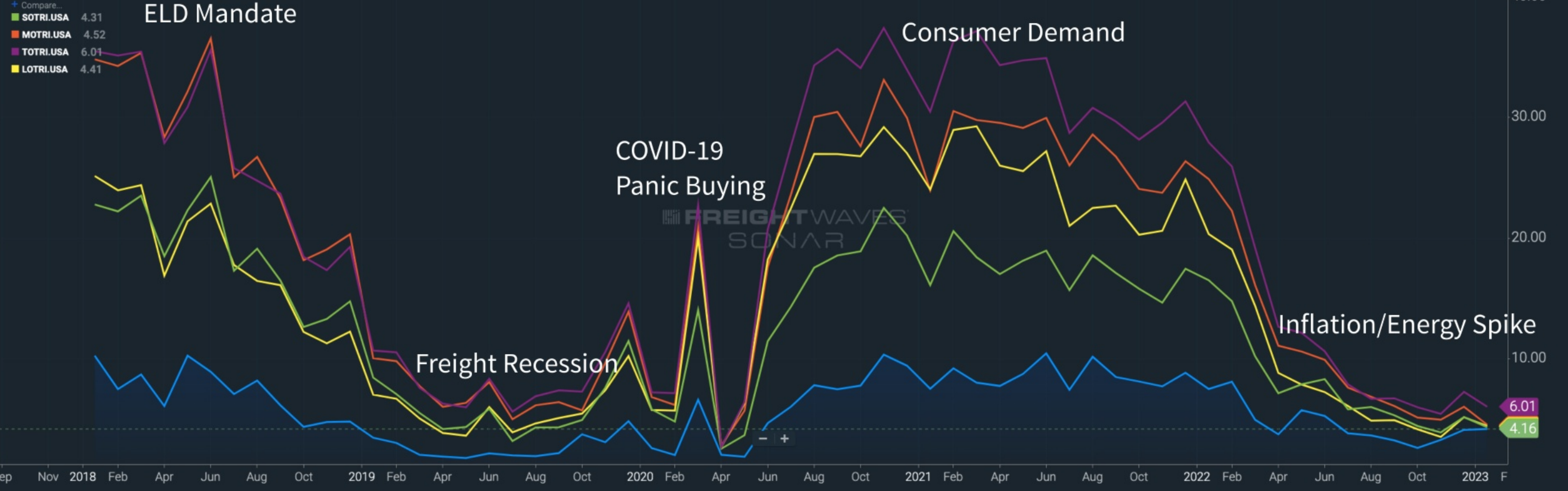
Inflation/Energy Spike



Local Outbound Tender Rejection Index, (United States of America) 4.16
 +0.07 (1.71%)

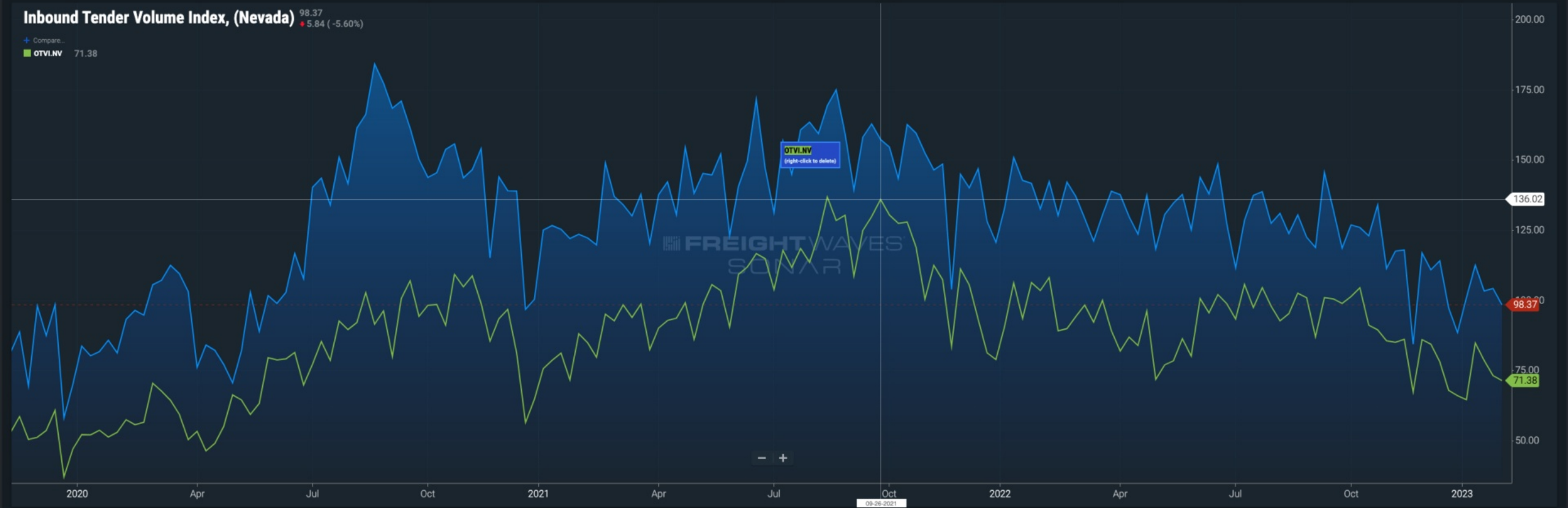


Local Outbound Tender Rejection Index, (United States of America) 4.16 +0.07 (1.71%)



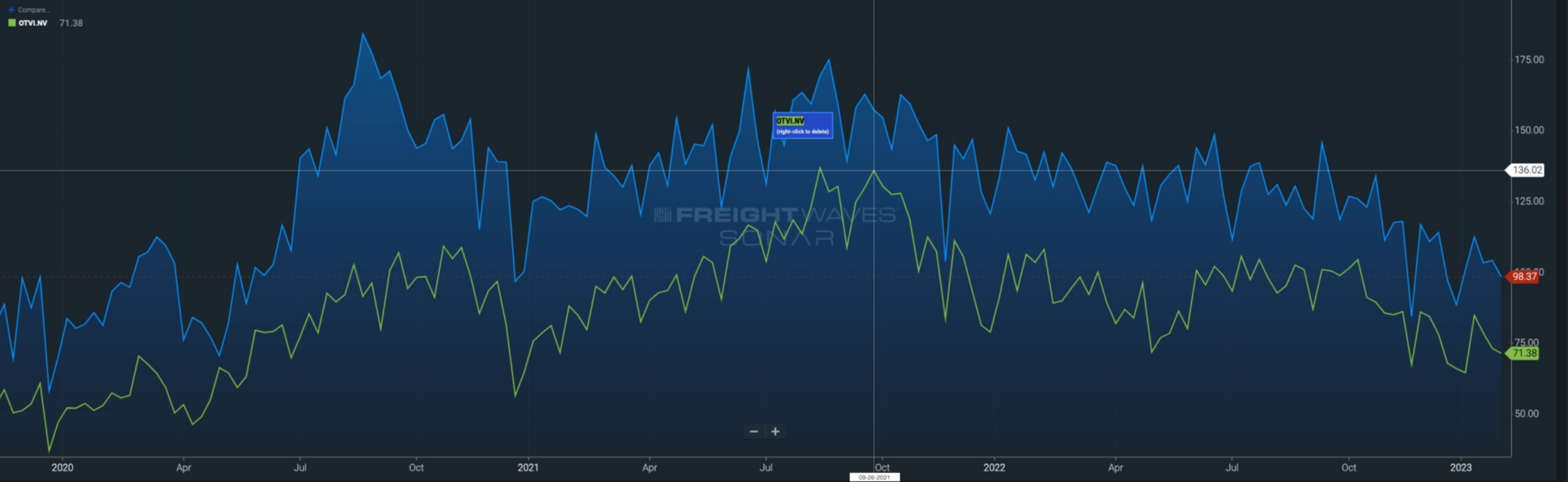
Inbound Tender Volume Index, (Nevada) 98.37 -5.84 (-5.60%)

+ Compare...
■ OTVI.NV 71.38



[View Symbol Information](#)

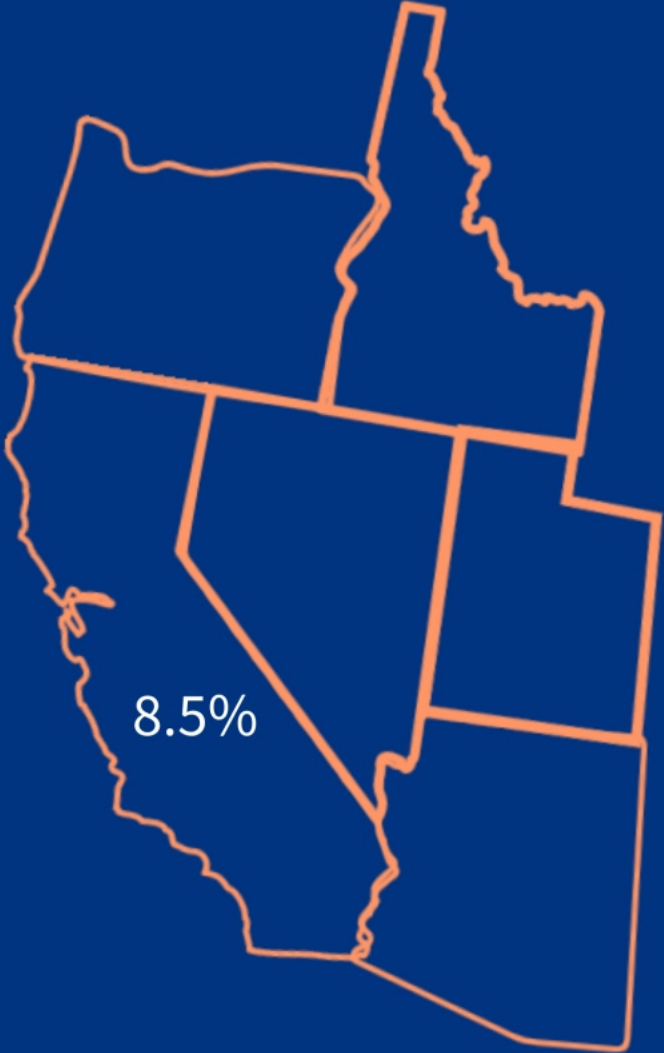
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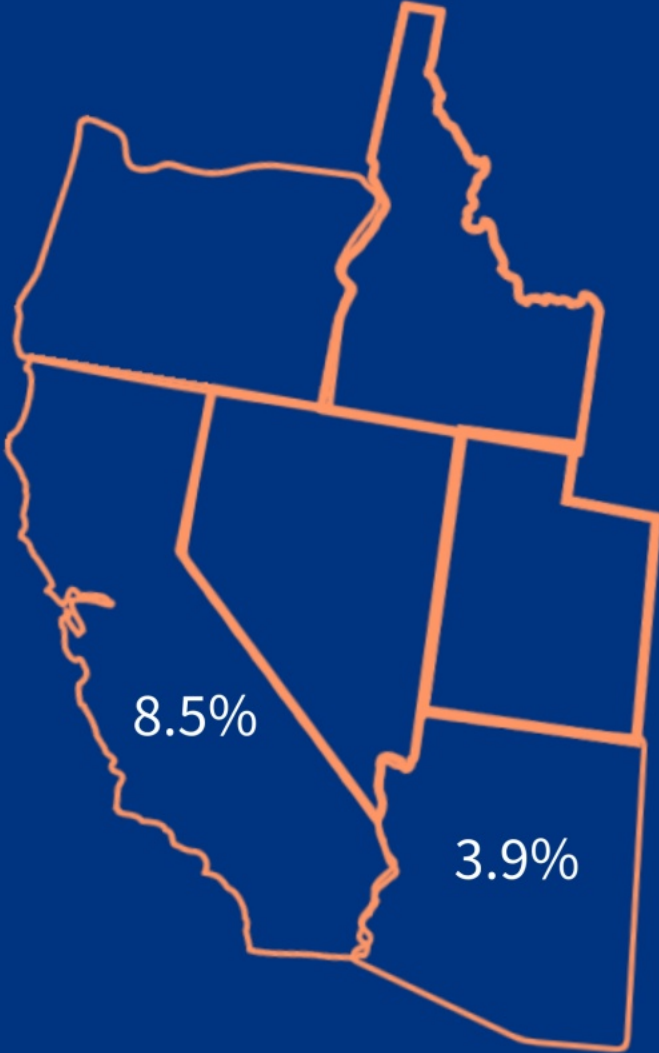
Inbound Freight Market Share



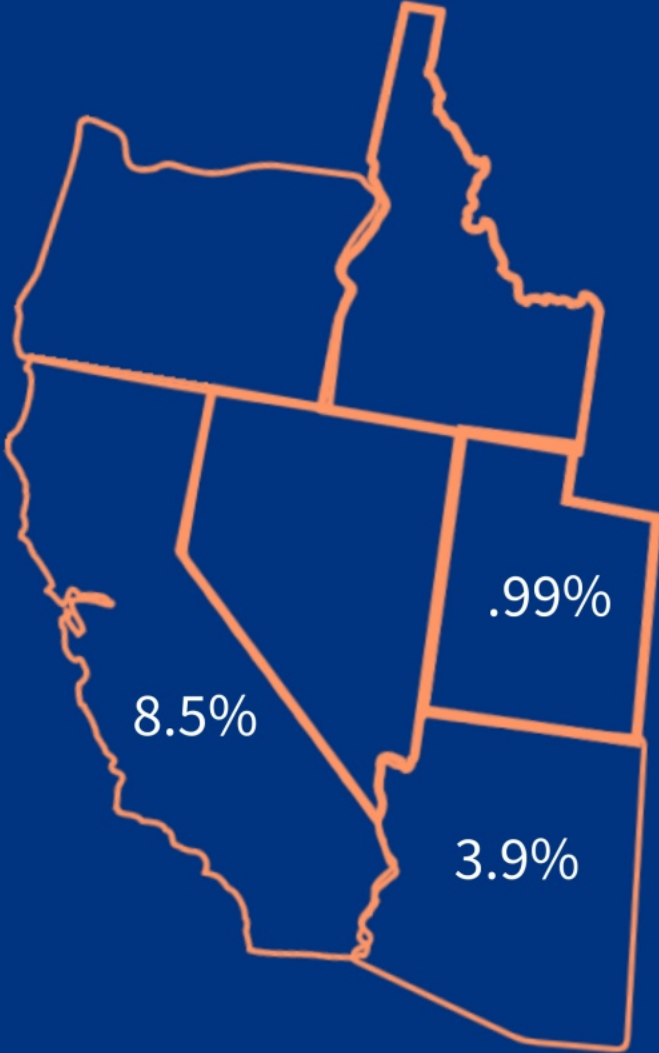
Inbound Freight Market Share



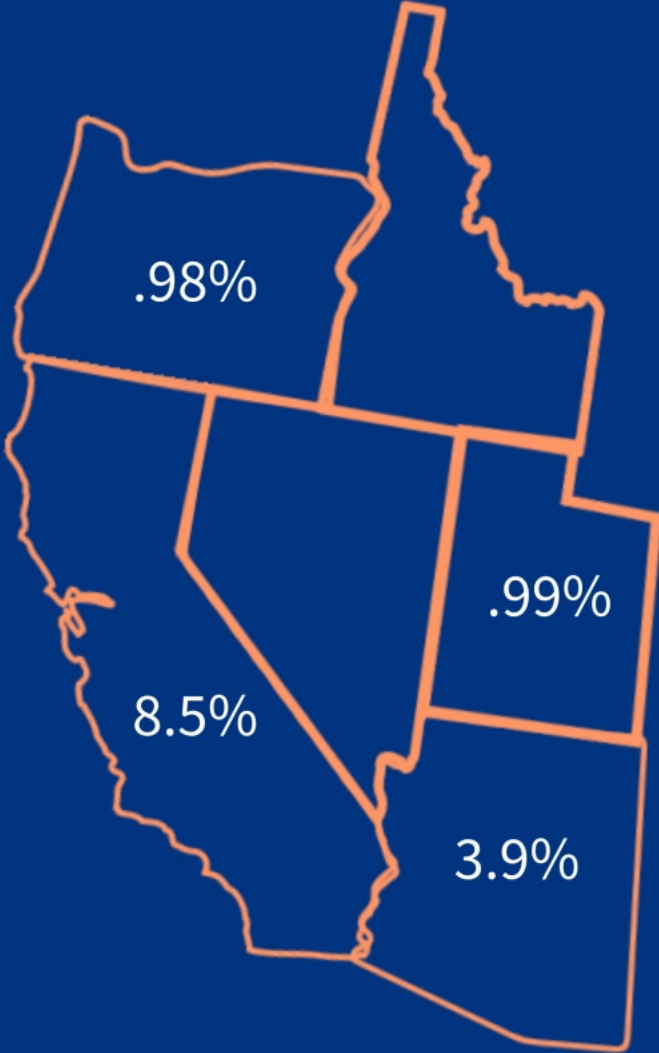
Inbound Freight Market Share



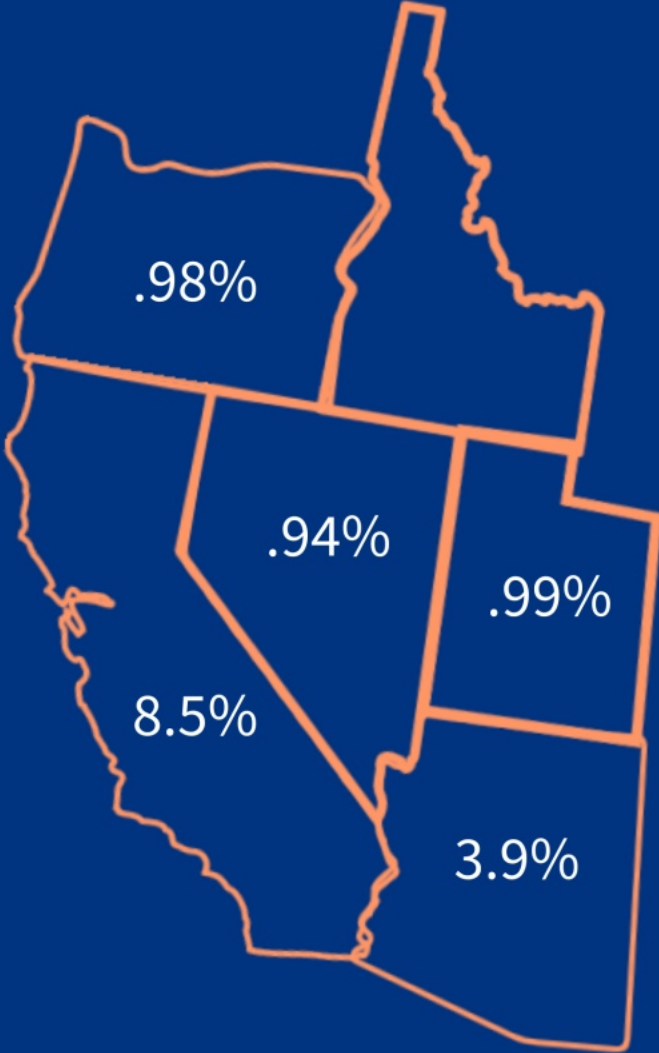
Inbound Freight Market Share



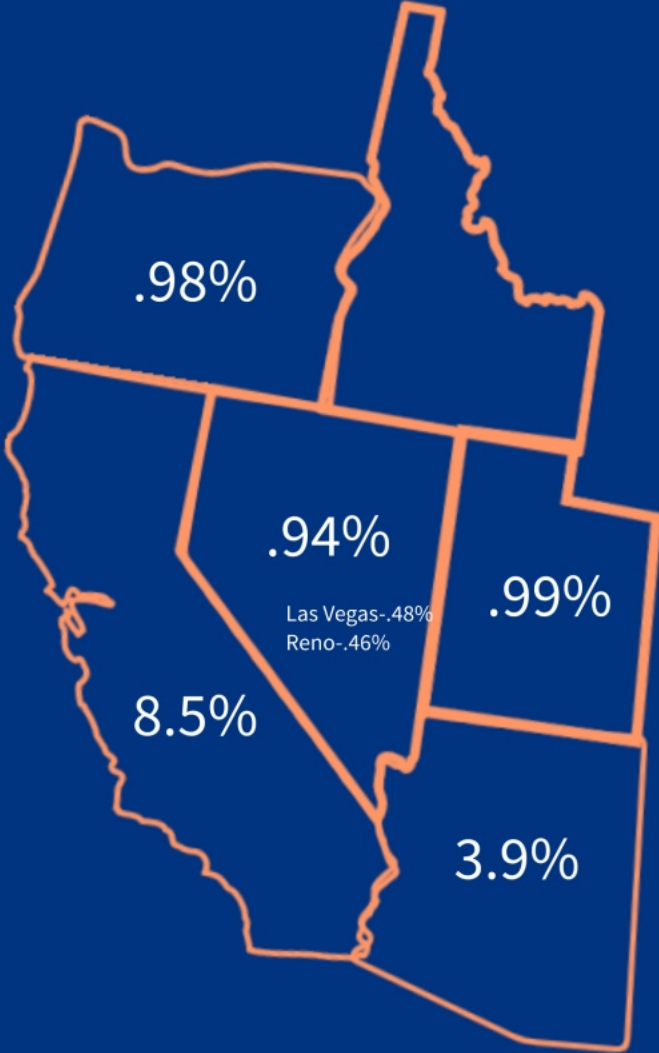
Inbound Freight Market Share



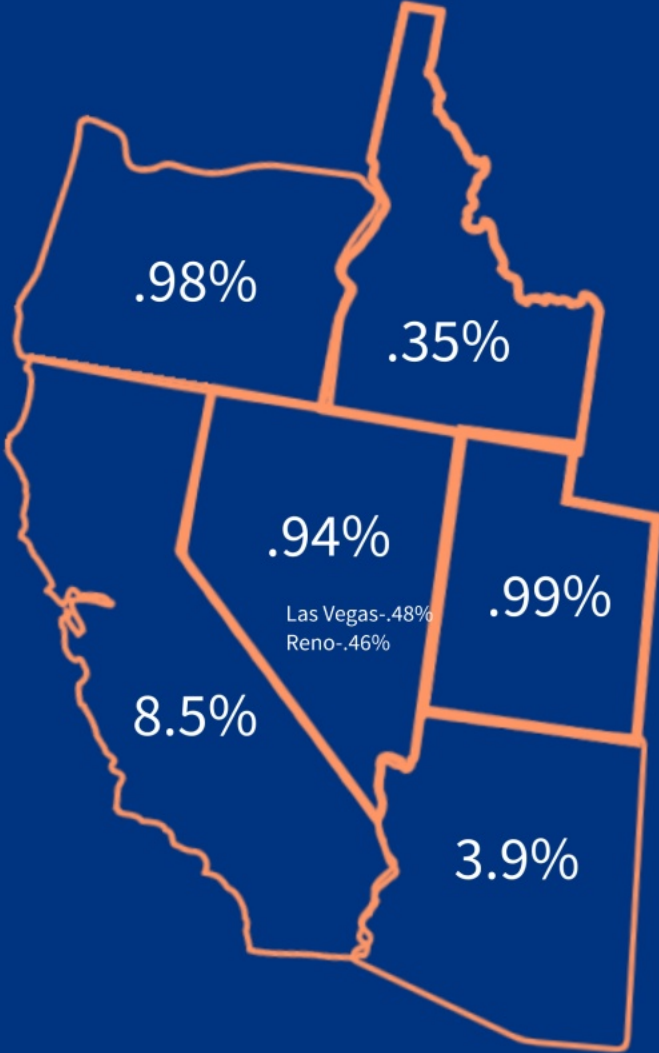
Inbound Freight Market Share



Inbound Freight Market Share



Inbound Freight Market Share



Las Vegas-.48%

Reno-.46%

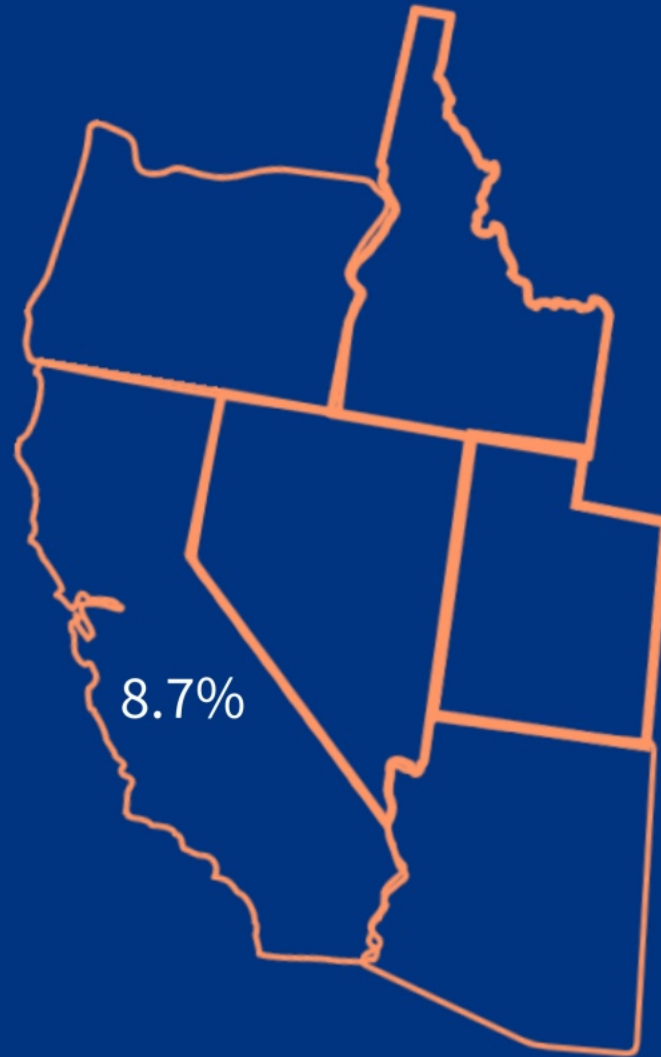
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Reno-.46%

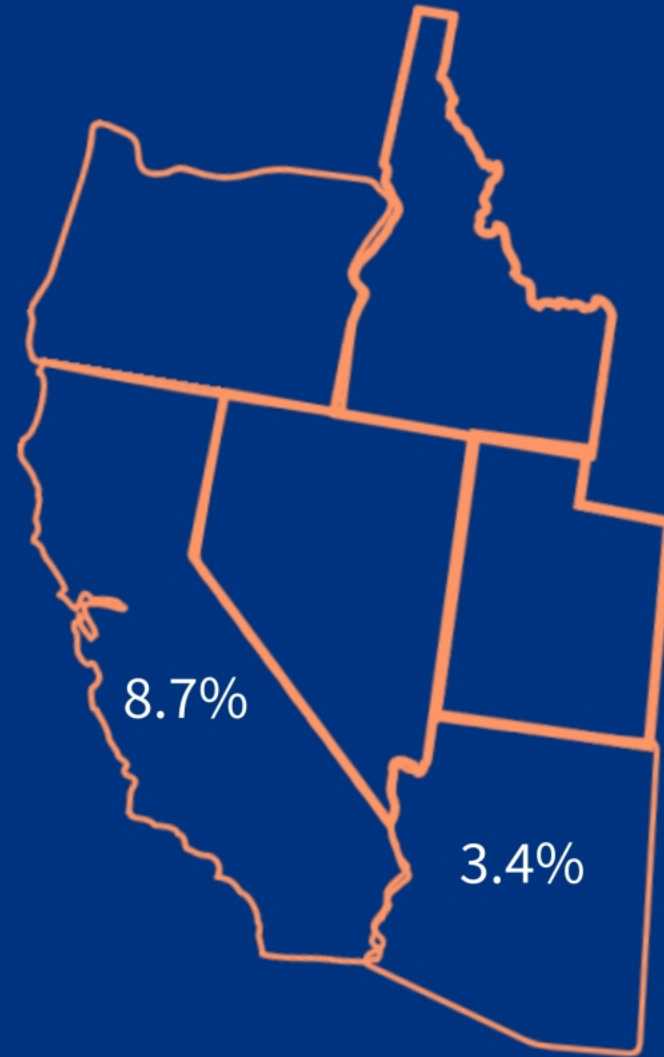
Outbound Freight Market Share



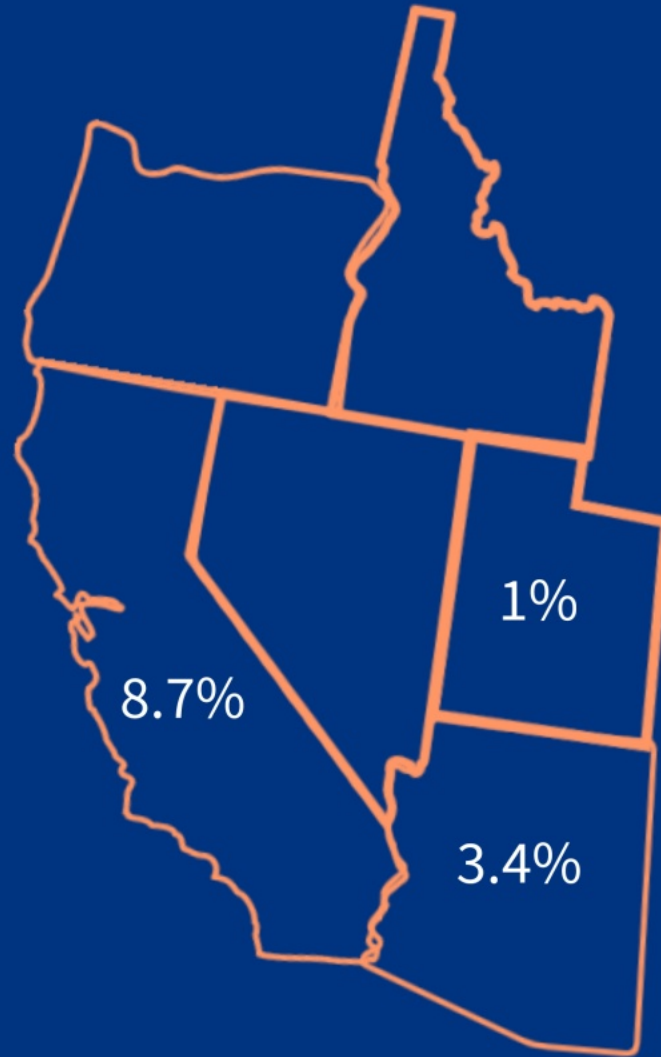
Outbound Freight Market Share



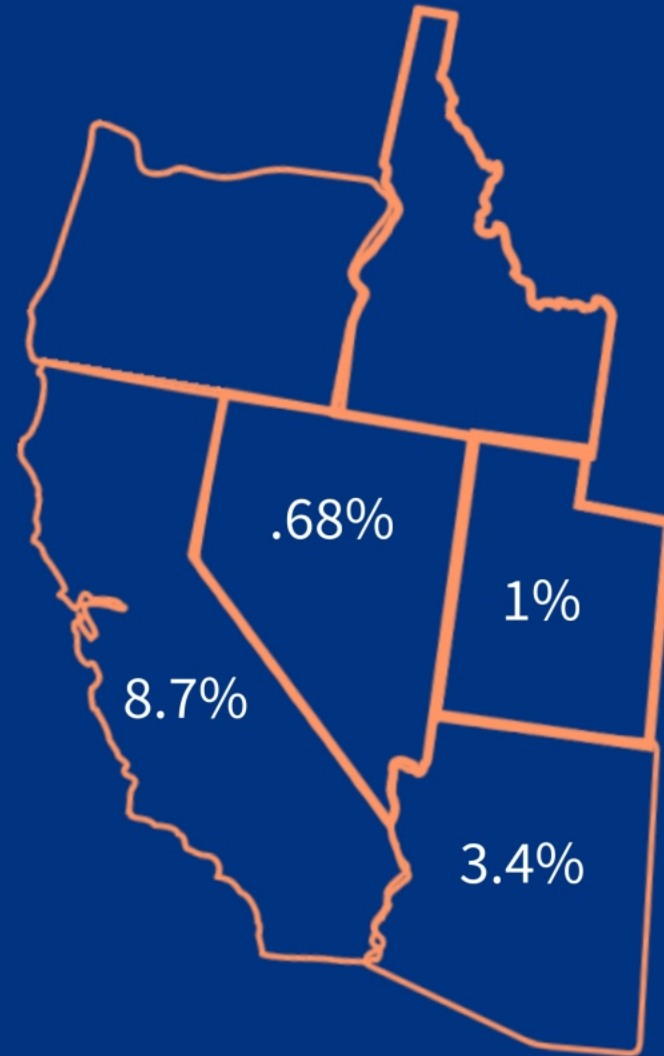
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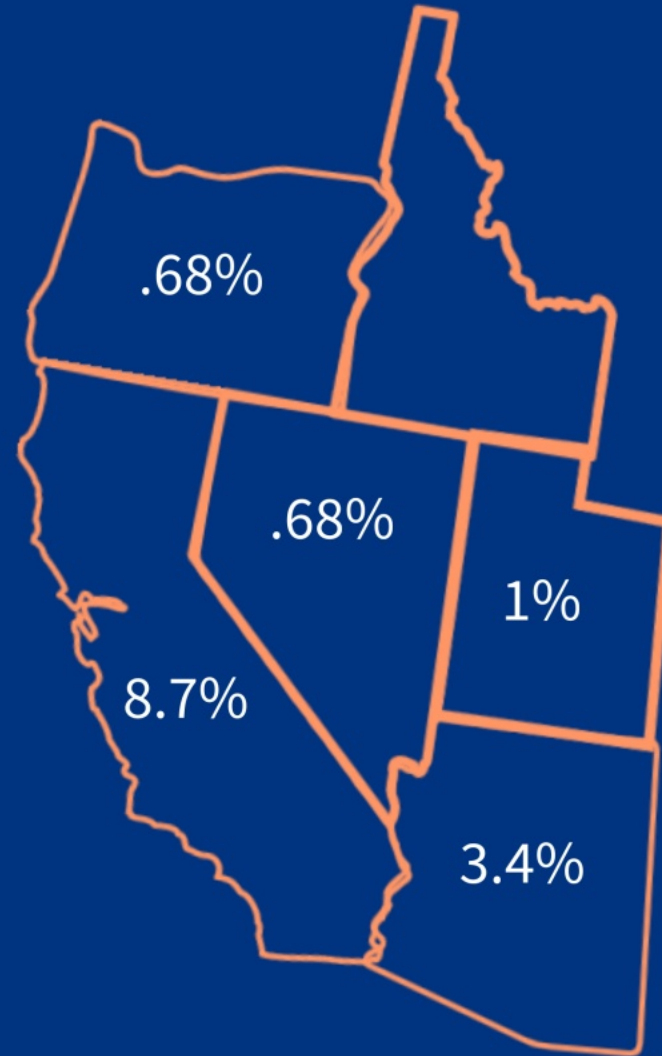
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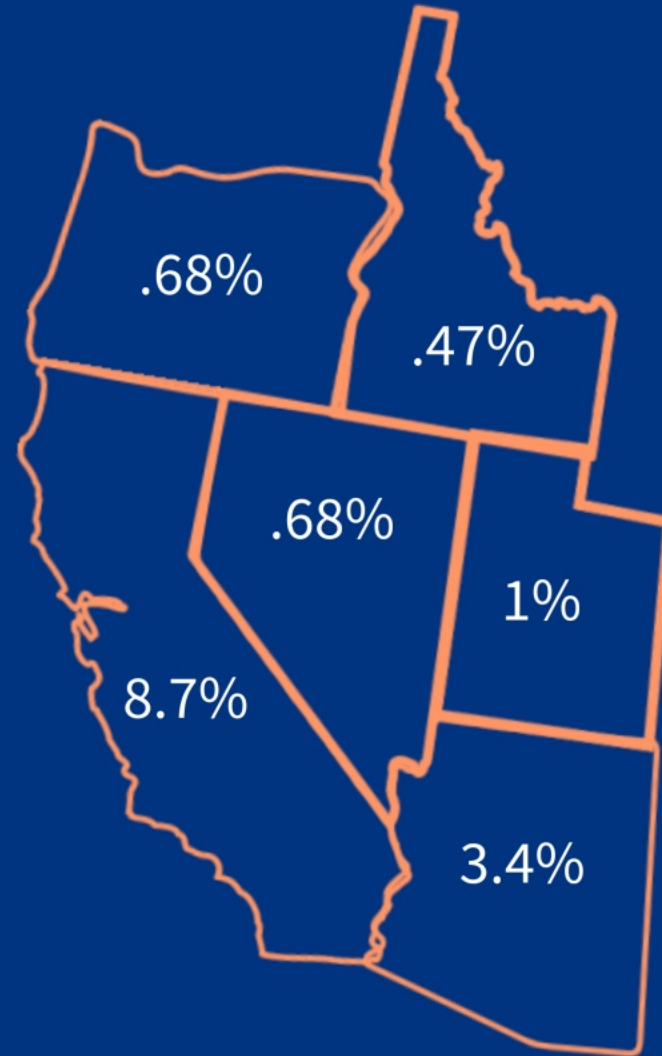
Outbound Freight Market Share



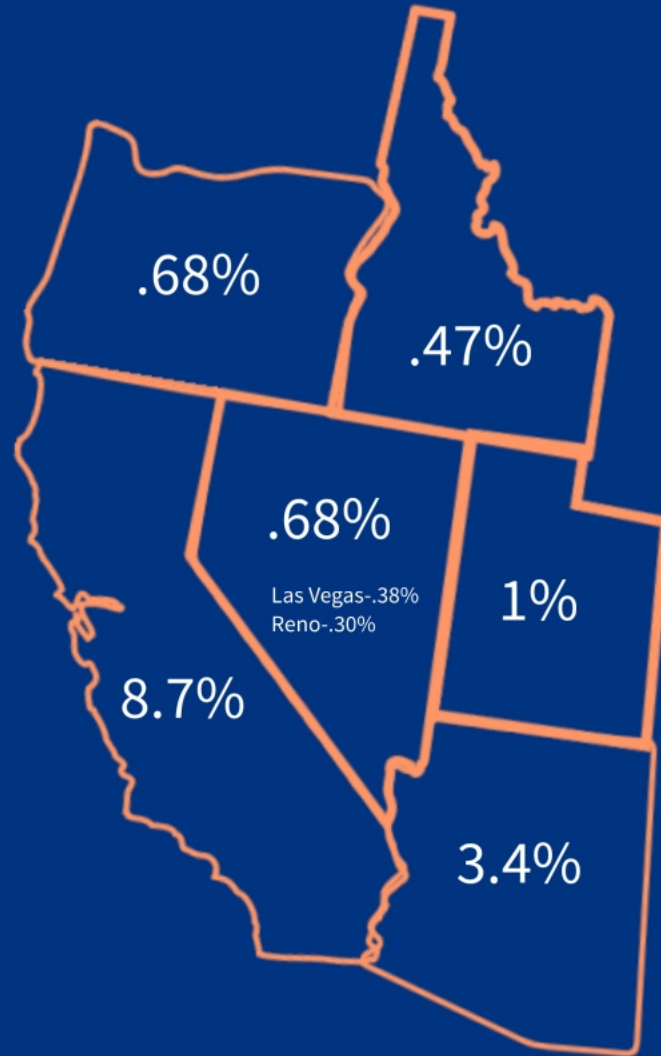
Outbound Freight Market Share



Outbound Freight Market Share



Outbound Freight Market Share



Las Vegas-.38%

Reno-.30%



Nevada Top Industry Issues

10. Driver Training Standards

9. Lawsuit Abuse Reform

8. CSA

7. Diesel Technician Shortage

6. Zero-Emission Trucks

5. Driver Retention

4. Insurance Cost / Availability

3. Economy

2. Driver Shortage

1. Fuel Prices

Economy

Driver Shortage

Fuel Prices

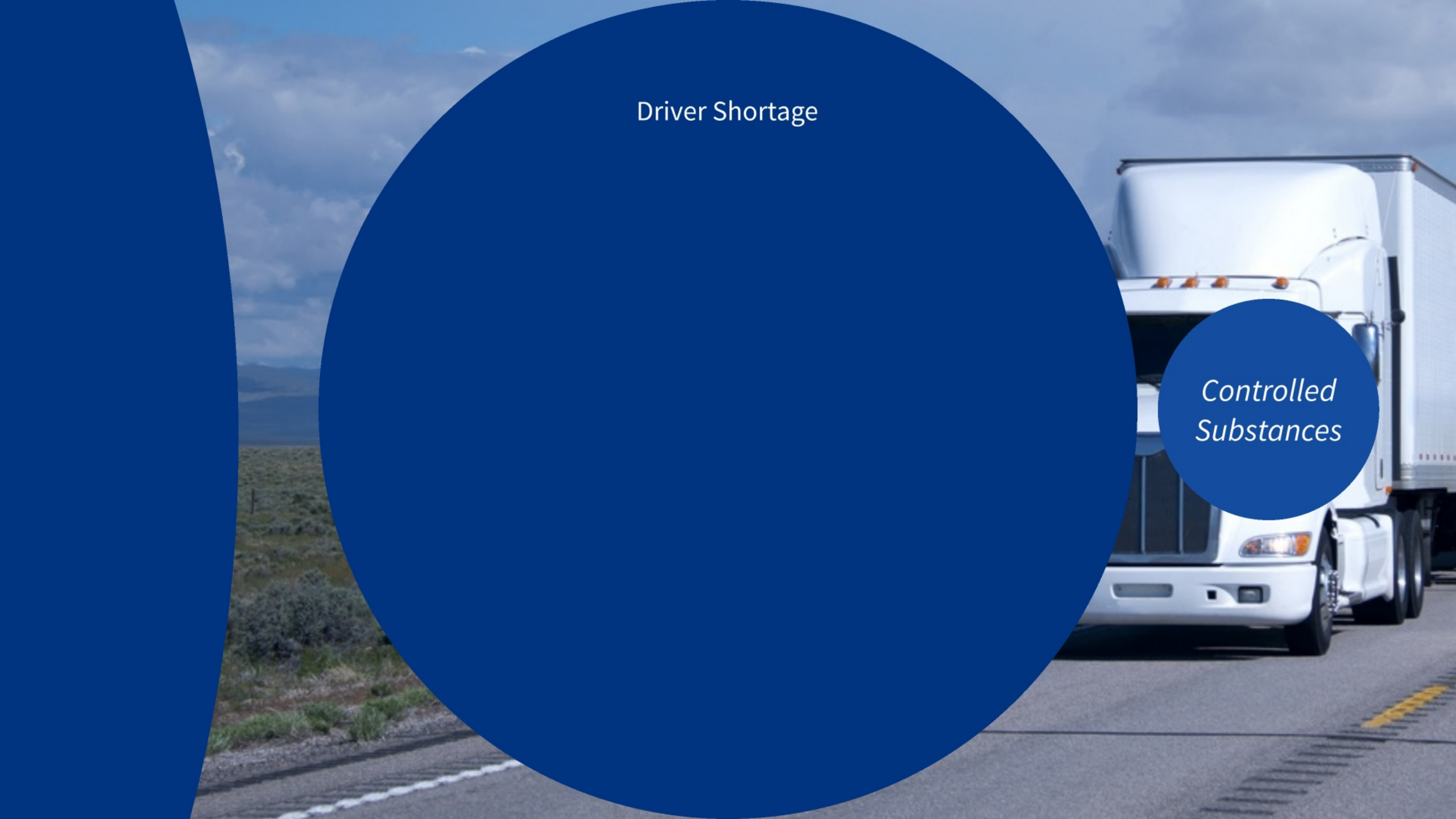




*Controlled
Substances*

Driver Shortage

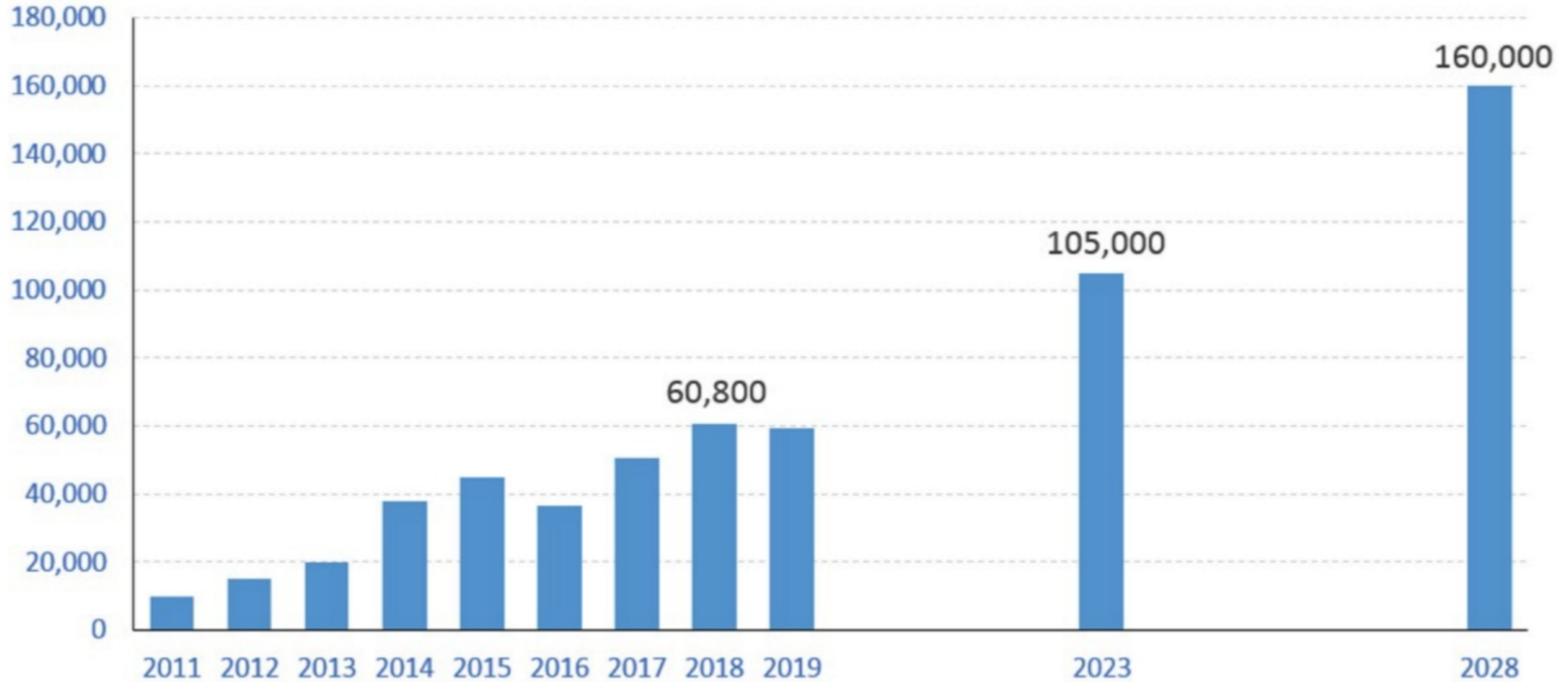
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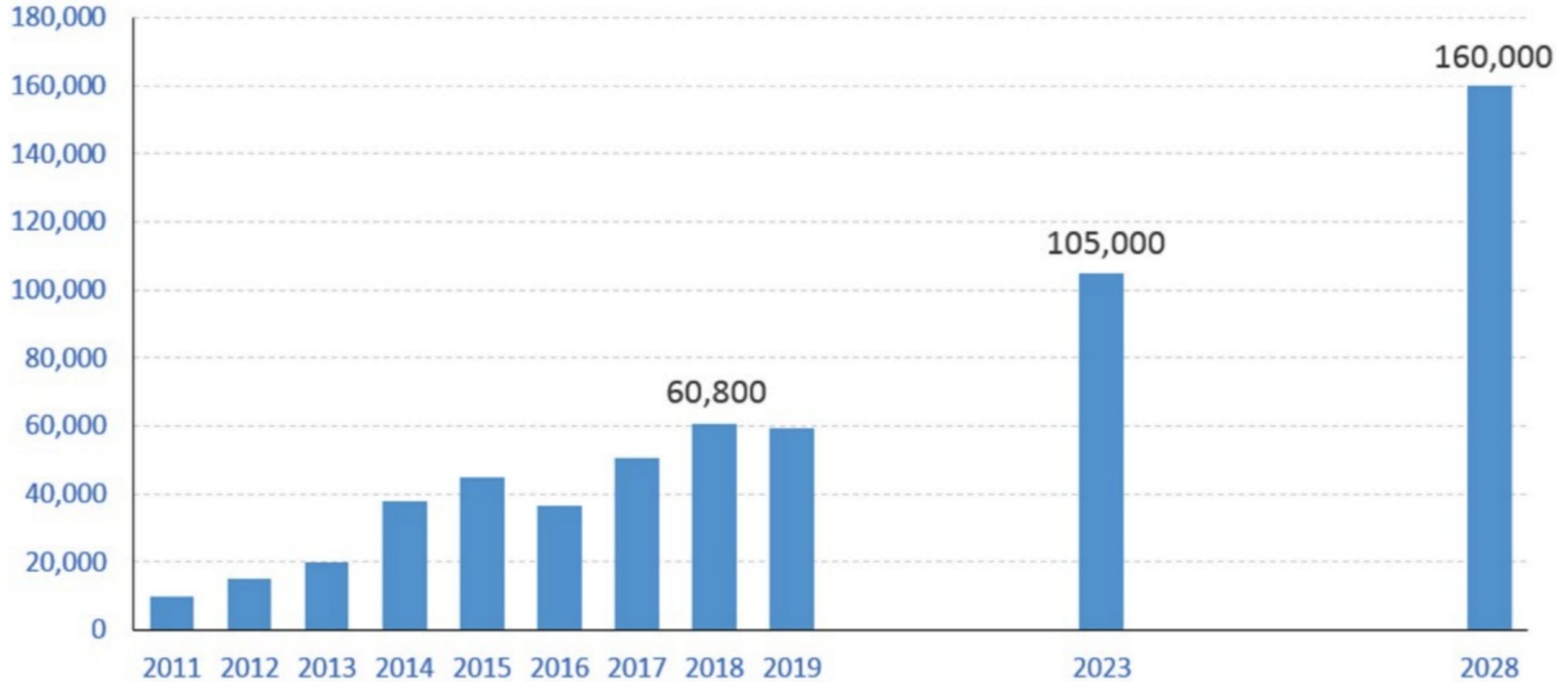
Driver Shortage



Source: ATA's *Truck Driver Shortage Analysis 2018*

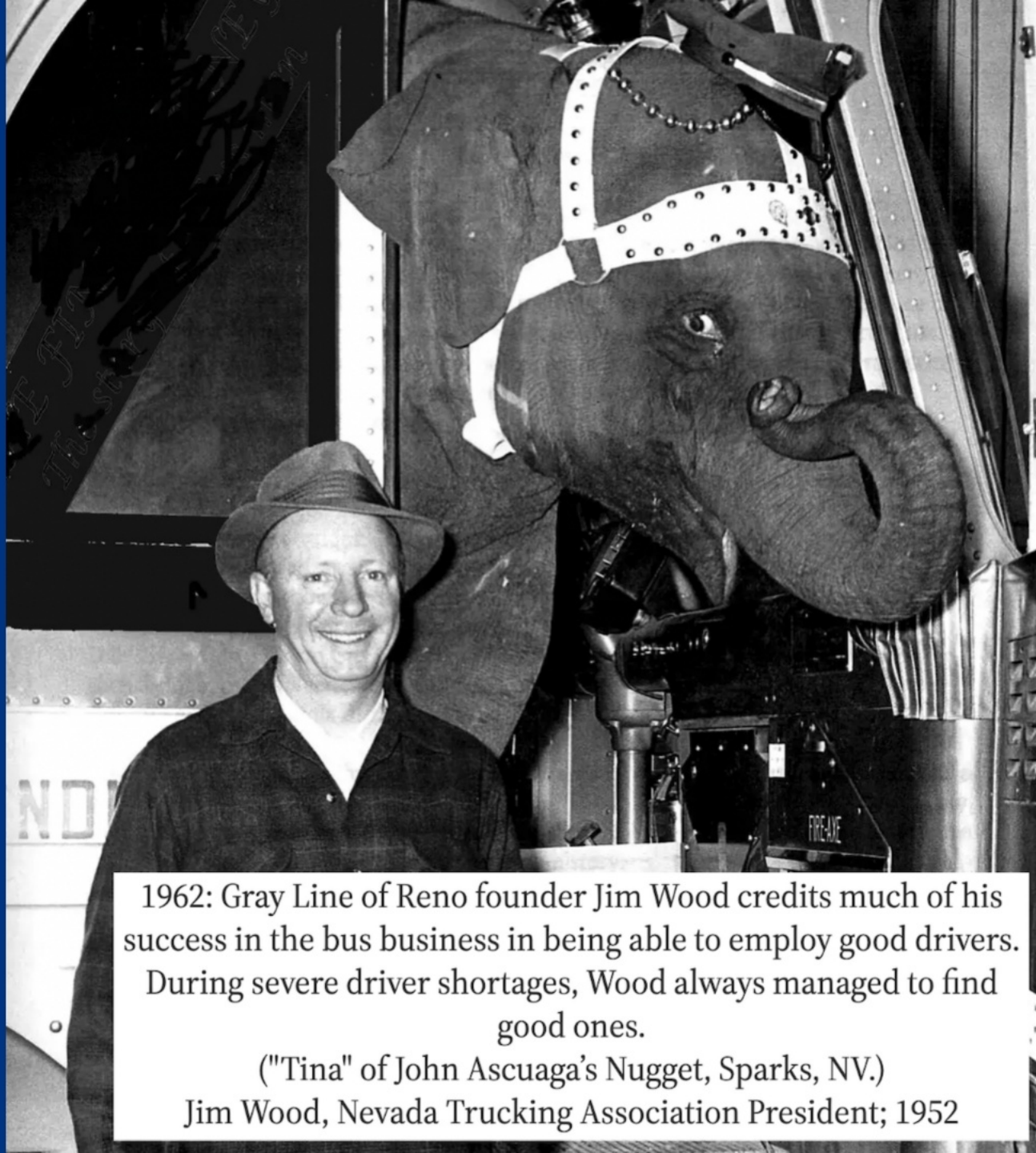
<https://www.trucking.org/article/ATA-Releases-Updated-Driver-Shortage-Report-and-Forecast>

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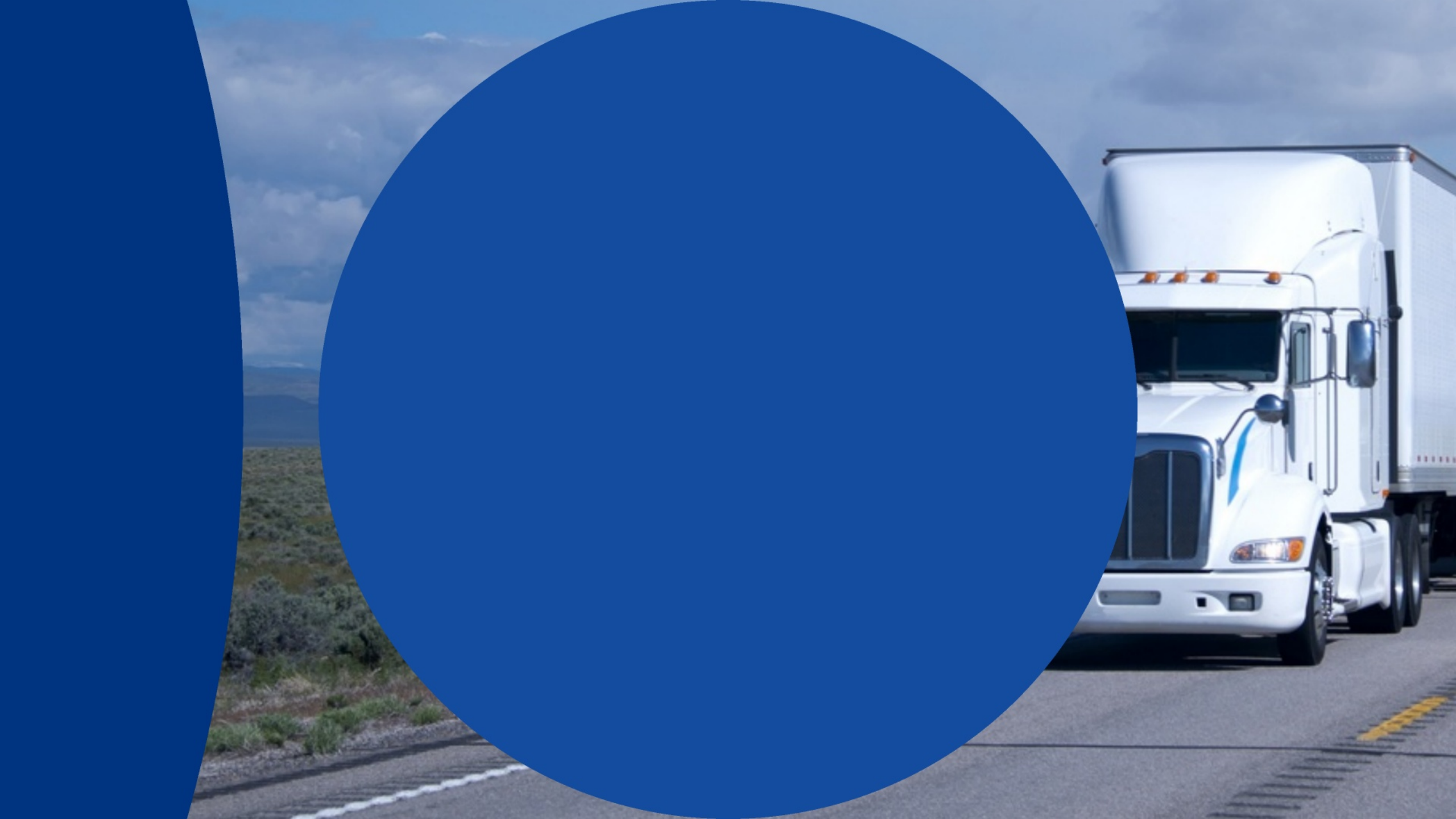
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FMCSA

Federal Motor Carrier Safety Administration

**DRUG & ALCOHOL
CLEARINGHOUSE**





FMCSA

Federal Motor Carrier Safety Administration

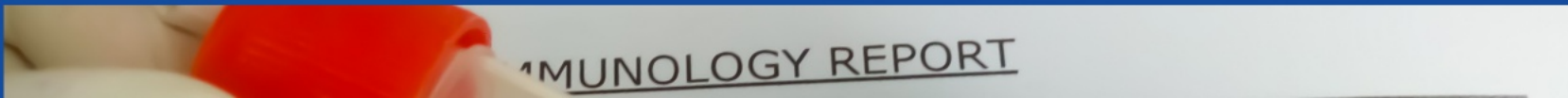
**DRUG & ALCOHOL
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FMCSA

Federal Motor Carrier Safety Administration

DRUG & ALCOHOL CLEARINGHOUSE



IMMUNOLOGY REPORT

Age and Sex

0 month(s) 0 day(s) MALE

Admission No

Receive date

May 30 2021 8:52PM

Drug - Test

Comment

Reading

Test

Result

Normal Range

Amphetamine
Benzodiazepine
Cannabinoids
Opiates

206.00 ng/ml
<5.00 ng/ml
<5.00 ng/ml
<5.00 ng/ml

>1000 ng/ml = Positive
>200 ng/ml = Positive
>50 ng/ml = Positive
>300 ng/ml = Positive

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Positive drug tests account for **82%** of the total violations reported.

reading

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reading

SUBSTANCES IDENTIFIED IN POSITIVE DRUG TESTS

Substance	2020	2021	2022	# Tests Identified*
Marijuana Metabolite (Δ 9-THCA)	29,511	31,085	40,916	101,512
Cocaine Metabolite (BZE)	7,940	8,765	10,953	27,658
Methamphetamine (MET/MAMP)	5,187	5,082	5,569	15,838
Amphetamine (AMP)	4,953	4,904	5,349	15,206
Oxymorphone (OXYM)	1,372	1,276	1,398	4,046
Oxycodone (OXYC)	1,106	1,049	1,130	3,285
Hydrocodone (HYC)	1,082	1,048	1,042	3,172
Hydromorphone (HYM)	1,000	930	965	2,895
Morphine (MOP)	443	353	445	1,241
Codeine (COD)	386	329	444	1,159
6-Acetylmorphine (6-AM)	302	191	177	670
Phencyclidine (PCP)	137	118	138	393
Ecstasy (MDMA)	65	60	68	193
Methylenedioxyamphetamine (MDA)	30	33	45	108
All substances	53,514	55,223	68,639	177,376

(Reported through December 2022, as of January 4, 2023)

**Total since January 6, 2020*

Note: More than one substance can appear in a positive drug test

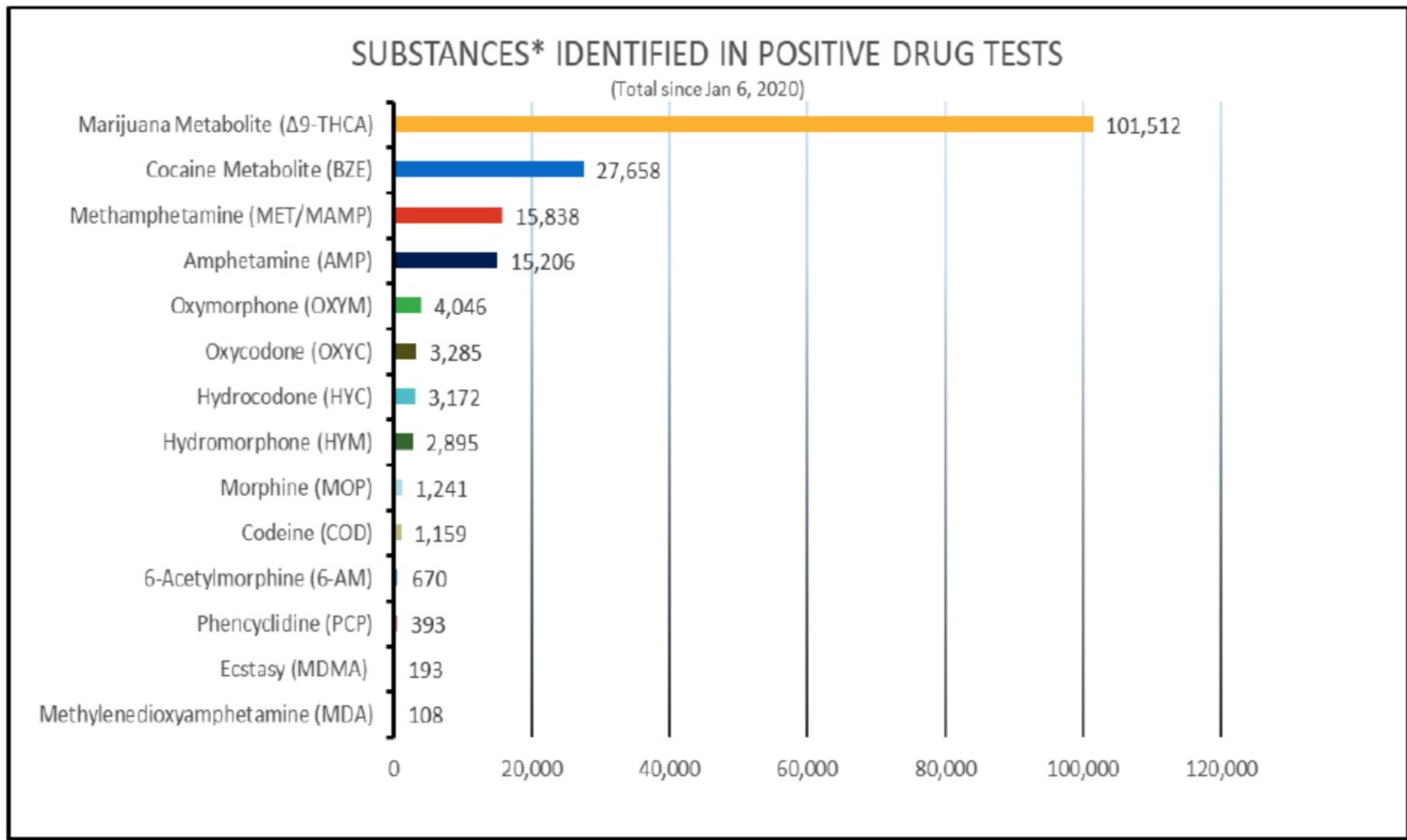
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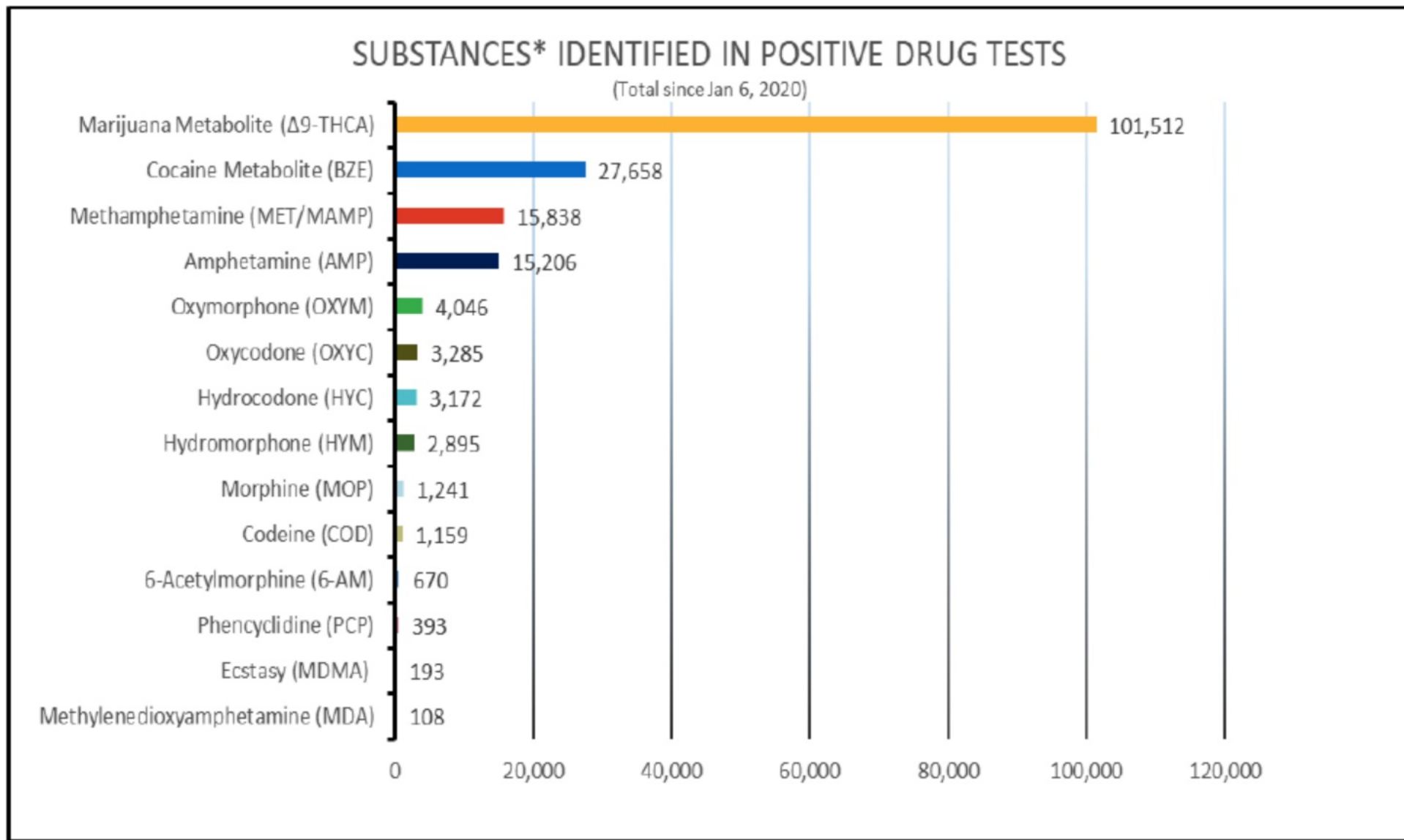
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Positive drug tests reported through December 2022, as of January 4, 2023.



Positive drug tests reported through December 2022, as of January 4, 2023.

CDL/CLP Holders in the Return-to-Duty (RTD) Process

as of January, 2023

RTD STATUS	# DRIVERS
All Drivers (with at least 1 violation)	166,296
CDL/CLP holders in Prohibited Status	120,345
RTD Process Not Started	91,523
Substance Abuse Professional (SAP) Request Sent	1,086
SAP Designation Confirmed	3,368
SAP Request Declined	739
Initial SAP Assessment Complete	5,498
Determined Eligible for RTD Testing	18,131
CDL/CLP Holders in Not-Prohibited Status*	45,951
RTD Test with Negative Results	38,424
Follow-Up Testing Plan Complete	7,527

* A driver is no longer prohibited from performing safety-sensitive functions once they have a negative RTD test result.

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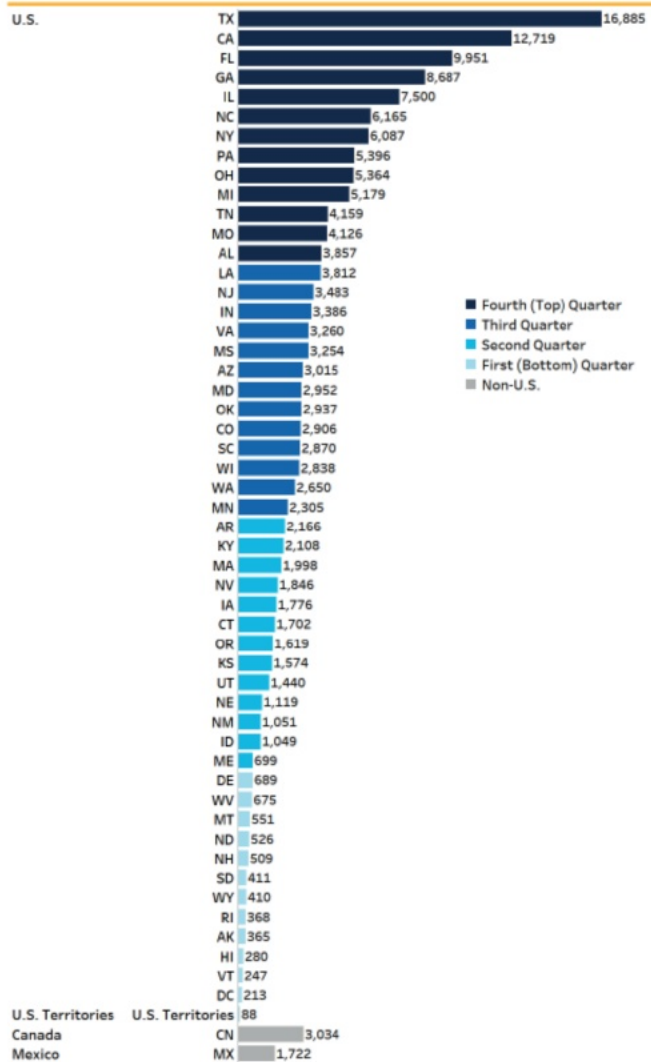
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INFORMATION BY LOCATION

The following tables provide breakdowns of violations based on the jurisdiction that issued the driver's CDL/CLP and the number of registered employers by their domicile.

Violations Reported, by Location of CDL/CLP Issuance

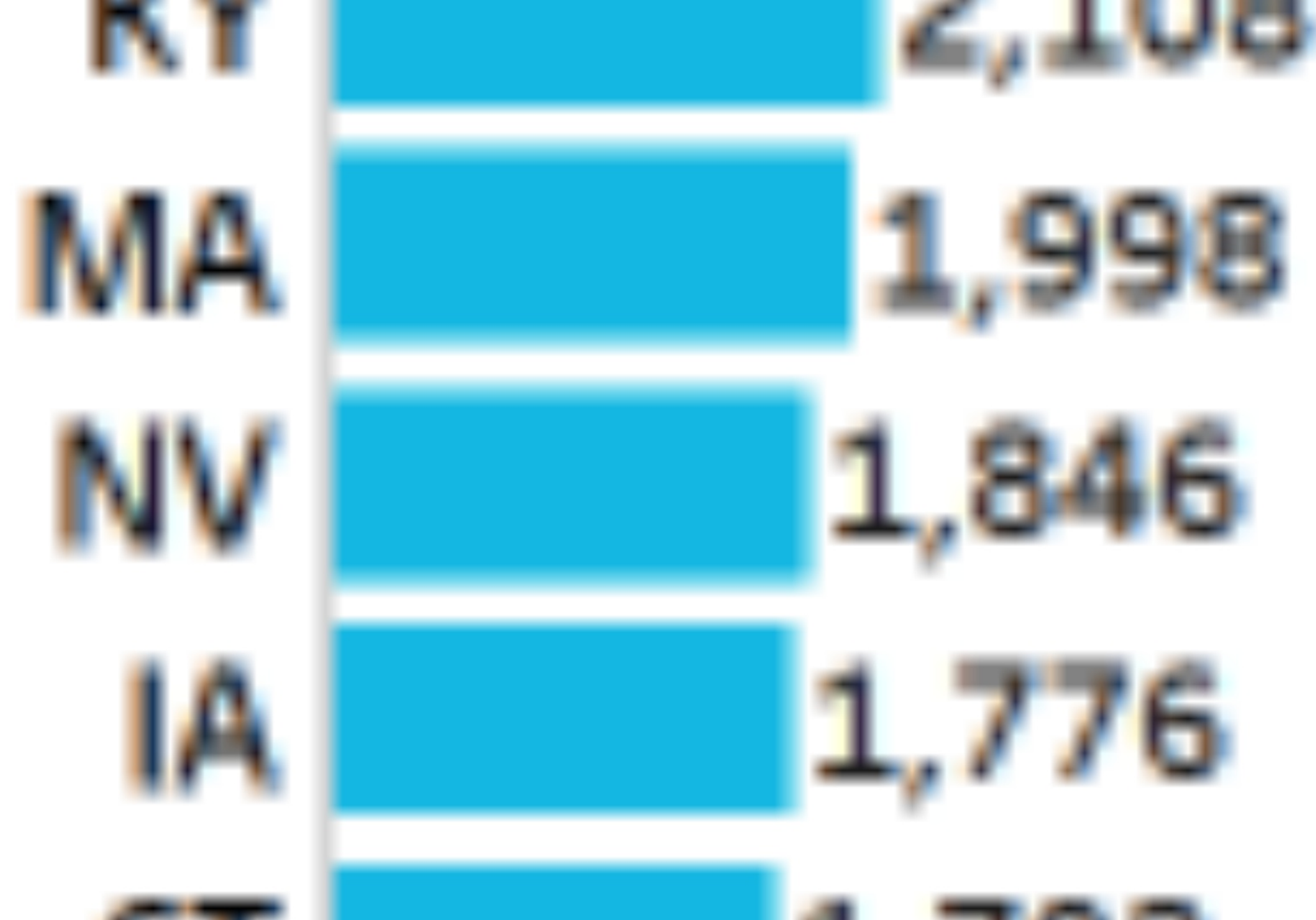


Violations (by location) reported or modified through December 2022, as of January 4, 2023.

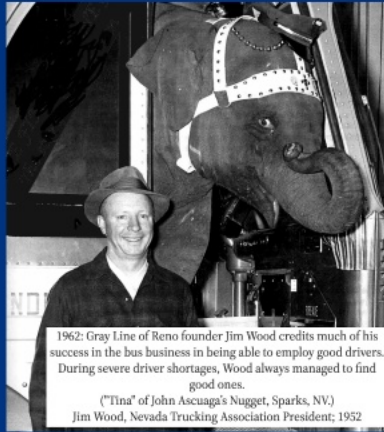
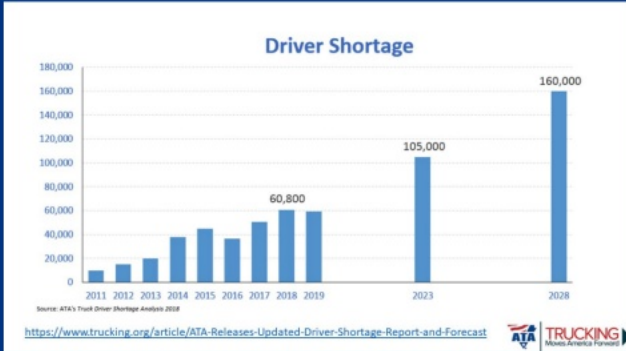
Violations (RTD) Process

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Driver Shortage



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*Controlled
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Nevada Top Industry Issues

10. Driver Training Standards

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Economy

Driver Shortage

Fuel Prices



Fuel Prices



Fuel Prices



DTS.RNO

Enter Symbol

Views Display Studies Events +

Diesel Truck Stop Actual Price Per Gallon, (Reno, NV) 5.343 +0.002 (-0.04%)

- + Compare...
- DTS.LAS 4.752
- DTS.USA 4.713

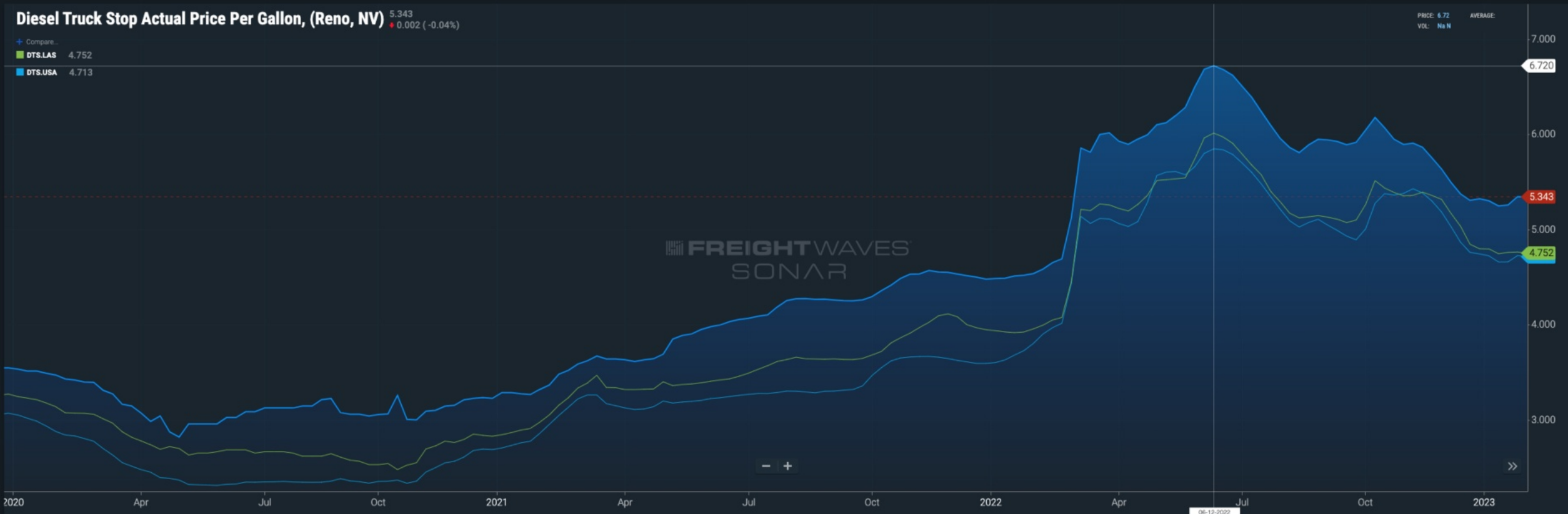
PRICE: 6.72
VOL: NaN

6.720

5.343

4.752

FREIGHTWAVES SONAR



1M 3M 6M YTD 1Y 5Y All Start Date End Date Apply

[View Symbol Information](#)

DTS.RNO

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Views Display Studies Events +

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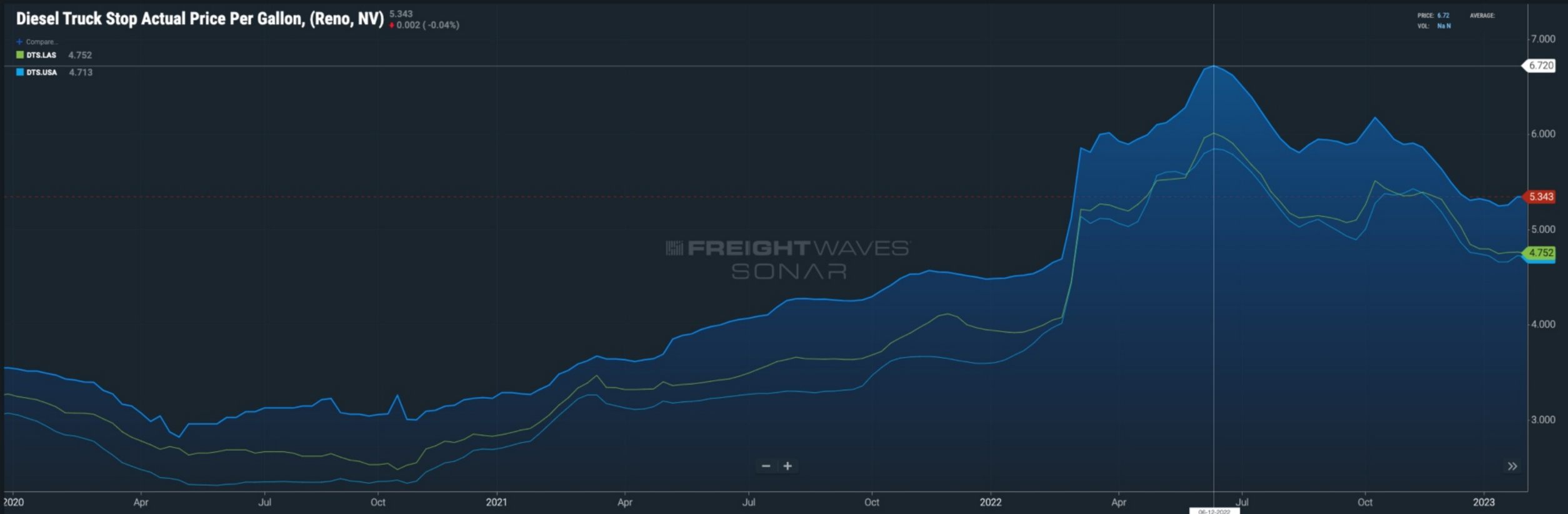
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














4.752





FREIGHTWAVES SONAR






1M 3M 6M YTD 1Y 5Y All Start Date End Date Apply

[View Symbol Information](#)

Name 	Value 	Change 	% Change 	52-Week Low 	52-Week High 	Market Share 	 
Diesel Truck Stop Actual Price Per Gallon (Fresno, CA) 	5.809	-0.002	0%	4.879	7.098	0.759%	
Diesel Truck Stop Actual Price Per Gallon (San Francisco, CA) 	5.766	-0.01	-0.2%	4.886	7.132	0.611%	
Diesel Truck Stop Actual Price Per Gallon (Stockton, CA) 	5.757	-0.01	-0.2%	4.877	7.124	1.414%	
Diesel Truck Stop Actual Price Per Gallon (Los Angeles, CA) 	5.709	-0.003	-0.1%	4.875	6.919	2.402%	
Diesel Truck Stop Actual Price Per Gallon (San Diego, CA) 	5.705	-0.004	-0.1%	4.874	6.915	0.194%	
Diesel Truck Stop Actual Price Per Gallon (Ontario, CA) 	5.7	-0.003	-0.1%	4.875	6.916	3.293%	
Diesel Truck Stop Actual Price Per Gallon (Syracuse, NY) 	5.411	-0.009	-0.2%	3.911	6.445	0.45%	
Diesel Truck Stop Actual Price Per Gallon (Buffalo, NY) 	5.375	-0.001	0%	3.89	6.37	0.498%	
Diesel Truck Stop Actual Price Per Gallon (Rochester, NY) 	5.369	0	0%	3.889	6.362	0.179%	
Diesel Truck Stop Actual Price Per Gallon (Elmira, NY) 	5.369	-0.007	-0.1%	3.917	6.415	0.117%	
Diesel Truck Stop Actual Price Per Gallon (Brooklyn, NY) 	5.351	-0.019	-0.4%	3.998	6.706	0.331%	
Diesel Truck Stop Actual Price Per Gallon (Albany, NY) 	5.348	-0.015	-0.3%	3.923	6.483	0.577%	
Diesel Truck Stop Actual Price Per Gallon (Reno, NV) 	5.333	-0.007	-0.1%	4.519	6.72	0.303%	
Diesel Truck Stop Actual Price Per Gallon (Augusta, ME) 	5.307	-0.004	-0.1%	3.763	6.384	0.196%	
Diesel Truck Stop Actual Price Per Gallon (Bristol, NH) 	5.216	-0.002	0%	3.774	6.395	0.232%	
Diesel Truck Stop Actual Price Per Gallon (Seattle, WA) 	5.098	-0.016	-0.3%	4.22	6.516	1.106%	
Diesel Truck Stop Actual Price Per Gallon (Hartford, CT) 	5.095	-0.008	-0.2%	3.787	6.451	0.669%	

Diesel Truck Stop Actual Price Per Gallon (Buffalo, NY) 	5.375	-0.001	0%	3.89	6.37	0.498%
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Diesel Truck Stop Actual Price Per Gallon (Las Vegas, NV) 📍📍	4.741	-0.014	-0.3%	3.934	6.013	0.377%
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Nevada Top Industry Issues

10. Driver Training Standards

9. Lawsuit Abuse Reform

8. CSA

7. Diesel Technician Shortage

6. Zero-Emission Trucks

5. Driver Retention

4. Insurance Cost / Availability

3. Economy

2. Driver Shortage

1. Fuel Prices

Economy

Driver Shortage

Fuel Prices



Trucking
Today

Top Industry
Issues

Driver/
operator
update

Safety

Over
Dimensional
Freight
Movement

Driver Challenges



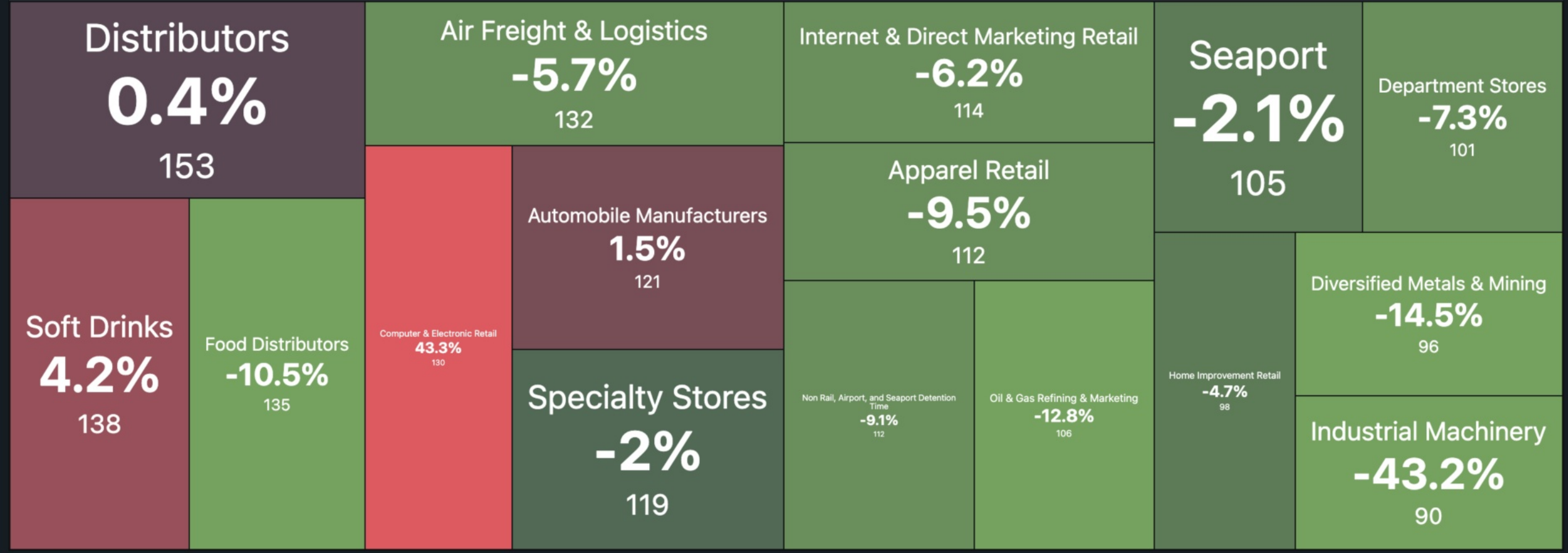
Driver Challenges



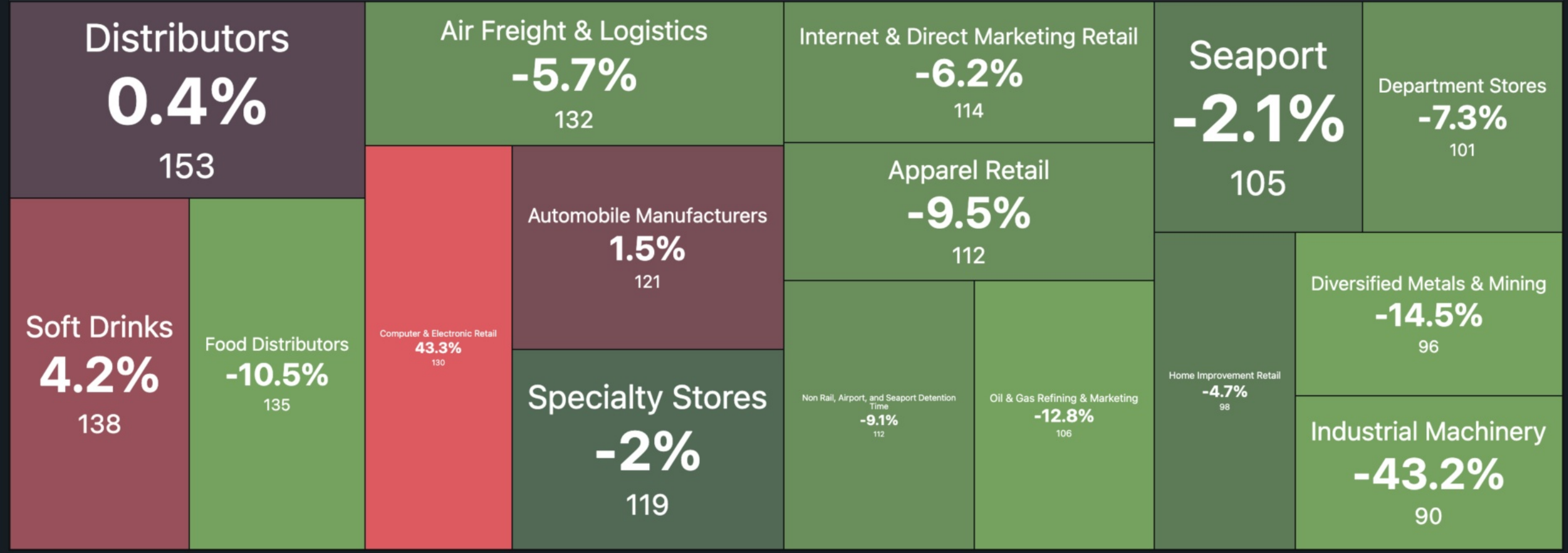




Wait time in Minutes



Wait time in Minutes



Wait time in Minutes

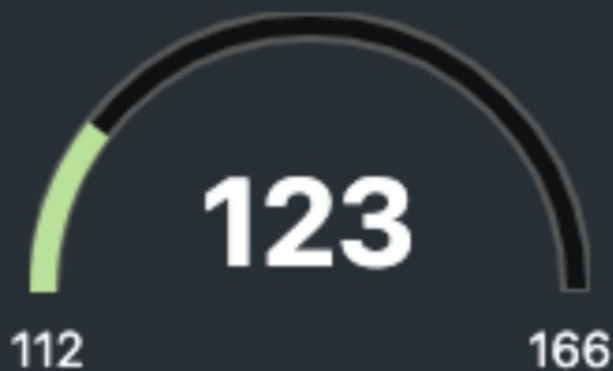
Las Vegas, NV



52-Week High/Low

Wait time in Minutes

Reno, NV



52-Week High/Low

Wait time in Minutes

McCarran International Airport



52-Week High/Low

Trucking
Today

Top Industry
Issues

Driver/
operator
update

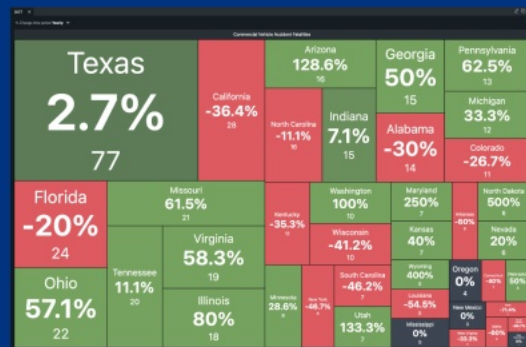
Safety

Over
Dimensional
Freight
Movement

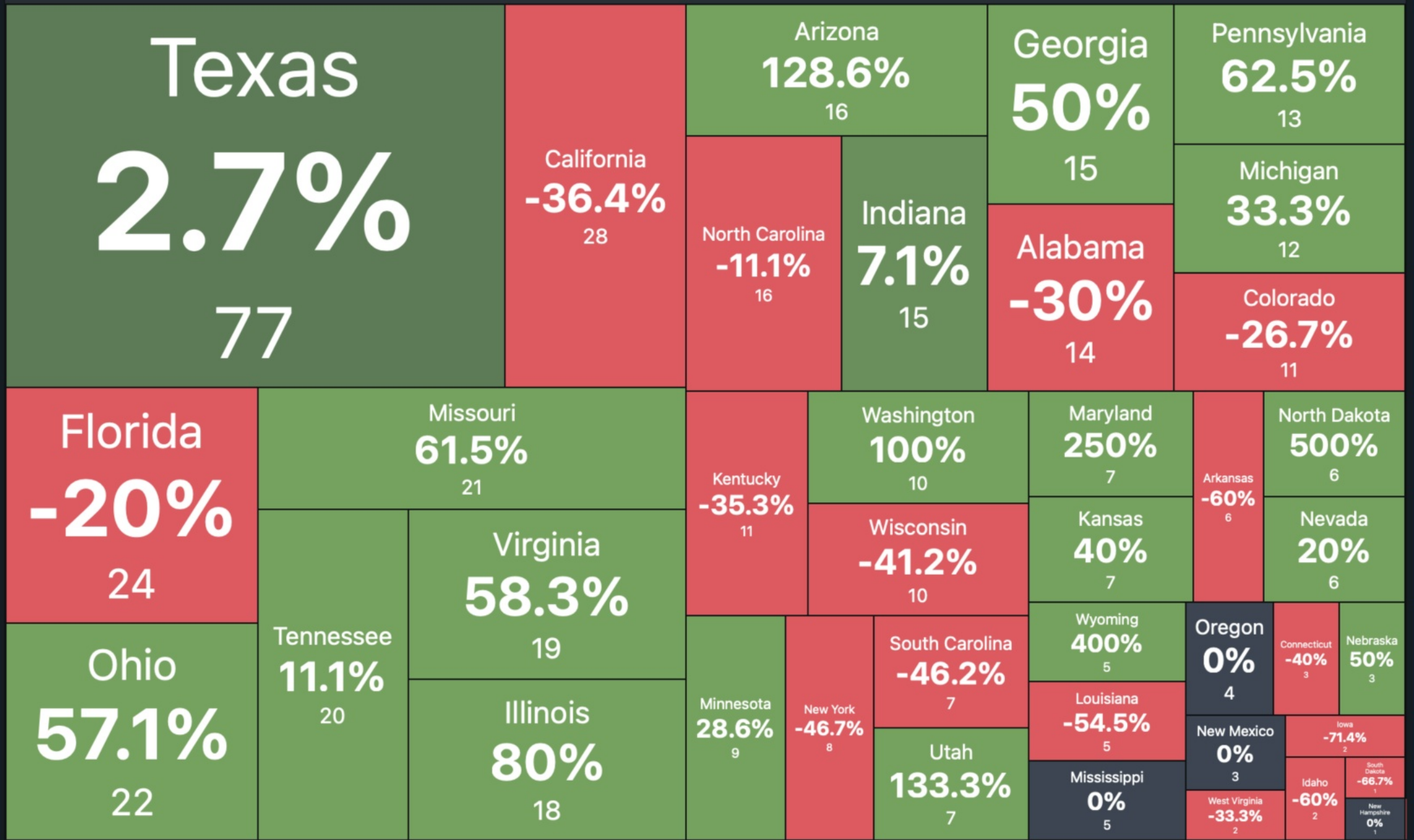


Safety

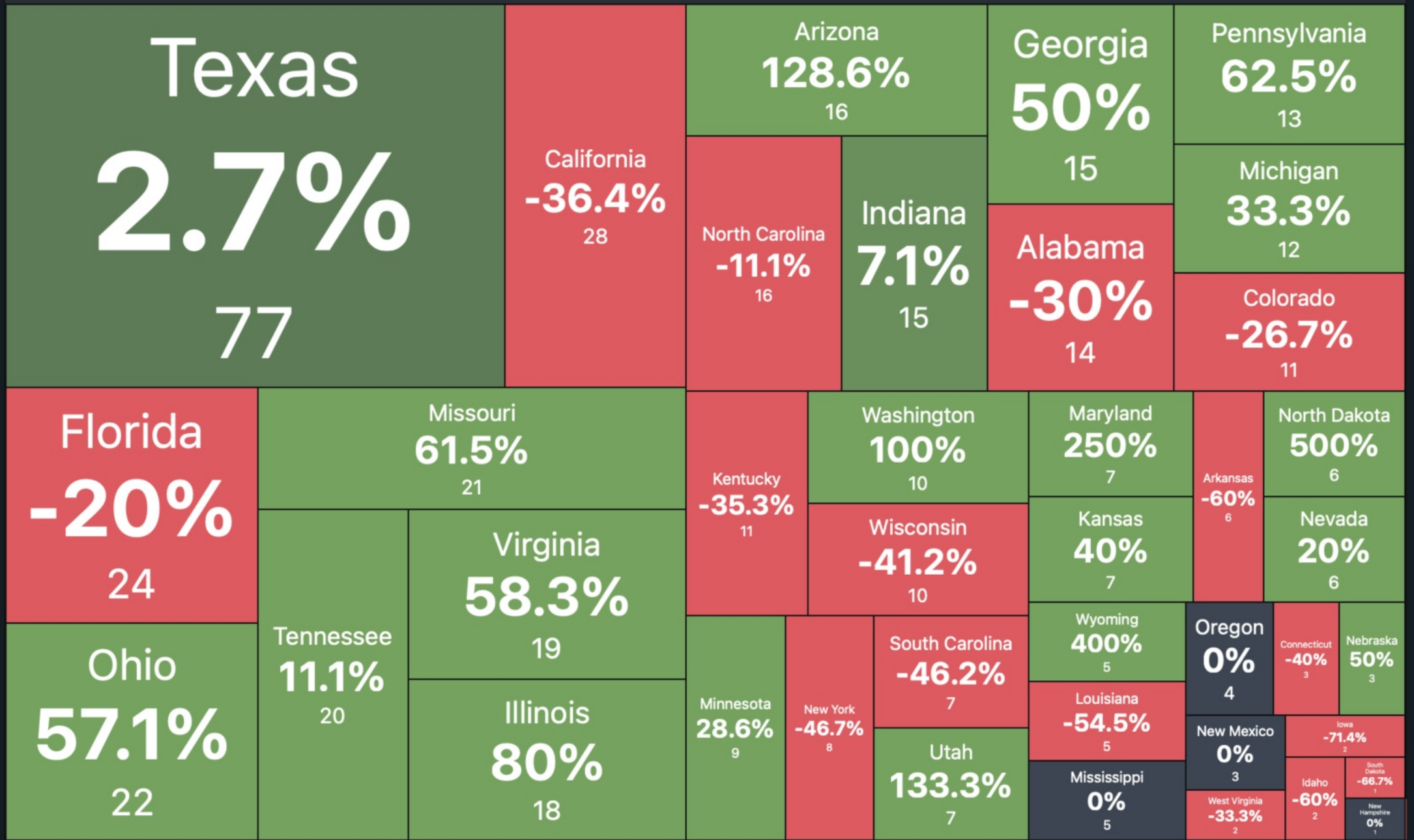
Safety



Commercial Vehicle Accident Fatalities



Commercial Vehicle Accident Fatalities



-60%

6

Nevada

20%

6

Oregon

-60%

6

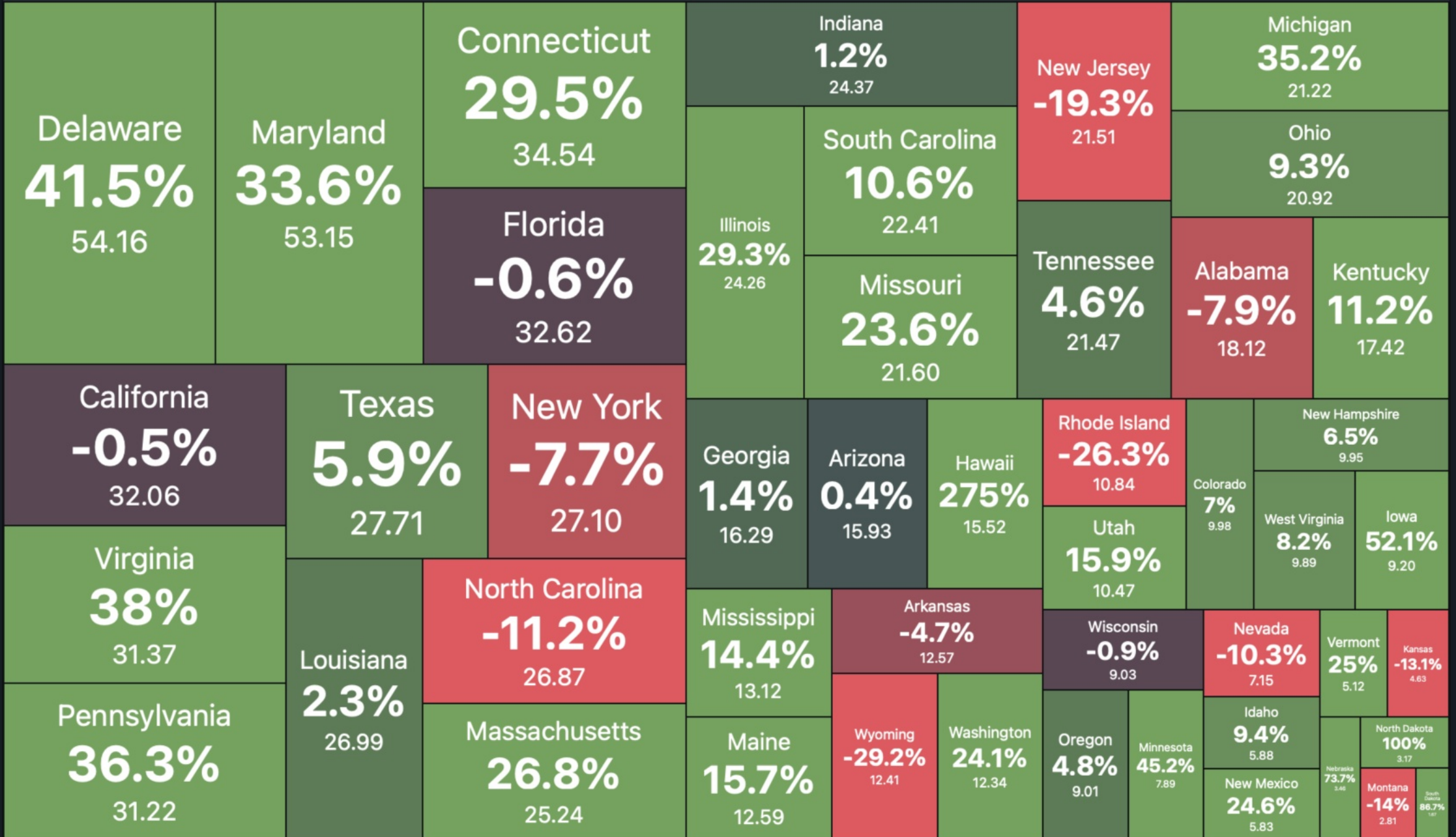
Nevada

20%

6

Oregon

DoT Reportable Accidents per Ten Thousand Highway Miles by State



sin
%

Nevada

-10.3%

7.15

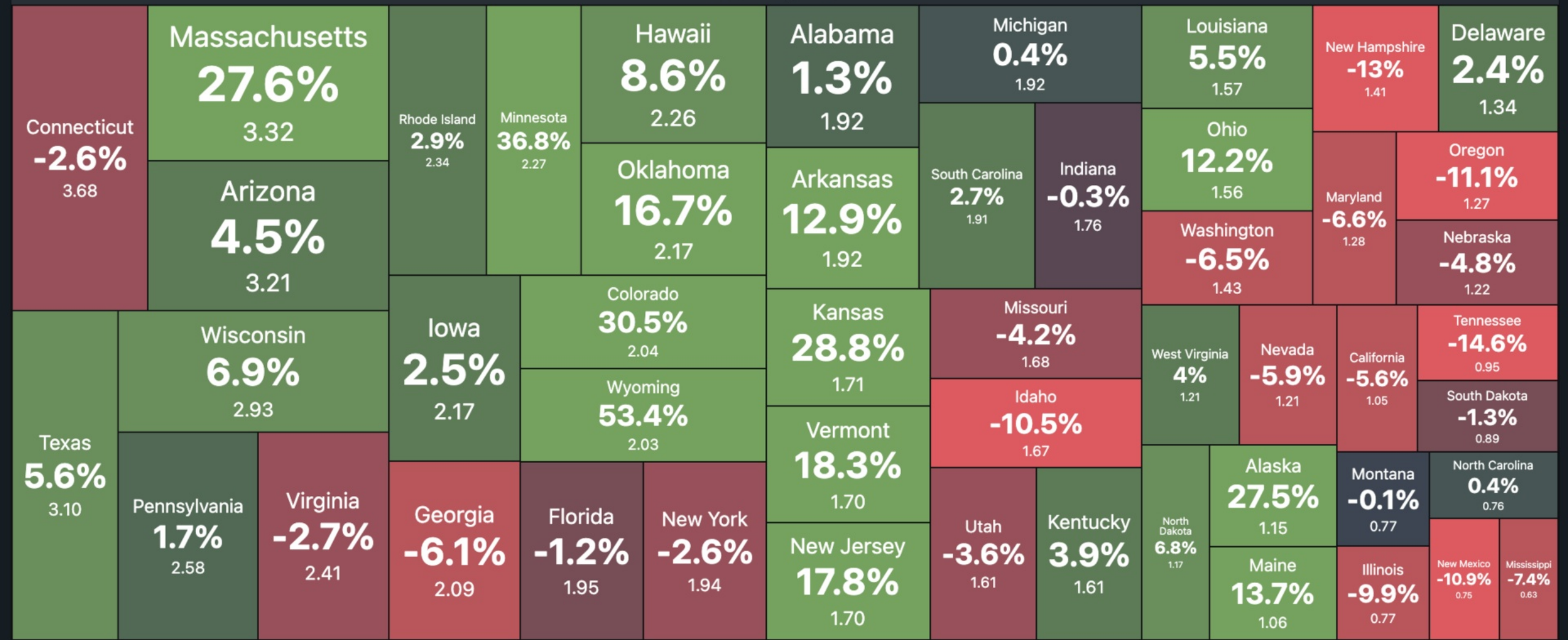
Vermont

25%

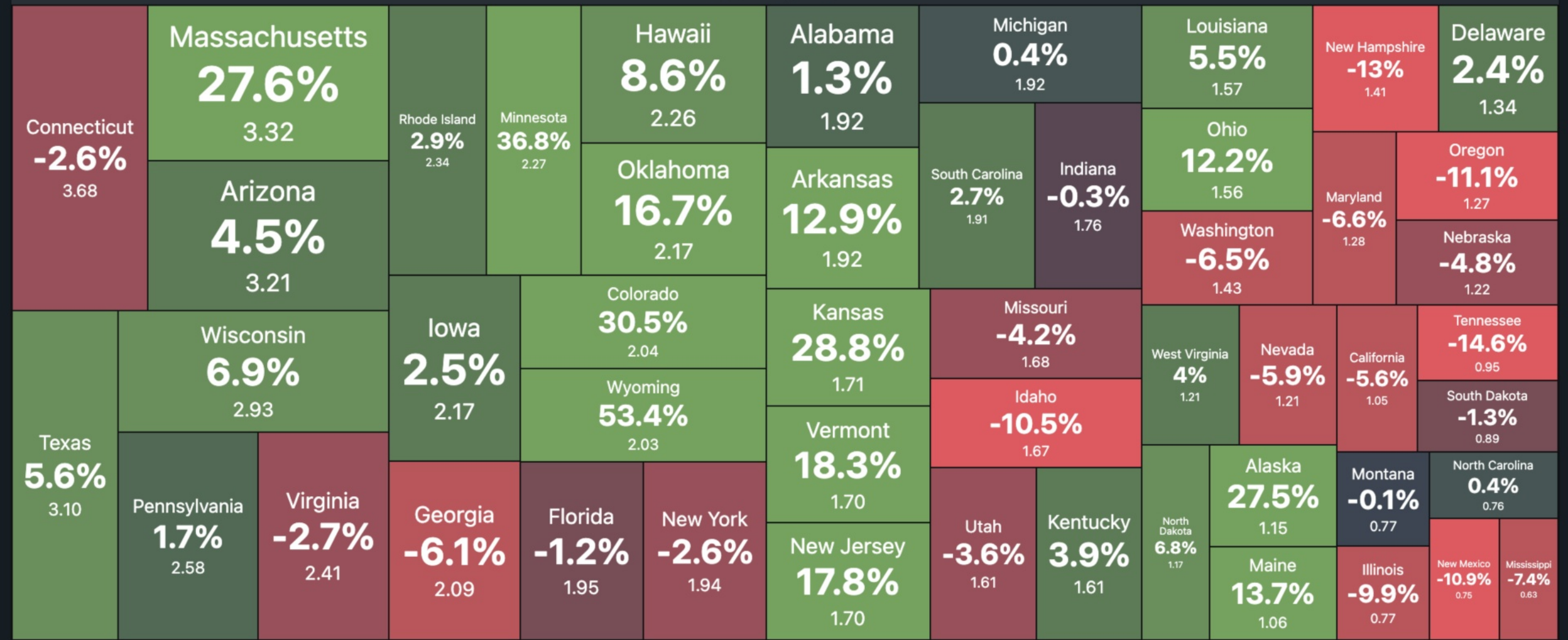
5.12

Idaho

Violations to Inspections Ratio



Violations to Inspections Ratio

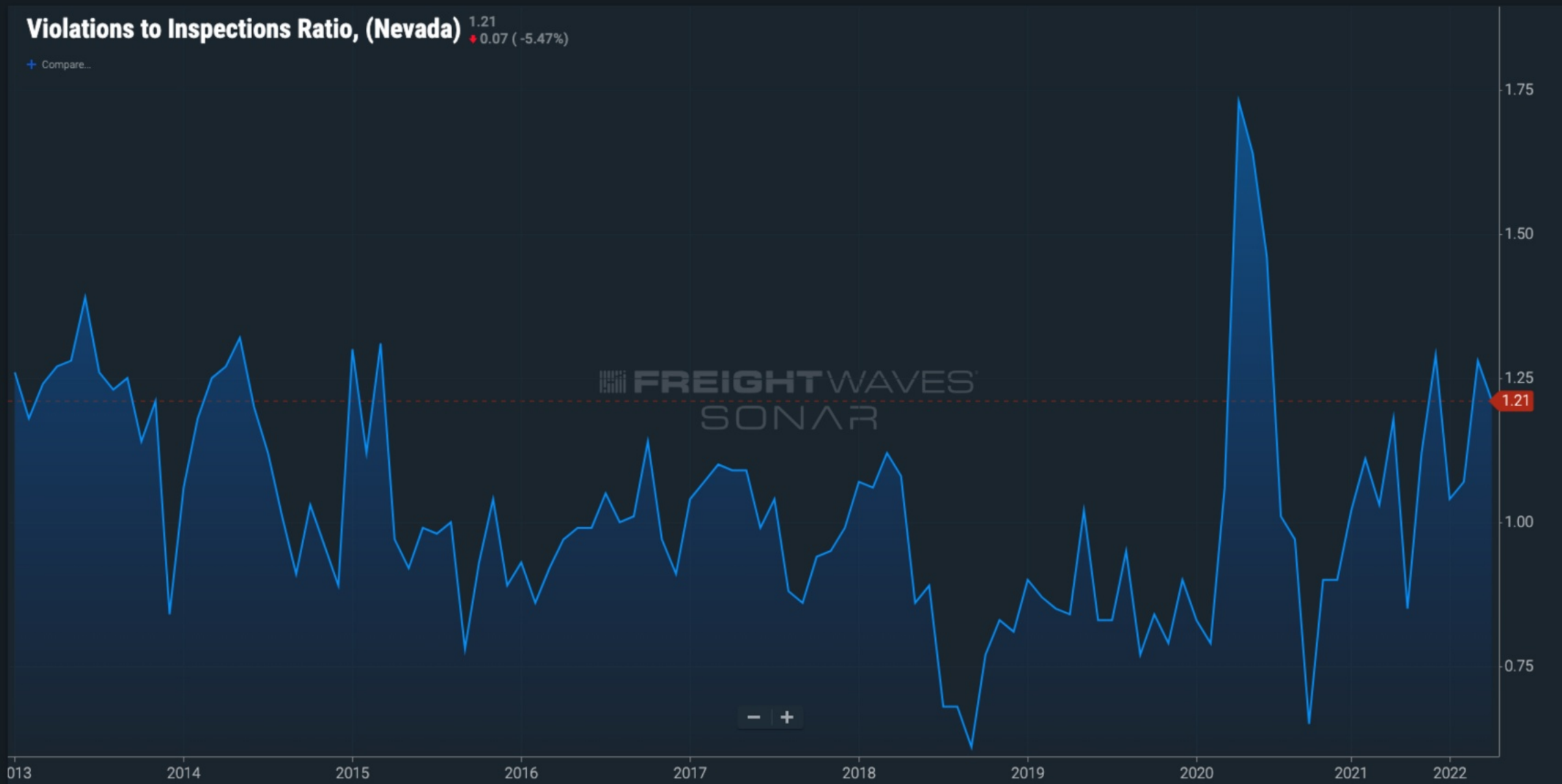


Violations to Inspections Ratio, (Nevada)

1.21
-0.07 (-5.47%)

+ Compare...

FREIGHTWAVES SONAR



- +

Trucking
Today

Top Industry
Issues

Driver/
operator
update

Safety

Over
Dimensional
Freight
Movement









OVERSIZE LOAD

PLEASE BE PATIENT
STUDENT DRIVER

ASPEN

ASPEN

asp

**PLEASE BE PATIENT
STUDENT DRIVER**

Trucking
Today

Top Industry
Issues

Driver/
operator
update

Safety

Over
Dimensional
Freight
Movement



Nevada Freight Plan Update

Nevada Freight Advisory Committee Meeting



February 1, 2023



1. Study Schedule
2. Key Tasks
3. Next Steps

Nevada Freight Plan Update Study Schedule

- 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 in 2022 – Approved by FHWA
- Step #2 - is to prepare an amended **Final Update**
 - Truck GPS data analysis (completed)
 - Coordinate with MPOs regarding Critical Freight Corridors (completed)
 - Draft Critical Urban and Critical Rural Freight Corridors identified (discussion today)
 - Development of Freight Investment Plan underway (expected completion in March 2023)
 - AASHTO's updated January 2023 freight plan guidance (currently under review)
 - Final plan update for FAC review (expected in May 2023)

Key Tasks and Next Steps

- Finalize CUFCs/CRFCs and submit to FHWA
- Refine critical projects for the 8-year freight investment plan
- Provide draft to FAC for comment
- Submit Nevada Freight Plan to FHWA for approval

National Highway Freight Network

The NHFN is comprised of four subsystems:

- **Primary Highway Freight System (PHFS):** Identified by FHWA and are a total of 41,518 miles
- **Other Interstate portions not on the PHFS:** Automatically added highways that are not already included on the PHFS and are 9,709 miles nationwide
- **Critical Urban Freight Corridors (CUFCs):** Urban areas identified by MPOs and State DOTs depending on population and connect the PHFS, Interstates, and other ports, public transportation facilities, or other intermodal transportation facilities
 - The Bipartisan Infrastructure Law (BIL) increased NDOTs allotment of CUFCs from 75 to 150 miles
- **Critical Rural Freight Corridors (CRFCs):** Rural roadways identified by State DOTs and connect the PHFS and Interstates with other important ports, public transportation facilities, or other intermodal freight facilities
 - The Bipartisan Infrastructure Law (BIL) increased NDOTs allotment of CRFCs from 150 to 600 miles

Primary Highway Freight System (PHFS) and Other Interstates not on the PHFS

Nevada's PHFS:

Corridor	From	To
I-15	CA/NV border	NV/AZ border
I-80	CA/NV border	NV/UT border
I-11	Boulder City Parkway	I-11/I-215 interchange in Henderson
I-11	I-15	I-11/CC 215 interchange in Centennial Hills
I-215	I-15	I-11/I-215 interchange in Henderson

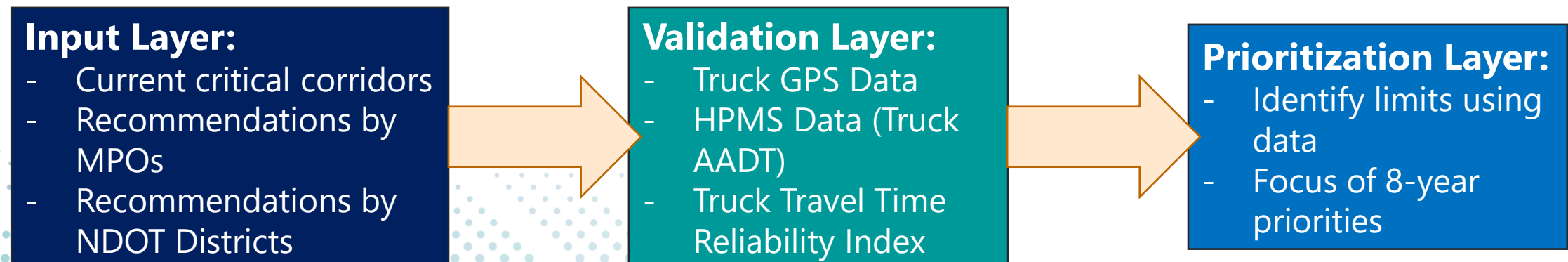
Nevada's Interstates not on the PHFS:

Corridor	From	To
I-11	NV/AZ border	Boulder City Parkway
I-11	I-11/I-215 interchange in Henderson	I-15
I-11	I-11/CC 215 interchange in Centennial Hills	Kyle Canyon Rd (SR 157)
I-580	I-80	US 50/US 395 intersection south of Carson City

Critical Urban and Rural Freight Corridors

These are public roads that provide access and connection to the Primary Highway Freight System (PHFS) and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. Critical Rural Freight Corridors (CRFCs) and Critical Urban Freight Corridors (CUFCs) are designated in accordance with section 1116 of the FAST Act.

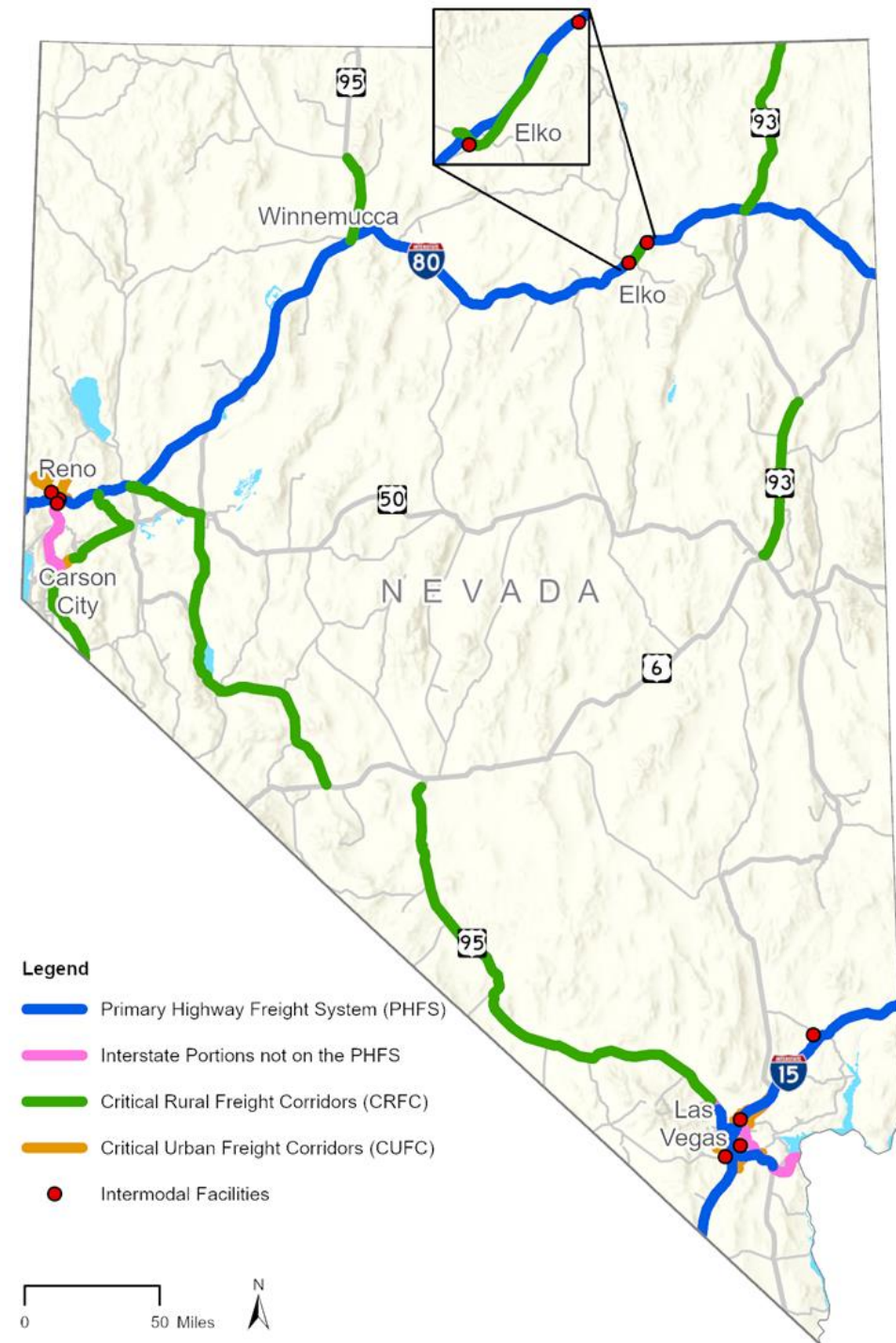
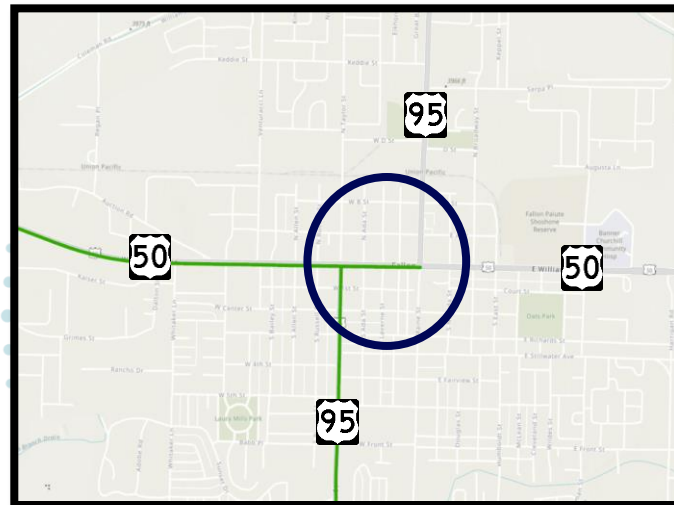
■ Data-driven approach for designation of CRFCs and CUFCs:



Critical Freight Corridors in Nevada

Designated CRFCs:

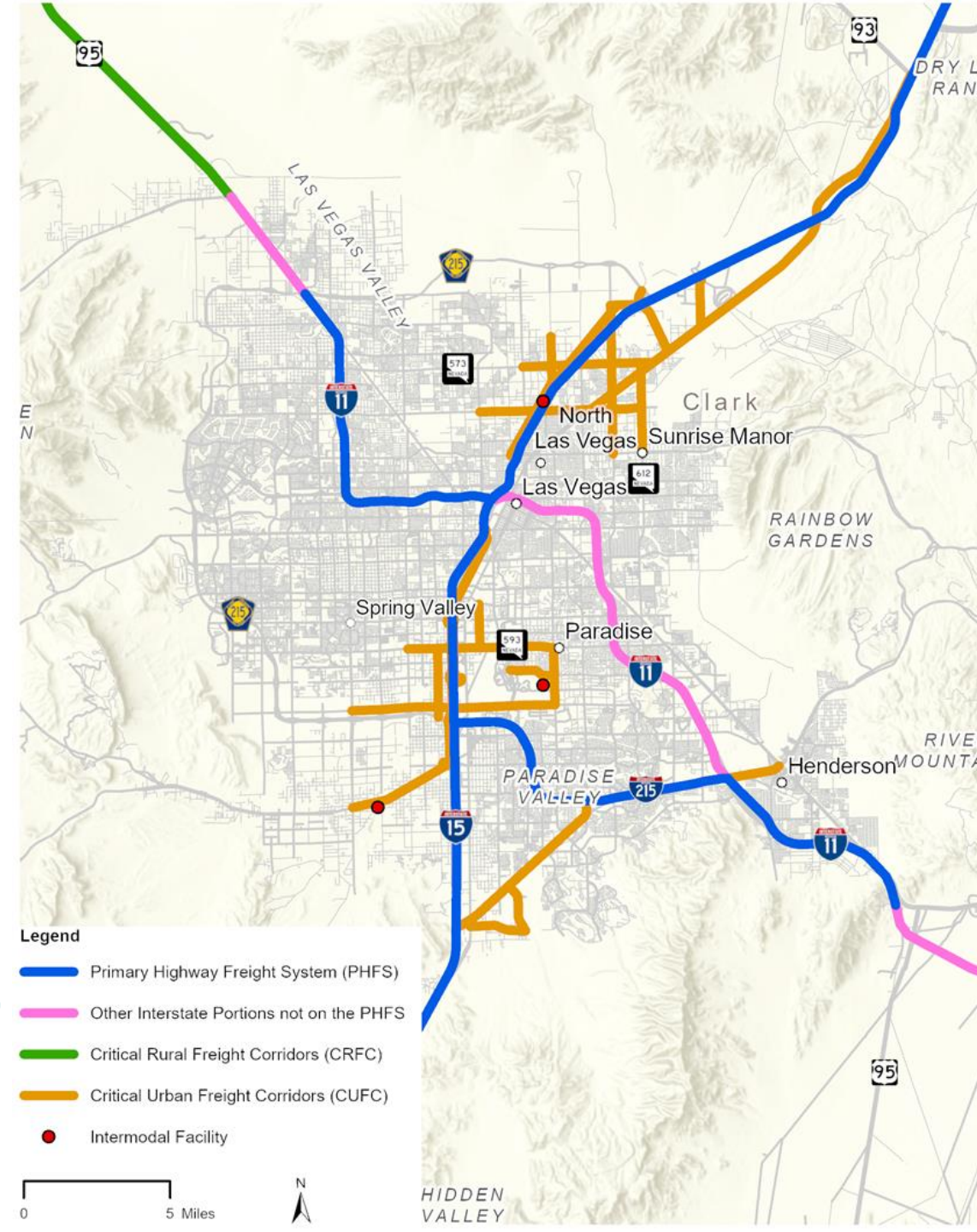
- Connectivity to PHFS and other Interstates
- Greatest need on US 95 and US 93
- Includes connectivity from US 395 south at CA border to Carson City, US 50 and USA Parkway
- Request from City of Fallon to include both US 50/US 95 intersections



Critical Freight Corridors in Southern Nevada

Designated CUFCs:

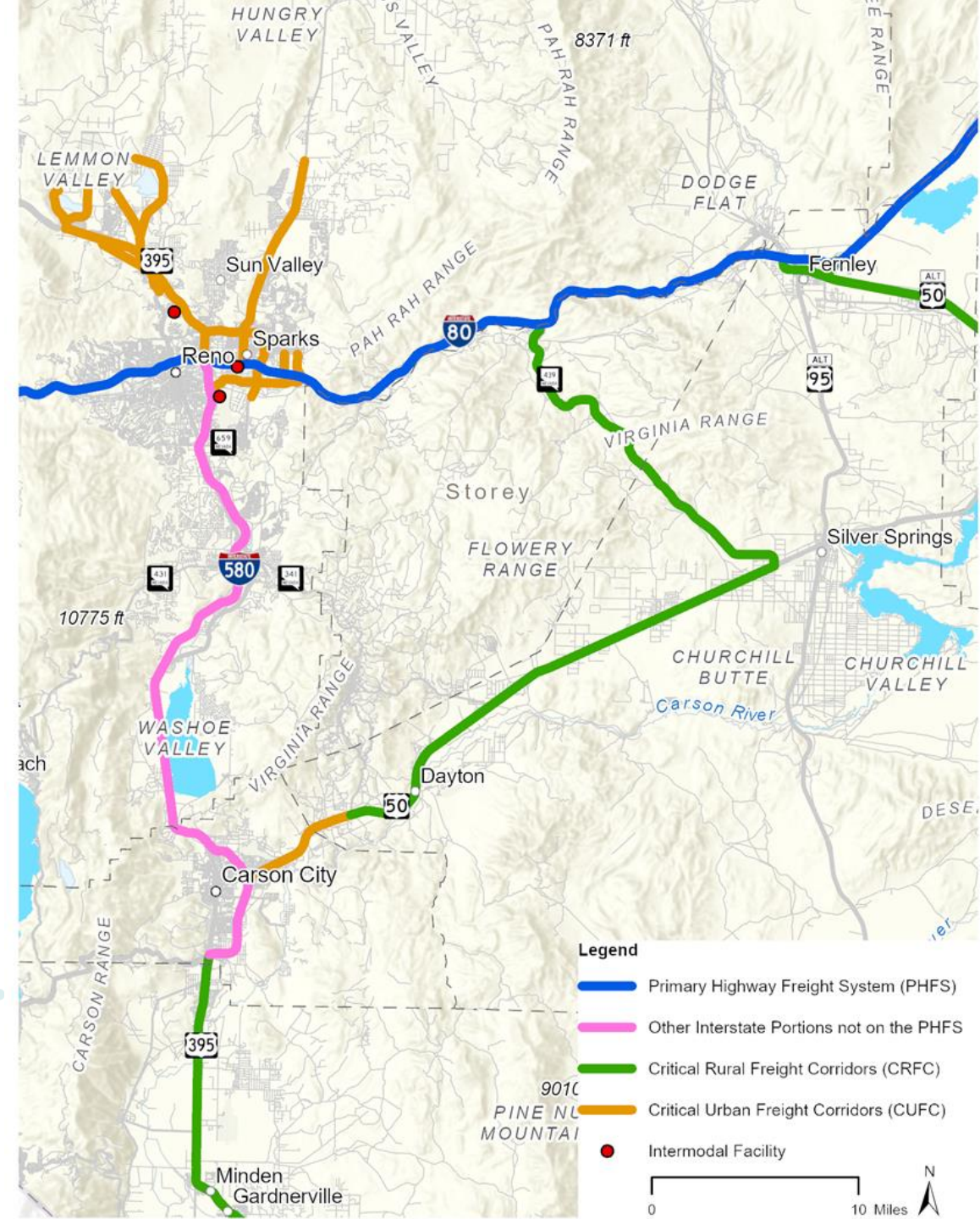
- Connectivity to I-15
- Serving major freight generators in North Las Vegas
- Connectivity of intermodal facilities
 - Harry Reid International Airport
 - Rail-Truck facilities along Losee Road
- Alternative options for I-15
 - Las Vegas Boulevard North



Critical Freight Corridors in Northwestern Nevada

Designated CUFCs:

- Connectivity to I-80
 - US 395 and N. McCarran Boulevard
- Serving major freight generators
 - North Valleys and Spanish Springs
 - Vista Boulevard and Sparks Boulevard
- Connectivity of Air Cargo facilities
 - Terminal Way and Greg Street
- US 50 from I-580 to SR 341



Thank You!



Tim Mueller & Nate Brown

NDOT Freight Program Team
freight@dot.nv.gov



February 1, 2023