



Nevada Freight Plan





Freight Requirements of MAP-21

Nevada's Freight Economy

State Freight Plan



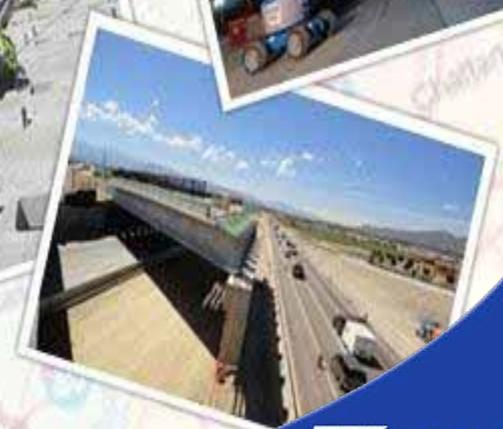
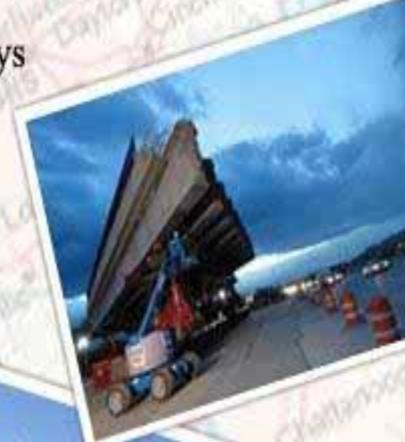


MAP-21

MOVING AHEAD FOR PROGRESS IN THE 21st CENTURY

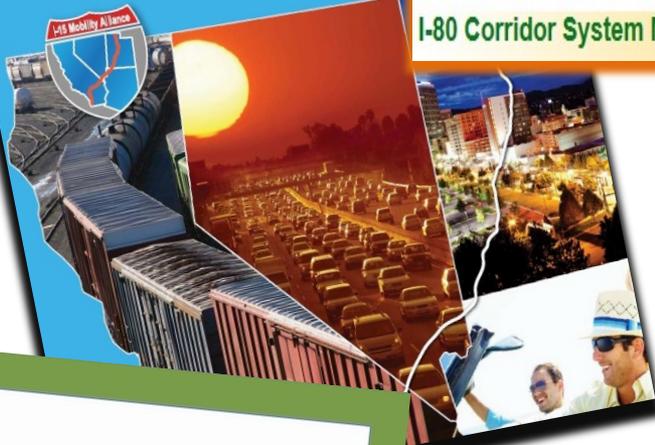
Transforming the way we build, maintain, and manage our Nation's highways

Legislation | Funding Tables

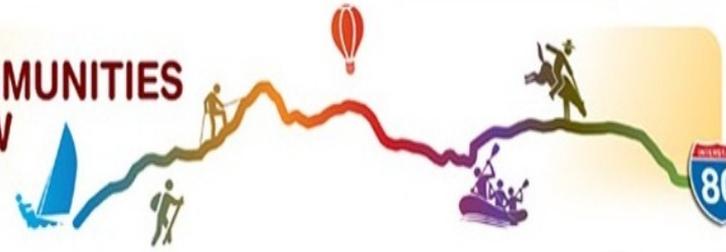




CALIFORNIA NEVADA ARIZONA UTAH I-15 CORRIDOR SYSTEM MASTER PLAN



EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



I-80 Corridor System Master Plan



I-11 & Intermountain West Corridor Study

Home Project Background Project Documents Get Involved Stakeholder Partners Links FAQs

A Visionary Transportation Corridor

To explore the role of a potential I-11 corridor, the Arizona and Nevada Departments of Transportation are working together on the 2-year I-11 and Intermountain West Corridor Study. It will include detailed corridor planning of a possible Interstate link between Phoenix and Las Vegas (the I-11 portion), as well as high-level visioning for potential future extensions of the Corridor north to Canada and south to Mexico. Through the recent transportation authorization bill, (MAP-21) Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as future I-11, intended to be a new high-capacity, multimodal transportation facility connecting the two cities. Extended, it has the potential to become a major multimodal north-south, transcontinental Corridor through the Intermountain West, connecting cities, trade hubs, ports, intersecting highways, and railroads.

The Corridor is proposed to include an upgraded highway, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation's needs in the West.

The Vision Began Years Ago...

The concept of an access controlled, high-capacity transportation facility connecting Phoenix and Las Vegas (with connections further north and south) has been around for decades. Initiating with the CANAMEX corridor discussions in 1991. An approach for comprehensive corridor implementation was furthered by the Maricopa Association of Governments as a bypass route around the western and southern edges of metropolitan Phoenix, and further conceptualized through statewide planning efforts by ADOT to extend outside the state of Arizona. Nevada has been an equal partner with Arizona since the early 1990s, planning for a regional corridor with improved access between Las Vegas and Phoenix and a potential northern extension to Reno – creating a better connected Intermountain West with greater economic opportunities. Both states have already implemented various planning, design and construction projects for potential corridor components, with the most notable being the completion of the Hoover Dam Bypass and Mike O'Callaghan – Pat Tillman Memorial Bridge.

Developing a new north-south trade corridor through Nevada and Arizona could supplement the existing system and relieve freight congestion on I-80, one of only two (including I-15) continuous north-south Mexico-to-Canada interstate routes west of Texas. The CANAMEX corridor, established under the North American Free Trade Agreement, has been designated as such a parallel route, spanning the Western United States between Mexico and Canada through the states of Arizona, Nevada, Utah, Idaho and Montana. However, the CANAMEX corridor is composed of a myriad of existing interstate corridors and state highways, and is not a continuous route due to a gap in designation between I-10 and US 93. Implementation of the Corridor can fill this gap—allowing significant commerce, tourism and international trade opportunities across the Western United States.

Study Area

For study purposes, the Corridor is divided into five segments: three segments between (and including) the Las Vegas and Phoenix metropolitan areas (the Congressionally Designated Corridor), and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico.



REPORT | Nevada Freight Program Assessment Statewide



Nevada Department of Transportation
1263 S. Stewart Street
Carson City, Nevada 89712

Prepared by:
JACOBS
319 E. Warm Springs Road, #200
Las Vegas, Nevada 89119

In partnership with:
Economic Development
Research Group, Inc.

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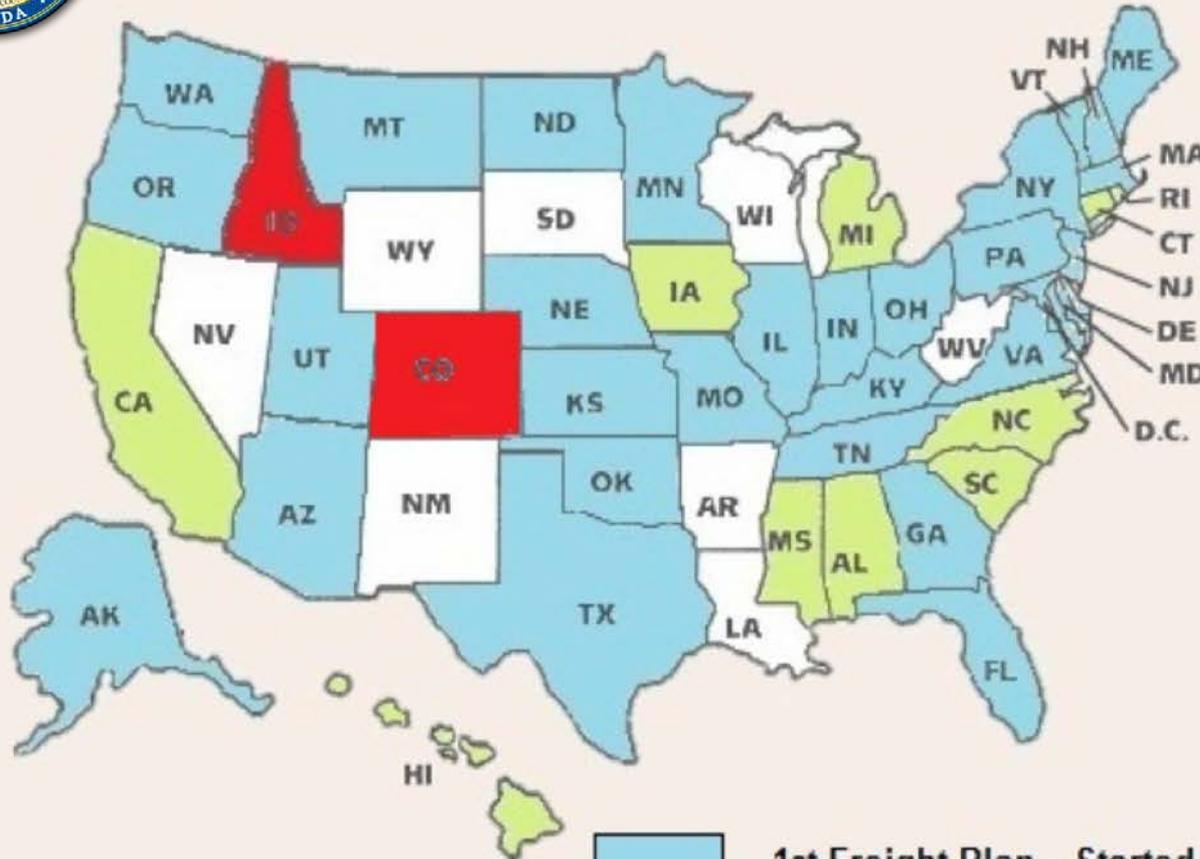


Las Vegas Goods Movement





States with Freight Plans



-  1st Freight Plan - Started or Completed
-  Update Freight Plan
-  Freight Plan- Not Map-21 Compliant
-  Freight Plan Not Started



Benefits of MAP-21 Freight Plan

- ☐ Strengthens Nevada's highway transportation systems
- ☐ Creates jobs and supports economic growth
- ☐ Supports the Department's aggressive safety agenda
- ☐ Accelerates project delivery and promotes innovation
- ☐ Establishes a performance-based Federal program



Nevada's Freight Economy

- ☞ Nevada's current understanding of the primary drivers of the state's economic growth.
- ☞ Employment and Gross Domestic Product (GDP) data for greatest growth potential.
- ☞ Freight dependence data will also be presented by the mode of transport and by origin/destination.

Close to Everything

Located in the perfect place, RNO is north of San Francisco and west of Los Angeles - making it the perfect center for western distribution.

Portland
RNO
Sacramento
San Francisco
Las Vegas
Los Angeles



Possible Freight Projects

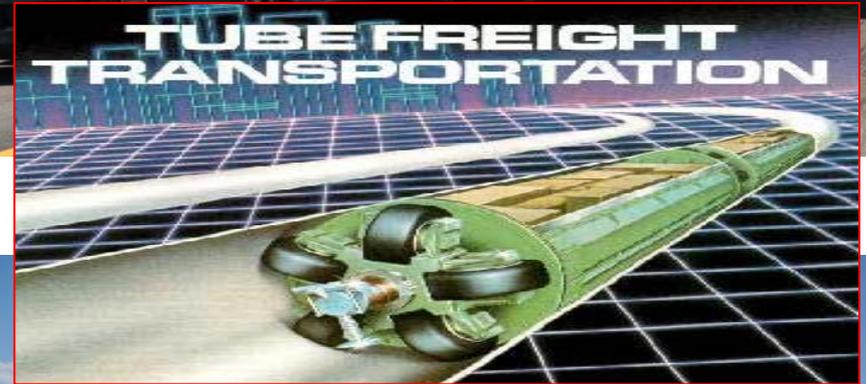
-  **Geometric improvements to interchanges and ramps,/Truck Turning Ratio.**
-  **Identify major trade gateways, corridors, freight generators, etc**
-  **Electronic screening and credentialing systems for vehicles**
-  **Electronic cargo and border security technologies that improve truck freight movement.**
-  **Rail / Truck Intermodal Terminals**
-  **Air Freight Truck Distribution Ports**





Projects for Future Trends

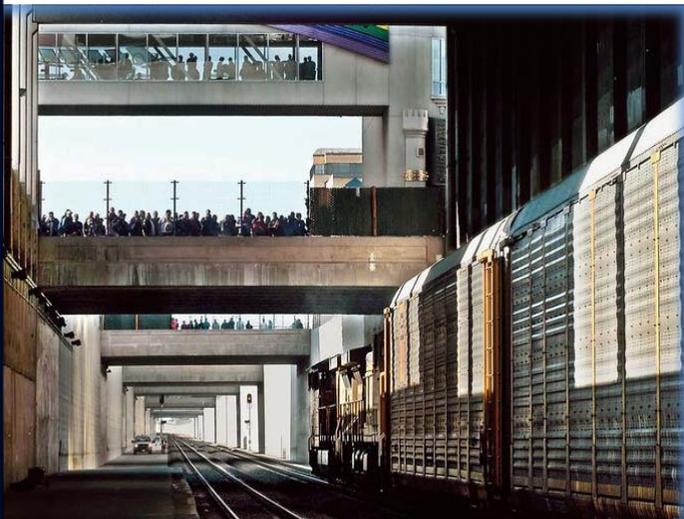
- ☞ **Truck-Only Lanes**
- ☞ **Automated Truck Platooning**
- ☞ **Tube Freight Transportation**
- ☞ **Concept Trucks for Freight**
- ☞ **Zero-Emission Truck Corridors**



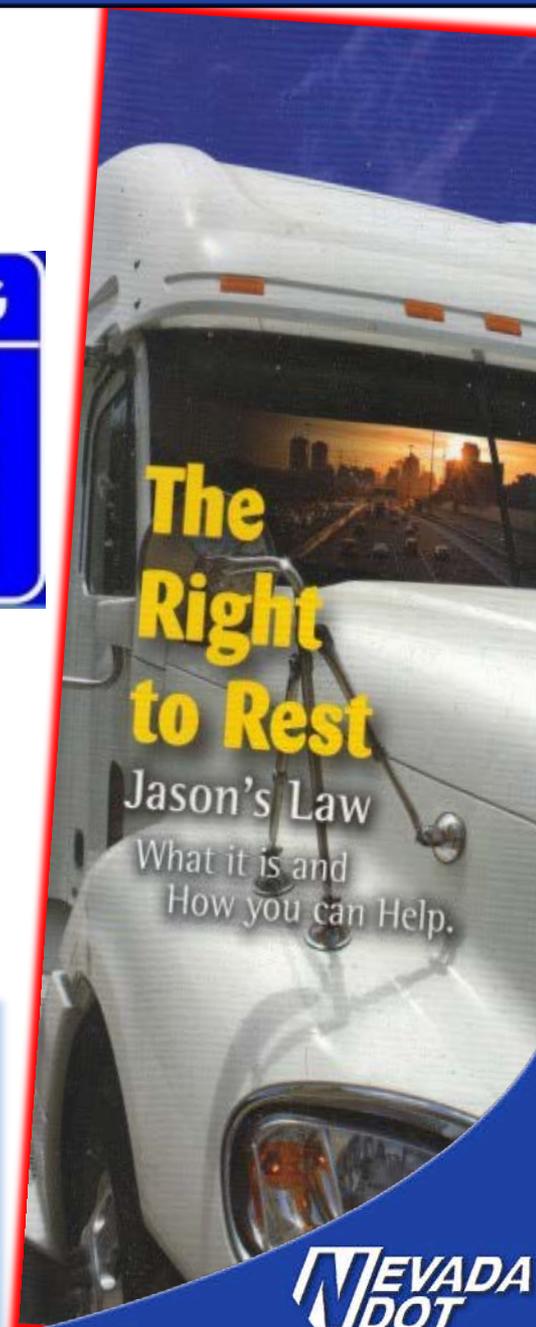


Projects for Safety

- ☐ Truck Parking Facilities (The new Jason's Law)
- ☐ Railway-highway grade separation
- ☐ Climbing and Truck Escape Lanes



11



The Right to Rest
Jason's Law
What it is and
How you can Help.



nevadadot.com

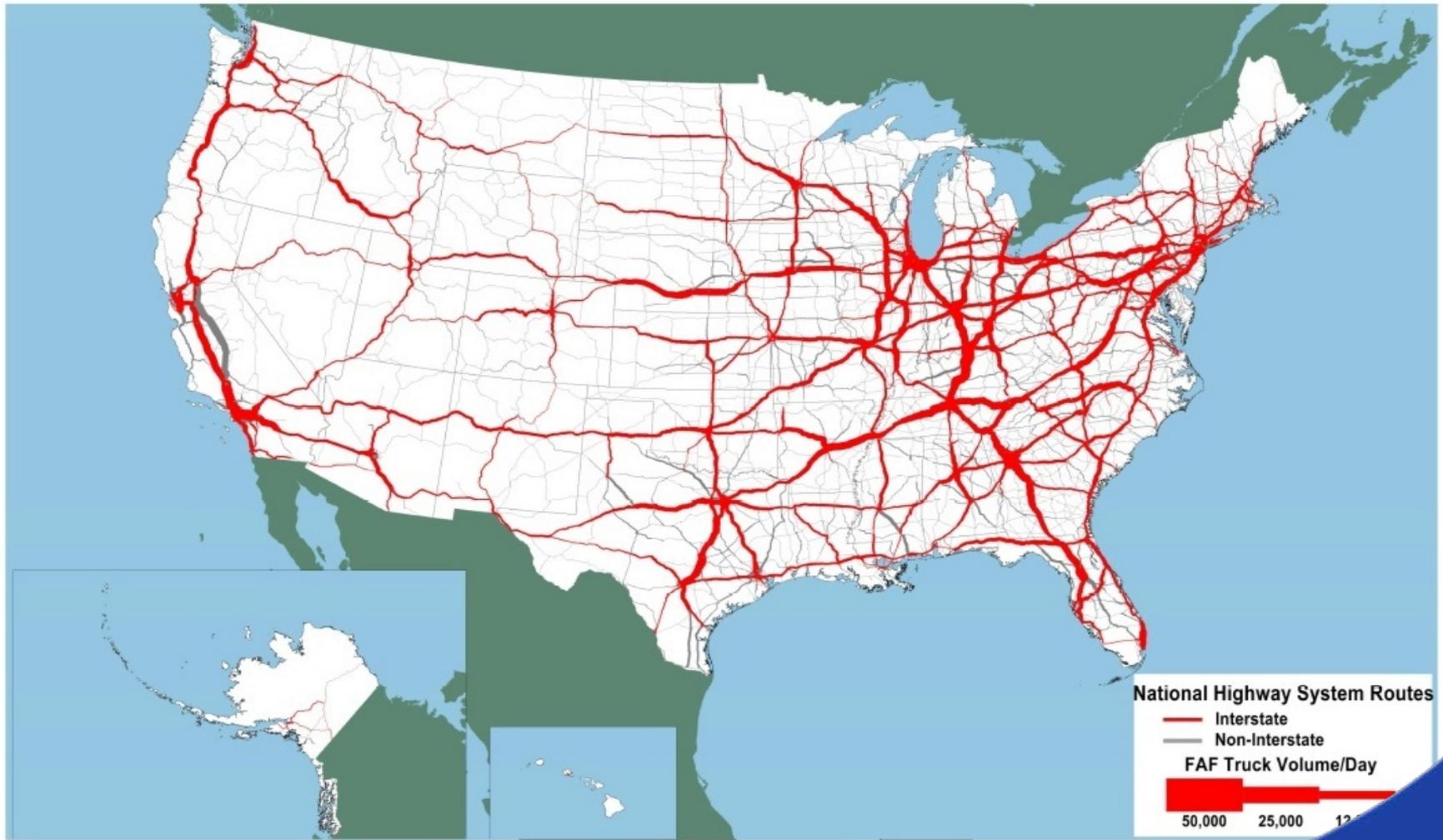


Truck Parking Issues





Average Daily Long-Haul Freight Truck Traffic on the National Highway System - 2007



Note: Long-haul freight trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework 2.0



Average Daily Long-Haul Freight Truck Traffic on the National Highway System - 2040

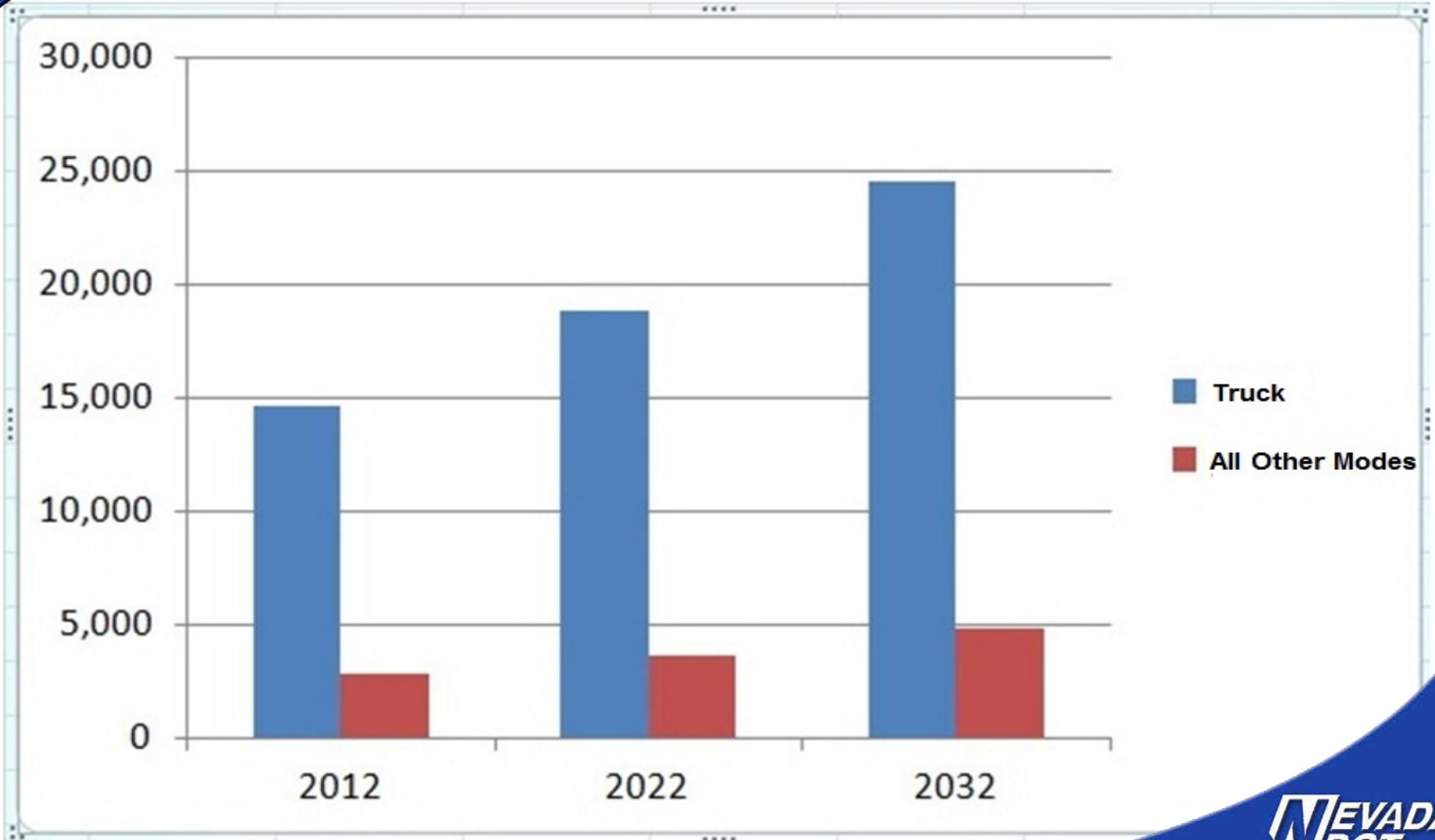


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Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework 2.0





Tonnage of Nevada's Outbound Commodity Flow by Mode



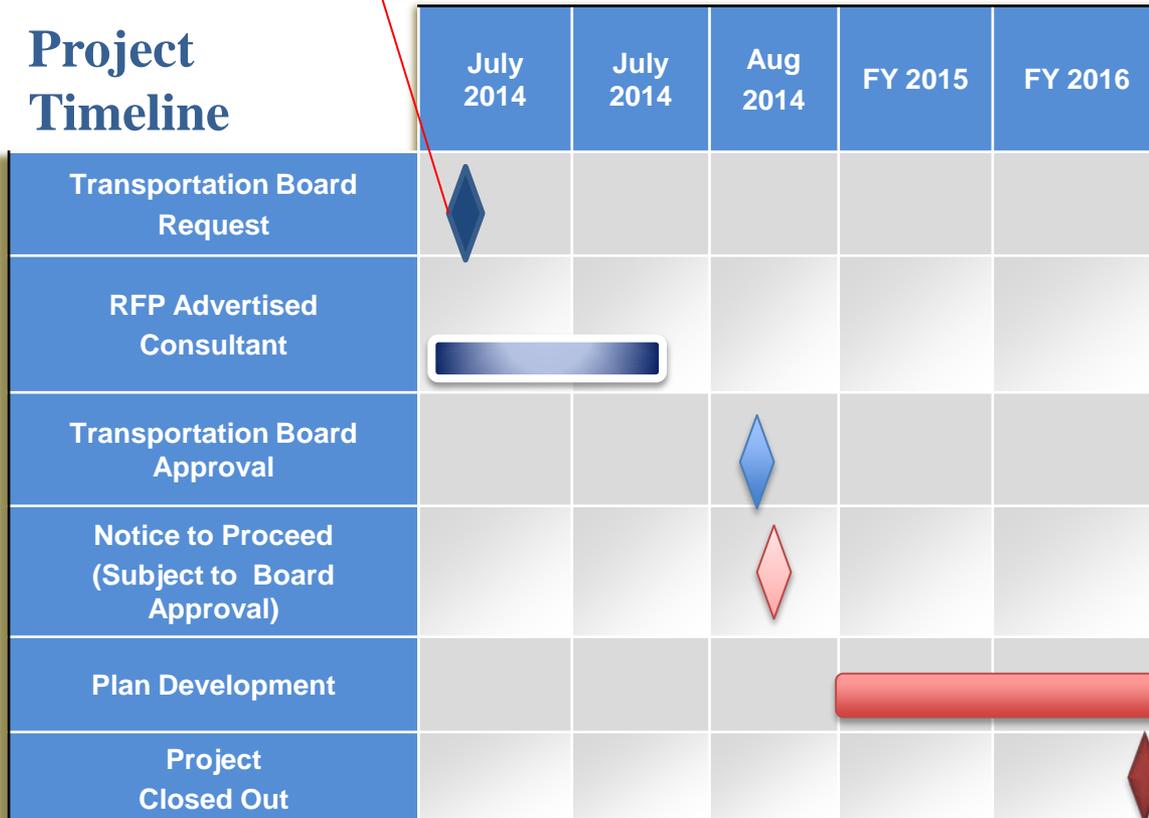


An Investment in our Freight Plan is an investment in our Future

Freight Plan Schedule

We are Here

Project Timeline



USDOT
States requirement for Freight Plan to be initiated by FFY 2015



An Investment in our Freight Plan is an investment in our Future

**Cost for The New Freight Plan
\$1,200,000.**

Project Cost	Aug- Sept FY 2014	FY 2015	FY 2016
\$100,000			
\$500,000			
\$500,000			
\$100,000			

**80% Federal
\$960,000**

**20% Required
State Match
\$240,000**



Contact Information:

Freight@dot.state.nv.us

Bill Thompson

Freight Project Manager

bthompson@dot.state.nv.us

775-888-7354

Eric Glick

Aviation/Freight/Rail Program Manager

eglick@dot.state.nv.us

775-888-7464

Jason Van Havel

Multimodal Planning Chief

jvanhavel@dot.state.nv.us

775-888-7119

