



NEVADA STATE FREIGHT PLAN

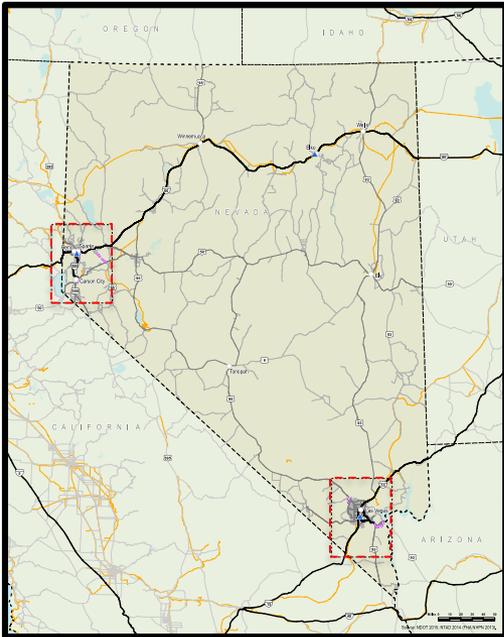
# TRANSPORTATION BOARD MEETING

December 14, 2015

# PROJECT STRATEGY

## WITHIN NEVADA

The reliable, cost effective, and safe movement of goods and products across the State of Nevada and to its producers and customers is an important foundation to sustain and grow Nevada's economy.



The State of Nevada and its major metro hubs should develop long-term strategies to position themselves within the global and national trade patterns and strengthen their role in the Western US freight network.

## GLOBAL

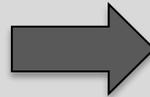
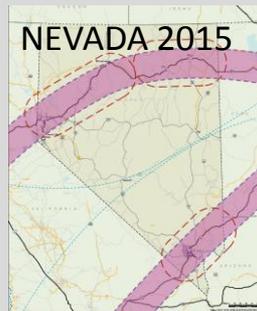


# VISION & FRAMEWORK

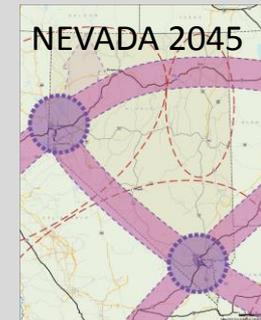
*Nevada's freight system provides a significant competitive advantage to businesses within the state and an incentive for businesses to relocate to Nevada.*

## 1. FROM CORRIDORS TO CROSSROADS: RENO & LAS VEGAS

Corridors provide access in only two directions, limiting market access

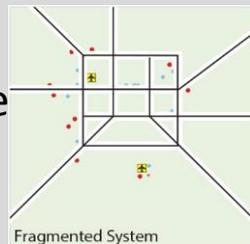


Crossroads provide multidirectional access to a larger market space

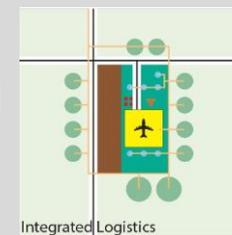


## 2. FROM FRAGMENTATION TO INTEGRATION

Fragmented modal configurations cause increased conflicts and inefficiencies



Integrated modal configurations lead to highly efficient freight systems



## 3. IMPROVE CAPACITY & PERFORMANCE

# PRIORITIZATION OF GOALS

## THE ROAD TO ECONOMIC COMPETITIVENESS

ECONOMIC

COMPETITIVENESS

ENVIRONMENTAL SUSTAINABILITY

INNOVATIVE TECHNOLOGY

COLLABORATION, LAND USE, & COMMUNITY VALUES

INFRASTRUCTURE PRESERVATION

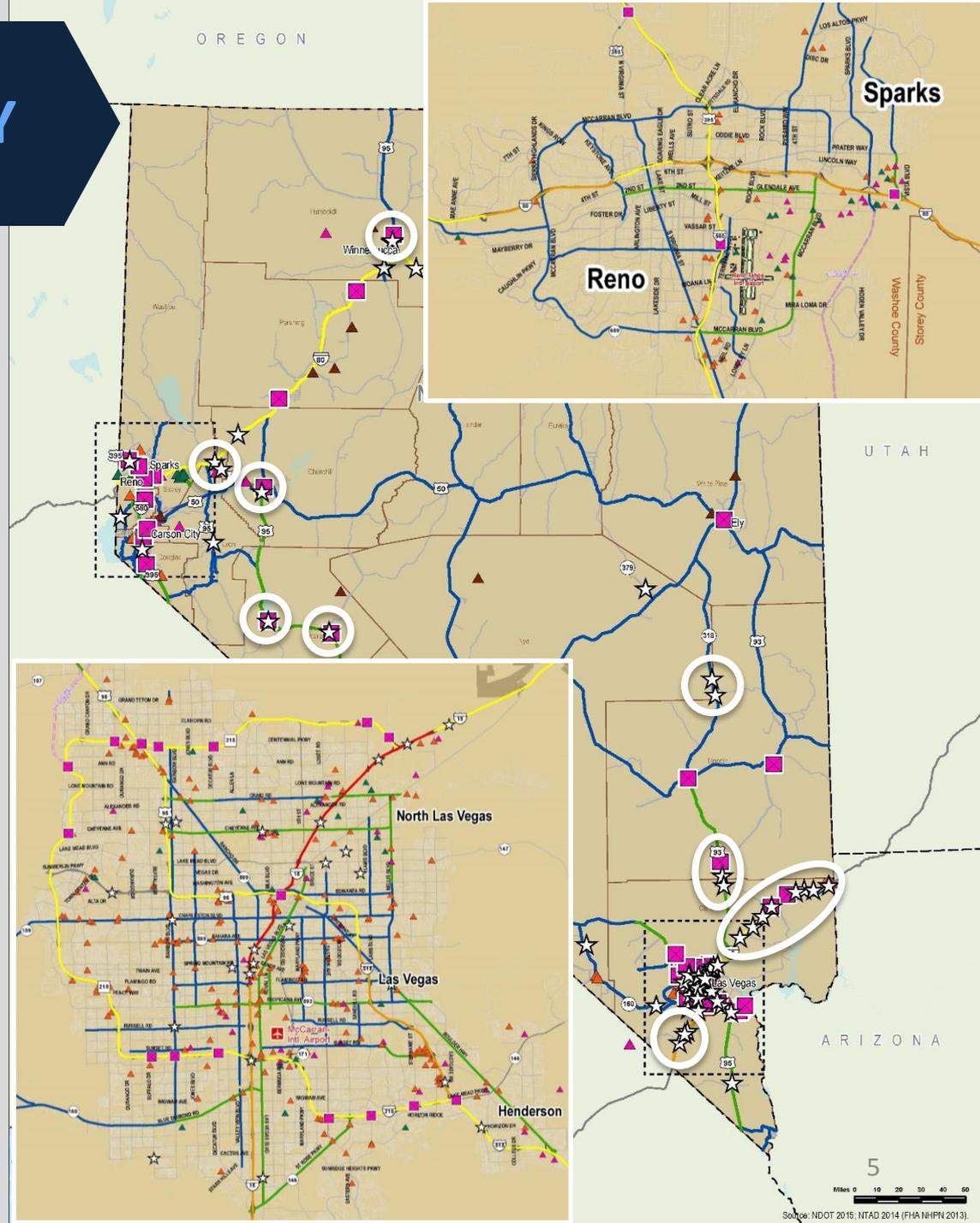
MOBILITY & RELIABILITY

SAFETY & SECURITY

SUSTAINABLE FUNDING

# SAFETY, SECURITY, MOBILITY & RELIABILITY PERFORMANCE ANALYSIS

- Analysis of:
  - Freight dependent businesses
    - ▲ Manufacturing
    - ▲ Transportation/Warehousing
    - ▲ Retail/wholesale/fulfillment
    - ▲ Mining
  - Truck routes
  - ◻ Choke points
  - ★ Fatal crashes
  - Possible areas of concern outside the urban areas
- ID projects, programs, and policies for achieving goals



# ECONOMIC COMPETITIVENESS THE OPPORTUNITY

*Transform Nevada's major metros from stops with single corridor access into hubs with multidirectional access by road and rail to large California and continental markets.*



- Gross Metropolitan Product
- Major Trading Areas
- Basic Trading Areas
- Port (by TEU)
- Proposed Port
- Waterborne Freight
- Truck Flows (tons)
- Rail Flows (tons)
- - - Proposed I-11
- - - Possible I-11 continuation
- - - Proposed I-11 Rail Connection
- ⚙️ New NAFTA Crossroads
- New NAFTA Corridor



# OUTREACH

## MEETINGS & INVOLVEMENT TO DATE



PHONE CALLS; MEETINGS; WEBINARS; 1-ON-1s

2015

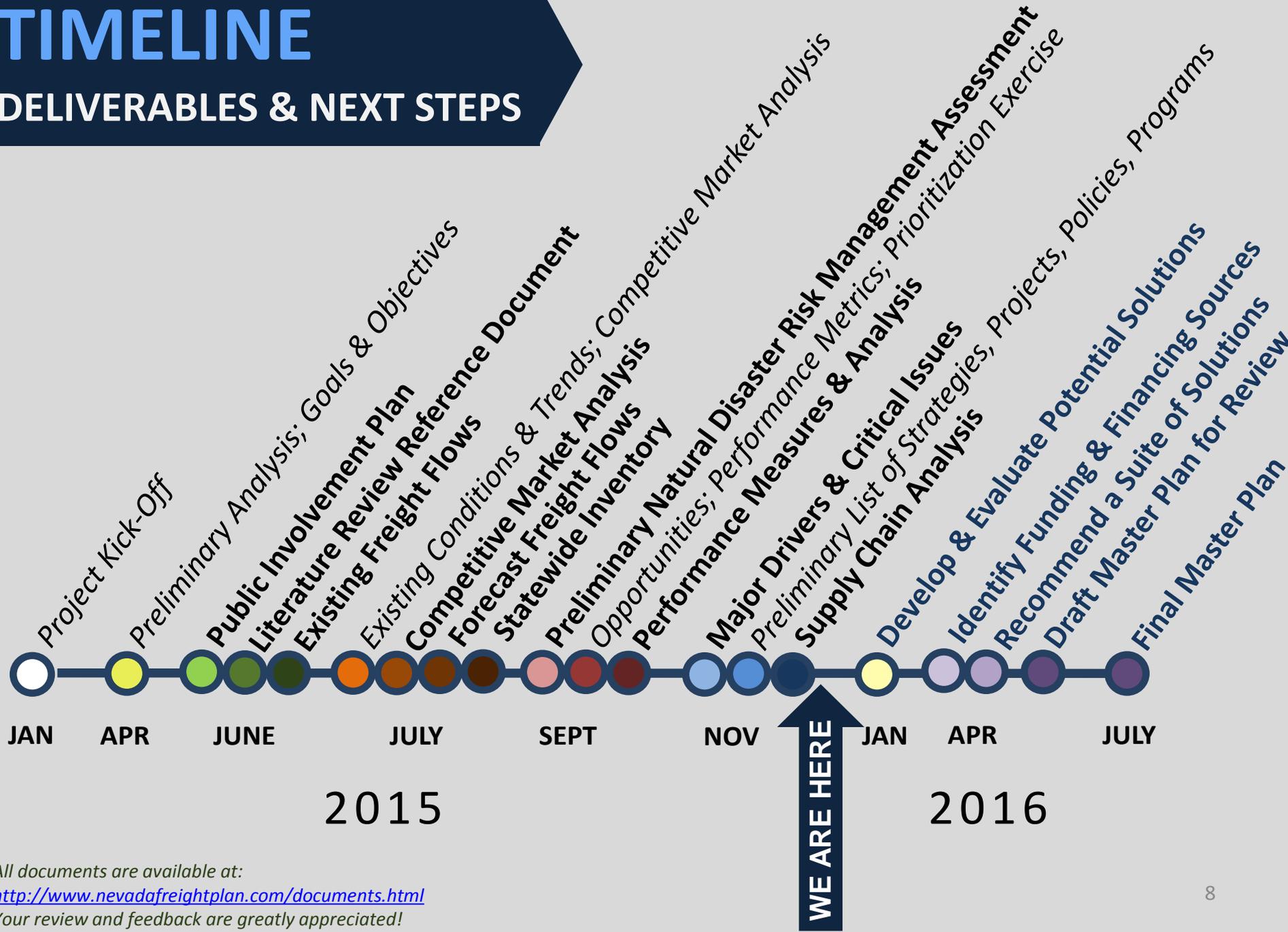
- JAN Project Kick-Off
- APR **Freight Advisory Committee (FAC):** Preliminary Analysis; Goals & Objectives
- JULY **Focus Groups:** Existing Conditions & Trends; Competitive Market Analysis
- SEPT **FAC:** Opportunities; Performance Metrics; Prioritization Exercise
- SEPT **West Coast:** Interviews in Northern and Southern California
- OCT **Western States Freight Coalition:** Initial Conference Call
- NOV **Western States Freight Coalition:** Second Conference Call
- NOV **Focus Groups:** Preliminary List of Solutions

TRUCKERS
RAILROADS
MANUFACTURERS
PORTS
AIRPORTS
3PLs
REAL ESTATE BROKERS
INDUSTRIAL DEVELOPERS
ECONOMIC DEVELOPMENT
FREIGHT POLICY INSTITUTES
PLANNING AGENCIES

*Several one-on-one interviews have taken place in-between these larger outreach efforts, speaking with various stakeholders within the state.*

# TIMELINE

## DELIVERABLES & NEXT STEPS



All documents are available at:  
<http://www.nevadafreightplan.com/documents.html>  
Your review and feedback are greatly appreciated!