FREIGHT ADVISORY COMMITTEE MEETING
February 4, 2020
ANNOUNCEMENT

Due to issues with background noise on previous conference calls, participation through phone calls will have limited functionality (no speaking option, only online Q&A and chat).

Note: If you join using your computer audio, you will have speaking opportunities during the meeting.

If you HAVE to call in from a phone line, and wish to speak during the meeting, please contact Michael Baker mbaker@parametrix.com.
<table>
<thead>
<tr>
<th>TIME</th>
<th>TOPIC</th>
<th>FACILITATOR(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00</td>
<td>Welcome and Introductions</td>
<td>Bill Thompson, NDOT</td>
</tr>
<tr>
<td>9:10</td>
<td>Project Funding Updates</td>
<td>Bill Thompson, NDOT</td>
</tr>
<tr>
<td>9:20</td>
<td>Status Update from FAC on Freight Implementation Strategies/Actions/Projects (Table 1-4)</td>
<td>Bill Thompson, NDOT Various FAC Member Updates</td>
</tr>
<tr>
<td>9:40</td>
<td>Truck Parking Availability System (TPAS) Project Update</td>
<td>Dan Andersen and Adam Danczyk, Cambridge Systematics</td>
</tr>
<tr>
<td>9:55</td>
<td>Freight Program Implementation Project Update</td>
<td>Vern Keeslar, Parametrix Dike Ahanotu and Alex Marach, CPCS Transcom</td>
</tr>
<tr>
<td>10:05</td>
<td>National Economic Partnership Grant - I-15 Freight Mobility Enhancement Plan</td>
<td>Vern Keeslar, Parametrix</td>
</tr>
<tr>
<td>10:15</td>
<td>I-15 North – Phase III Speedway to Garnet Project Update</td>
<td>Dwayne Wilkinson, NDOT</td>
</tr>
<tr>
<td>10:30</td>
<td>Next Steps/Questions/Open Discussion</td>
<td>Bill Thompson, NDOT</td>
</tr>
</tbody>
</table>
FREIGHT PROGRAM FUNDED PROJECTS

**Obligated Freight Funds ($29.15 M)**

1. $12.9 million – NEPA Study Reno Spaghetti Bowl (2016)
2. $0.75 million – **Statewide** Truck Parking Study (2018)
3. $0.3 million – **Statewide** HazMat Study (2018)
4. $0.7 million – I-80 Freight Corridor Study (2018)
5. $6.9 million – I-80 USA Parkway Interchange Improvements (2018)
6. $7.6 million – I-80 Truck Climbing Lanes @ Pequop Summit (2019)

**Non-Obligated Freight Funds ($35.5M)**

7. $11.0 million – I-80 Truck Climbing Lanes, Bridge Replacement @ Emigrant Pass (2020)
8. $2.7 million – I-80 SR 306 Ramp Improvements (2021)
9. $3.5 million – I-80 Exit 173 Ramp Improvements (2020)
10. $1 million – I-15 Construct Weigh in Motion Station (2020)
11. $7.1 million – Construct Truck Parking **Statewide** (2020)
12. $5.9 million – I-15 MP122 – MP124 Construct Truck Climbing Lanes (2021)
13. $3.5 million – I-15 Exit 100 NB, Exit 111 SB Ramp Geometric Improvements, Additional Truck Parking, and Ramp Gore Lighting (2021)
14. $0.8 million – I-80 Construct Weigh in Motion Station (2020)
2019 Freight Program Implementation Project

Truck Parking Implementation Projects

1. $1.4 million - Mustang Check Station – Regular Parking
2. $1.5 million - Mustang Check Station – Emergency Parking
3. $645 thousand - Wadsworth Rest Area Expansion – Regular Parking
4. $581 thousand - Wadsworth Rest Area Expansion – Emergency Parking
5. $765 thousand - Trinity/Fallon Rest Area Expansion – Regular Parking
6. $1.8 million - Trinity/Fallon Rest Area Expansion – Emergency Parking
7. $1.6 million - Golconda Summit Expansion – Regular Parking
8. $1.2 million - Beowawe Rest Area Expansion – Regular Parking
9. $414 thousand - SR 306 @ I-80 New Parking – Regular Parking
10. $1.6 million - I-15 MP 110 (Mormon Mesa) Expansion – Regular Parking
11. $2.7 million - I-15 MP 96 Expansion – Regular Parking
12. $1.1 million - I-15 MP 88 Expansion – Regular Parking
13. $1.3 million - I-15 MP 84 New Parking – Regular Parking (paved or gravel)
14. $1.0 million - I-15 South Check Station – 26 TP spaces
15. $226 thousand - SR 360 @ US 6 Expansion – Regular Parking
16. Done in house - Luning Rest Area Expansion – Regular Parking
17. $4.5 million - TPAS Phase I and Phase II - Statewide
18. City of North Las Vegas - Las Vegas Blvd. Relocation & New Parking @ Loves – 116 TP Spaces
STATUS UPDATE FROM FAC ON FREIGHT IMPLEMENTATION STRATEGIES / ACTIONS / PROJECTS (TABLE 1-4)

Presented by: Bill Thompson, NDOT
Immediate-Term Actions
<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
<th>Timeframe to Initiate Action</th>
<th>Lead Agency/Contact</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Complete a series of studies to assess the strategic extension of I-11 from Las Vegas to the Canadian border, comprising two levels of investigation: (1) detailed corridor planning to determine a single preferred I-11 corridor between the Las Vegas metropolitan area and Northern Nevada border, and (2) high-level visioning to assess the most logical connection to Canada, based on the greatest economic and trade-related opportunities.</td>
<td>2017-2019</td>
<td>NDOT/Kevin Verre</td>
<td>Completed/Dropped</td>
</tr>
<tr>
<td>2. Facilitate private development of intermodal facilities in Northern and/or Southern Nevada.</td>
<td>Identify and facilitate private development opportunities for intermodal facilities.</td>
<td>2017-2020 Ongoing</td>
<td>NDOT/Kristin Pederson (Deputy Director)</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3. Deploy technologies that improve the fuel-efficiency of commercial vehicles, and provide better mode choice and integration to encourage the most sustainable freight transportation options.</td>
<td>Work with the FAC to recommend a mode policy that encourages moving freight in the most sustainable manner.</td>
<td>2017-2020</td>
<td>Nevada Trucking Association/ Paul Enos</td>
<td>Planned</td>
</tr>
<tr>
<td>4. Preserve and renew Nevada’s freight highway network.</td>
<td>Update the State Highway Preservation Report every two years to keep an accurate assessment of current maintenance needs to renew funding adjustments by the Nevada State Legislature.</td>
<td>2017-2020 Ongoing</td>
<td>NDOT</td>
<td>Completed/Dropped</td>
</tr>
<tr>
<td>4.</td>
<td>Determine a reliable source of funding for implementation of needed preservation/maintenance requirements.</td>
<td>2017-2019</td>
<td>NDOT/Kevin Verre</td>
<td>Ongoing</td>
</tr>
<tr>
<td>5. Develop a preservation and expansion program for short-line freight rail infrastructure.</td>
<td>Establish a policy to strengthen NDOT’s role in rail planning and implementation, including funding. Establish a policy and criteria for state involvement in rail preservation. Based on criteria, identify investments on short-line rail infrastructure and service preservation.</td>
<td>2017-2020</td>
<td>NDOT/Lee Bonner</td>
<td>Planned</td>
</tr>
<tr>
<td>5.</td>
<td>Develop a new rail spur to the Apex Industrial site in Southern Nevada to service existing and new-term anticipated manufacturers.</td>
<td>2017-2019</td>
<td>RTC/Debt Xie</td>
<td>Planned</td>
</tr>
<tr>
<td>6. Develop a method to track and integrate freight transportation, land use, and economic development planning along major freight corridors in Nevada.</td>
<td>Form land use advisory committees throughout the state to coordinate with NDOT on changes in land use strategies that may impact access along state-owned corridor highways, as well as realend developments that may impact the movement of freight vehicles.</td>
<td>2017-2020 Ongoing</td>
<td>NV League of Cities &amp; Counties/NV Association of Counties</td>
<td>Planned</td>
</tr>
<tr>
<td>7. Maintain organization of the FAC to advise on implementation of freight strategies statewide.</td>
<td>Establish a schedule and process for convening or engaging the FAC in freight-related planning issues and progress upon completion of the NSFHP.</td>
<td>2017-2020 Ongoing</td>
<td>NDOT/Bill Thompson</td>
<td>Completed</td>
</tr>
<tr>
<td>8.</td>
<td>Maintain organization and coordination of the NSFHP to advise and support on regional freight issues, projects, and policies.</td>
<td>2017-2020 Ongoing</td>
<td>NDOT/Bill Thompson</td>
<td>Completed/Dropped</td>
</tr>
<tr>
<td>9.</td>
<td>Maintain coordination and coordination of the NSFHP to advise and support on regional freight issues, projects, and policies.</td>
<td>2017-2020 Ongoing</td>
<td>NDOT/Bill Thompson</td>
<td>Completed/Dropped</td>
</tr>
<tr>
<td>10.</td>
<td>Encourage logistics and manufacturing-related companies and organizations to pursue workforce development training opportunities.</td>
<td>2017-2020 Ongoing</td>
<td>Nevada Trucking Association/Paul Enos</td>
<td>Planned</td>
</tr>
<tr>
<td>11.</td>
<td>Pursue freight-related research through NDOT’s Research Section to improve the State’s readiness and adaptability to new freight movement and technology trends.</td>
<td>2017-2019</td>
<td>Nevada Trucking Association/Paul Enos</td>
<td>Planned</td>
</tr>
<tr>
<td>12. Incorporate autonomous system technologies into Nevada’s freight system.</td>
<td>Understand and develop strategies to respond to advances in autonomous connected vehicle technology and their impact on the freight transportation system, including related “smart infrastructure” to support implementation.</td>
<td>2017-2019</td>
<td>Nevada Institute for Autonomous Systems/Kevin Verre</td>
<td>Planned</td>
</tr>
<tr>
<td>13. Enforce regulatory compliance through aggressive inspections, use advanced inspection technologies to reduce costs and improve efficiencies for law enforcement and operators alike, and develop reasonable standards for over-dimensional vehicles to operate with fewer impediments on the freight network.</td>
<td>Identify locations for permanent truck inspection equipment, stations, and systems development. Establish a scalable implementation plan with potential phased improvements (e.g., truck weigh stations, pre-screening lanes). Determine a method to sustainably fund improvements and operations, including full-time staffing and determine a schedule and appropriate use of these (e.g., use truck tests to fund the inspection program). Change the Nevada Revised Statutes to allow permit fees to be charged in excess of administrative needs. The additional fees could be used for inspections or pavement preservation. Explore use of a consolidated online website or application to issue and store state-required permits and credentials, allowing streamlined access for freight carriers and law enforcement compliance officers alike.</td>
<td>2017-2019</td>
<td>NDOT/Tram/Crag Northern Contracts/Don Plowman</td>
<td>In Progress</td>
</tr>
<tr>
<td>14. Update the NSFHP at regular intervals to ensure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.</td>
<td>Update the NSFHP at regular intervals to ensure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.</td>
<td>2017-2019</td>
<td>Nevada Institute for Autonomous Systems/Kevin Verre</td>
<td>Planned</td>
</tr>
<tr>
<td>15.</td>
<td>Pursue an “all of the above” strategy to achieve sustainable transportation funding to operate, maintain, and expand Nevada’s freight transportation system.</td>
<td>2017-2019</td>
<td>NDOT/Kevin Verre</td>
<td>Planned</td>
</tr>
</tbody>
</table>
Governor’s Office of Economic Development
UPDATE – Kristopher Sanchez

• Current Activities and Initiatives
Economies, Economic Development and Current Trends
Introduction

- Economic Overview
- Nine Years of Record Growth
- Economic Diversification and Structural Change
- In-Demand Occupation Analysis
- Demand for Work-based Learning Programs
Economy Overview

<table>
<thead>
<tr>
<th>Category</th>
<th>State 1</th>
<th>State 2</th>
<th>State 3</th>
<th>State 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs (2019)</td>
<td>1,507,810</td>
<td>1,097,903</td>
<td>328,779</td>
<td>74,235</td>
</tr>
<tr>
<td>Average Earnings (2019)</td>
<td>$50,903</td>
<td>$56,500</td>
<td>$61,650</td>
<td>$68,286</td>
</tr>
<tr>
<td>Unemployment Rate (10/2019)</td>
<td>3.7%</td>
<td>4.0%</td>
<td>3.2%</td>
<td>3.3%</td>
</tr>
<tr>
<td>GRP (2018)</td>
<td>$167,052,481,502</td>
<td>$117,223,221,098</td>
<td>$38,678,892,120</td>
<td>$11,152,368,283</td>
</tr>
<tr>
<td>Exports (2018)</td>
<td>$163,827,000,717</td>
<td>$103,403,147,232</td>
<td>$44,402,211,099</td>
<td>$17,317,467,544</td>
</tr>
<tr>
<td>Imports (2018)</td>
<td>$144,399,413,204</td>
<td>$97,380,024,308</td>
<td>$39,130,665,645</td>
<td>$14,787,587,376</td>
</tr>
</tbody>
</table>
Diversification and Structural Changes in Nevada’s Growing Economy
Nevada Job Trends

- **Peak**: 1,298,000, March 2007
- **Trough**: 1,112,400, September 2010
- **Current**: 1,444,500, November 2019

185,600 Jobs Lost
323,100 Jobs Added
Nevada’s Diversifying Economy

Bubble size represents 2019 jobs in each sector

<table>
<thead>
<tr>
<th>Sector</th>
<th>2019 Jobs</th>
<th>2010 LQ</th>
<th>2019 LQ</th>
<th>Percent Change LQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>59,633</td>
<td>0.40</td>
<td>0.50</td>
<td>25%</td>
</tr>
<tr>
<td>Natural Resources</td>
<td>71,107</td>
<td>0.66</td>
<td>0.76</td>
<td>15%</td>
</tr>
<tr>
<td>Information Technology</td>
<td>75,753</td>
<td>0.68</td>
<td>0.76</td>
<td>11%</td>
</tr>
<tr>
<td>Logistics &amp; Operations</td>
<td>91,254</td>
<td>0.81</td>
<td>0.89</td>
<td>10%</td>
</tr>
<tr>
<td>Mining</td>
<td>14,805</td>
<td>2.17</td>
<td>2.29</td>
<td>6%</td>
</tr>
<tr>
<td>Health &amp; Medical</td>
<td>123,087</td>
<td>0.65</td>
<td>0.68</td>
<td>4%</td>
</tr>
<tr>
<td>Aerospace &amp; Defense</td>
<td>15,956</td>
<td>0.73</td>
<td>0.74</td>
<td>2%</td>
</tr>
<tr>
<td>Tourism, Gaming, and Entertainment</td>
<td>432,109</td>
<td>2.51</td>
<td>2.18</td>
<td>(13%)</td>
</tr>
</tbody>
</table>
Nevada’s Diversifying Economy

<table>
<thead>
<tr>
<th>Sector</th>
<th>Job Change 2010 - 2019</th>
<th>Expected Growth Explained by National Growth and National Industry Growth</th>
<th>Nevada’s Competitive Effect Over the Last Nine Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logistics and Operations</td>
<td>20,104</td>
<td>4,166</td>
<td>15,938</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>26,742</td>
<td>11,109</td>
<td>15,633</td>
</tr>
<tr>
<td>Natural Resource Technologies</td>
<td>34,791</td>
<td>19,681</td>
<td>15,110</td>
</tr>
<tr>
<td>Health and Medical Services</td>
<td>21,423</td>
<td>6,984</td>
<td>14,439</td>
</tr>
<tr>
<td>Information Technology</td>
<td>26,901</td>
<td>13,386</td>
<td>13,515</td>
</tr>
<tr>
<td>Mining</td>
<td>2,473</td>
<td>470</td>
<td>2,003</td>
</tr>
<tr>
<td>Aerospace and Defense</td>
<td>2,681</td>
<td>1,093</td>
<td>1,588</td>
</tr>
<tr>
<td>Tourism, Gaming, and Entertainment</td>
<td>50,988</td>
<td>73,173</td>
<td>(22,185)</td>
</tr>
</tbody>
</table>
### Nevada’s Diversifying Economy

#### Sector-wise Job Change and Earnings Per Worker

<table>
<thead>
<tr>
<th>Sector</th>
<th>Job Change 2010 - 2019</th>
<th>Expected Growth Explained by National Growth and National Industry Growth</th>
<th>Nevada’s Competitive Effect Over the Last Nine Years</th>
<th>Earnings Per Worker</th>
</tr>
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<td>15,938</td>
<td>$71,691</td>
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<td>15,633</td>
<td>$73,895</td>
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<tr>
<td>Natural Resource Technologies</td>
<td>34,791</td>
<td>19,681</td>
<td>15,110</td>
<td>$79,866</td>
</tr>
<tr>
<td>Health and Medical Services</td>
<td>21,423</td>
<td>6,984</td>
<td>14,439</td>
<td>$69,380</td>
</tr>
<tr>
<td>Information Technology</td>
<td>26,901</td>
<td>13,386</td>
<td>13,515</td>
<td>$59,964</td>
</tr>
<tr>
<td>Mining</td>
<td>2,473</td>
<td>470</td>
<td>2,003</td>
<td>$116,642</td>
</tr>
<tr>
<td>Aerospace and Defense</td>
<td>2,681</td>
<td>1,093</td>
<td>1,588</td>
<td>$103,947</td>
</tr>
<tr>
<td>Tourism, Gaming, and Entertainment</td>
<td>50,988</td>
<td>73,173</td>
<td>(22,185)</td>
<td>$38,902</td>
</tr>
</tbody>
</table>
### Southern Nevada’s Diversifying Economy

![Chart showing the diversified economy of Southern Nevada with a breakdown of sectors and their job growth percentages.](chart)

<table>
<thead>
<tr>
<th>Sector</th>
<th>2019 Jobs</th>
<th>2010 LQ</th>
<th>2019 LQ</th>
<th>Percent Change LQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mining</td>
<td>507</td>
<td>0.07</td>
<td>0.11</td>
<td>50%</td>
</tr>
<tr>
<td>Information Technology</td>
<td>53,441</td>
<td>0.64</td>
<td>0.74</td>
<td>15%</td>
</tr>
<tr>
<td>Logistics &amp; Operations</td>
<td>56,438</td>
<td>0.67</td>
<td>0.75</td>
<td>12%</td>
</tr>
<tr>
<td>Health &amp; Medical</td>
<td>89,052</td>
<td>0.63</td>
<td>0.67</td>
<td>7%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>26,431</td>
<td>0.29</td>
<td>0.3</td>
<td>6%</td>
</tr>
<tr>
<td>Aerospace &amp; Defense</td>
<td>10,368</td>
<td>0.64</td>
<td>0.66</td>
<td>4%</td>
</tr>
<tr>
<td>Natural Resources</td>
<td>36,334</td>
<td>0.52</td>
<td>0.53</td>
<td>1%</td>
</tr>
<tr>
<td>Tourism, Gaming, and Entertainment</td>
<td>359,921</td>
<td>2.88</td>
<td>2.49</td>
<td>-13%</td>
</tr>
</tbody>
</table>

Bubble size represents 2019 jobs in each sector.
Northern Nevada’s Diversifying Economy

<table>
<thead>
<tr>
<th>Sector</th>
<th>2019 Jobs</th>
<th>2010 LQ</th>
<th>2019 LQ</th>
<th>Percent Change LQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Resources</td>
<td>27,754</td>
<td>0.86</td>
<td>1.35</td>
<td>58%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>31,786</td>
<td>0.83</td>
<td>1.22</td>
<td>47%</td>
</tr>
<tr>
<td>Mining</td>
<td>647</td>
<td>0.39</td>
<td>0.46</td>
<td>16%</td>
</tr>
<tr>
<td>Logistics &amp; Operations</td>
<td>30,610</td>
<td>1.24</td>
<td>1.37</td>
<td>10%</td>
</tr>
<tr>
<td>Information Technology</td>
<td>19,104</td>
<td>0.84</td>
<td>0.88</td>
<td>5%</td>
</tr>
<tr>
<td>Aerospace &amp; Defense</td>
<td>3,683</td>
<td>0.76</td>
<td>0.79</td>
<td>3%</td>
</tr>
<tr>
<td>Health &amp; Medical</td>
<td>30,374</td>
<td>0.79</td>
<td>0.77</td>
<td>-2%</td>
</tr>
<tr>
<td>Tourism, Gaming, and Entertainment</td>
<td>60,105</td>
<td>1.64</td>
<td>1.39</td>
<td>-15%</td>
</tr>
</tbody>
</table>

Bubble size represents 2019 jobs in each sector.
## Balance of State – a Diversifying Economy?

<table>
<thead>
<tr>
<th>Sector</th>
<th>2019 Jobs</th>
<th>2010 LQ</th>
<th>2019 LQ</th>
<th>Percent Change LQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mining</td>
<td>13,645</td>
<td>35.10</td>
<td>42.86</td>
<td>22%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>1,386</td>
<td>0.20</td>
<td>0.24</td>
<td>18%</td>
</tr>
<tr>
<td>Logistics &amp; Operations</td>
<td>3,020</td>
<td>0.54</td>
<td>0.60</td>
<td>11%</td>
</tr>
<tr>
<td>Health &amp; Medical</td>
<td>3,619</td>
<td>0.42</td>
<td>0.41</td>
<td>(3%)</td>
</tr>
<tr>
<td>Aerospace &amp; Defense</td>
<td>1,849</td>
<td>1.80</td>
<td>1.75</td>
<td>(3%)</td>
</tr>
<tr>
<td>Information Technology</td>
<td>2,175</td>
<td>0.47</td>
<td>0.44</td>
<td>(5%)</td>
</tr>
<tr>
<td>Natural Resources</td>
<td>6,743</td>
<td>1.59</td>
<td>1.45</td>
<td>(9%)</td>
</tr>
<tr>
<td>Tourism, Gaming, and Entertainment</td>
<td>11,777</td>
<td>1.36</td>
<td>1.21</td>
<td>(11%)</td>
</tr>
</tbody>
</table>

Bubble size represents 2019 jobs in each sector.
### Balance of State – a Diversifying Economy?

<table>
<thead>
<tr>
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<th>2010 LQ</th>
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<tbody>
<tr>
<td>Mining</td>
<td>13,645</td>
<td>35.10</td>
<td>42.86</td>
<td>22%</td>
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<tr>
<td>Manufacturing</td>
<td>1,386</td>
<td>0.20</td>
<td>0.24</td>
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<td>Logistics &amp; Operations</td>
<td>3,020</td>
<td>0.54</td>
<td>0.60</td>
<td>11%</td>
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<td>Health &amp; Medical</td>
<td>3,619</td>
<td>0.42</td>
<td>0.41</td>
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<td>Aerospace &amp; Defense</td>
<td>1,849</td>
<td>1.80</td>
<td>1.75</td>
<td>(3%)</td>
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<td>Information Technology</td>
<td>2,175</td>
<td>0.47</td>
<td>0.44</td>
<td>(5%)</td>
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<tr>
<td>Natural Resources</td>
<td>6,743</td>
<td>1.59</td>
<td>1.45</td>
<td>(9%)</td>
</tr>
<tr>
<td>Tourism, Gaming, and Entertainment</td>
<td>11,777</td>
<td>1.36</td>
<td>1.21</td>
<td>(11%)</td>
</tr>
</tbody>
</table>

Bubble size represents 2019 jobs in each sector.

Nevada Governor’s Office of ECONOMIC DEVELOPMENT
Governors Office of Economic Development

Bob Potts  
Deputy Director  
775-687-9907  
bpotts@diversifynevada.com
NSFP ACTION 14.1 UPDATE - Barry Mason

- **Action**: Identify locations for permanent truck inspection equipment, stations, and data system. Develop a scalable implementation plan with potential phased improvements (e.g., truck weigh stations, pre-screening lanes). Determine a method to sustainably fund improvements and operations, including full-time staffing and determine a fee schedule and appropriate use of fines (e.g., use truck fines to fund the inspection program).

- **Timeline**: 2017-2019

- **Lead Agency**: NDOT
Vehicle Size and Weight Fixed Facility – Statewide Design Criteria Template

For: NDOT – Freight Advisory Committee

By: Atkins Inc. and BGM Consulting LLC

February 4, 2020
Primary Stakeholders

- **Planning Design Group** –
  - Nevada DOT (NDOT),
  - Nevada Highway Patrol (NHP),
  - Nevada DMV (NDMV),
  - Nevada Department of Agriculture (NDA),
  - Nevada Trucking Association (NTA)
  - FMCSA and FHWA
Port traffic going east from California traverses Nevada in a big way –

- I-15 has 2600 trucks per day.
- I-80 has 2080 trucks per day
High Level Questions

- **WHY** - HAVE THESE FACILITIES…
- **WHO** - COULD OPERATE THESE FACILITIES…
- **WHAT** - COULD FACILITIES BE…
- **HOW** - COULD THESE FACILITIES EFFECTIVELY/EFFICIENTLY OPERATE…
- **WHERE** - COULD FACILITIES STRATEGICALLY BE PLACED…
- **WHO/HOW** - ASSET MANAGEMENT OF LIFECYCLE FOR THESE FACILITIES…
- **WHO** - FUNDS OF ALL PHASES OF LIFECYCLE FOR THESE FACILITIES…
Task 1. Planning Design Group

Multiple surveys – completed
2 face to face meetings – completed
Overall – 85% complete

- **Stakeholder meetings and surveys** –
  - **The 1st Meeting (10/16/2019): Kickoff** – will be an organizing meeting laying out expectations.
  - **Multiple Surveys** – with intrastate stakeholders
  - **The 2nd Meeting (02/18/2020): Finalize stakeholders needs** – refine stakeholder needs and agreement on the design template elements.

- **Deliverables** – A template with the Stakeholders needs identified related to the statewide weigh station network as well as to commercial vehicle enforcement in general.
Task 2. Neighboring States
Survey to 5 neighboring states - Completed
Zoom meetings with each of the 5 neighboring states – Completed
Overall – 80% Complete

- Survey and Skype meeting with 5 neighboring states – Arizona, California, Idaho, Oregon and Utah
  - Placement strategies of weigh station facilities within their statewide network
  - Prescreening functionalities they use and wish they had
  - Smart Roadside for data collection
  - Operations throughout larger weigh station facilities

- Deliverables – A template that also includes the elements of interest and concern from 5 neighboring states to include what they can provide Nevada and what they desire from Nevada.
Task 3. Strategies

Zoom meetings as needed
1 face to face meeting in March (TBD)
Overall – 45% Complete

- **Statewide Commercial Vehicle Enforcement Network (SCVEN)** – that may be comprised of 3 different types of truck enforcement sites as follows: *(Probably different sizes of each)*
  - **1. Fixed Facilities** – Staffed mainline multi-functional fixed commercial vehicle enforcement facilities – *for the purpose of enforcing the size/weight, safety and credentials.*
  - **2. Improved Sites** – Non-staffed mainline multi-functional commercial vehicle enforcements sites – *for the purpose of enforcing the size/weight, safety and credentials.*
  - **3. Smart Roadside** – By-pass enforcement sites – *for routes around fixed enforcement facilities.*

- **Deliverables** – A network approach to enforcement, which will be identified in the design criteria template as future connectivity beyond the I-15 site example.
Task 4. Design

*Zoom meetings as needed*
*3 face to face meetings (TBD)*

*Overall – 0% Complete*

- **Deliverables** – Design criteria for a statewide enforcement network that meets the needs of Nevada and its neighboring states.
  - This task includes development of the design criteria for Nevada to use in designing and building their statewide weigh station program.
  - The high level standards for the placement and conceptual design of fixed weigh stations specifically for Nevada based on local criteria.
The State of Nevada would like to locate the first fixed facility in the state on I-15 NB between state line and Las Vegas.

This roadway segment has the highest truck volumes in the state with up to 2,600 trucks/day
<table>
<thead>
<tr>
<th>Tasks/Months</th>
<th>0 Oct 2019</th>
<th>1 Nov</th>
<th>2 Dec</th>
<th>3 Jan 2020</th>
<th>4 Feb</th>
<th>5 Mar</th>
<th>6 Apr</th>
<th>7 May</th>
<th>8 Jun</th>
<th>9 Jul</th>
<th>10 Aug</th>
<th>11 Sep</th>
<th>12 Oct</th>
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<tbody>
<tr>
<td>Task 1. Planning Design Group</td>
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<tr>
<td>Task 2. Neighboring States</td>
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</tbody>
</table>

F = Face to face meeting  
= Delay completion - approved by Client

= Original schedule  
= Delay start - approved by Client

= Today’s date
Next Steps –
Welcome your participation
Meeting #2 (face to face) - February 18-20

- 2nd Planning Design Group meeting *(face to face)* – February 18 - 20 from 9:00 AM - 12:00 PM at Nevada Trucking Association Office, 8745 Technology Way # E, Reno, Nevada 89521.

  - **Feb. 18 – (9:00 AM – 12:00 PM)**
    - History of commercial vehicle inspection and enforcement
    - Finalize Task #1 – Planning Design Groups needs
    - Finalize Task #2 – Neighboring States experience and concerns

  - **Feb. 19 – 20 – (9:00 AM – 12:00PM)**
    - Technology Vendors and Integrators presentations *(do not miss this)*
Questions?

Thank you!
Mid-Term Actions
### Table 1-4. Freight Strategies and Implementation Actions - MID-TERM ACTIONS

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
<th>Timeframe to Initiate Action</th>
<th>Lead Agency/Contact</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Advance multi-use corridor planning for I-11.</td>
<td>Update the Nevada Rail Plan with an analysis of the feasibility of completing a freight rail connection between Las Vegas and Reno-Sparks-Carson City.</td>
<td>2020-2022</td>
<td>NDOT/Lee Rinnor</td>
<td>Planned</td>
</tr>
<tr>
<td>3. Deploy technologies that improve the fuel-efficiency of commercial vehicles and provide better mode-choice and integration to encourage the most sustainable freight transportation options.</td>
<td>Encourage use of cleaner vehicle technologies to reduce freight vehicular emissions.</td>
<td>2020-2022</td>
<td>Nevada Trucking Association/Paul Enos</td>
<td>Planned</td>
</tr>
<tr>
<td></td>
<td>Build a compelling public benefits analysis and demonstration of potential market feasibility for new intermodal and/or bulk transload rail services from/to the State.</td>
<td>2020-2022</td>
<td>GOED/Christopher Sanchez (Deputy Director) NMDA/Nevada Development Authority, Bob Hooper</td>
<td>Planned</td>
</tr>
<tr>
<td></td>
<td>Pursue electrification at truck stops to reduce vehicle emissions from idling</td>
<td>2020-2022</td>
<td>FAC Nevada Trucking Association/Paul Enos Private Truck Stops NSXX/Karthe Worley</td>
<td>Planned</td>
</tr>
<tr>
<td></td>
<td>Establish incentives to encourage the trucking industry to invest in next generation truck technologies.</td>
<td>2020-2022</td>
<td>Nevada Trucking Association/Paul Enos</td>
<td>Planned</td>
</tr>
<tr>
<td>6. Strengthen NDOT’s Rail Safety and Security Program</td>
<td>Secure additional funding for NDOT's Rail Safety and Security Program. Additional funding from private stakeholders, discretionary grants, or other Federal, State, or local sources could help to fund more significant changes, such as doors or physical grade separations.</td>
<td>2020-2022</td>
<td>NDOT/Doug Fromm</td>
<td>Planned</td>
</tr>
<tr>
<td>13. Increase the number of truck parking spaces and facilities, along with supportive ITS improvements.</td>
<td>Create a Nevada Truck Rest Stop Implementation Plan. Phase I is largely completed as part of the NSFP, and Phase II would consist of continued state data collection and analysis, including surveys and interviews that will result in identification of issues as well as recommendations for additional truck parking areas.</td>
<td>2020-2022</td>
<td>NDOT/Bill Thompson</td>
<td>Completed</td>
</tr>
<tr>
<td></td>
<td>Implement investments in partnership with private and public stakeholders on truck parking ITS and expanding rest areas along interstate and interregional highways. Explore multistate partnerships.</td>
<td>2020-2022</td>
<td>NDOT/Bill Thompson</td>
<td>Planned</td>
</tr>
<tr>
<td>14. Develop response plans and mitigation strategies for potential threats to Nevada’s freight transportation system.</td>
<td>Develop design standards to require an 18-foot-0-inch bridge clearance for all new construction be considered, and implemented when feasible.</td>
<td>2020-2022</td>
<td>NDOT</td>
<td>Planned</td>
</tr>
<tr>
<td>15. Update the NSFP at regular intervals to insure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.</td>
<td>Conduct a Hazardous Commodity Flow Study to document by what route and made all hazardous materials are transported throughout Nevada.</td>
<td>2020-2022</td>
<td>NDOT/Bill Thompson</td>
<td>In Progress</td>
</tr>
<tr>
<td></td>
<td>Implement projects defined in the NSFP prioritized list of improvements.</td>
<td>Integrate freight performance measures into NDOT’s annual performance Management process, allowing the monitoring of performance and progress of freight improvements. Based on the resultant analysis, maintain a list of high priority freight performance improvement projects, and update the prioritized list of projects and prioritized freight investment plan.</td>
<td>2020-2022</td>
<td>NDOT/Bill Thompson</td>
</tr>
<tr>
<td></td>
<td>Pursue an “all of the above” strategy to achieve sustainable transportation funding to operate, maintain, and expand Nevada’s freight transportation system.</td>
<td>Incorporate the fiscally constrained freight investment plan into the long range transportation plan, and update as needed.</td>
<td>2020-2022</td>
<td>NDOT/Bill Thompson</td>
</tr>
<tr>
<td></td>
<td>Evaluate and prioritize additional freight-related capital improvement projects, and update the prioritized list of projects and fiscally-constrained freight investment plan.</td>
<td>Periodically identify and prioritize additional freight-related capital improvement projects, and update the prioritized list of projects and fiscally-constrained freight investment plan.</td>
<td>2020-2022</td>
<td>NDOT/Kevin Verre</td>
</tr>
<tr>
<td></td>
<td>Conduct periodic updates to Nevada’s defined National Highway Freight Network.</td>
<td>Conduct periodic updates to Nevada’s defined National Highway Freight Network.</td>
<td>2020-2022</td>
<td>NDOT/Bill Thompson</td>
</tr>
</tbody>
</table>

**Updated Nevada State Freight Plan**
NSFP ACTION 1.3 UPDATE - Lee Bonner

- **Action:** Update the Nevada Rail Plan with an analysis of the feasibility of completing a freight rail connection between Las Vegas and Reno-Sparks-Carson City.
- **Timeline:** 2020-2022
- **Lead Agency:** NDOT
A Vision for 2050

Nevada Rail Plan

Nevada Department of Transportation
Nevada is convening its citizens and stakeholders to determine the smartest use of rail transportation for sustainable, environmentally conscious and efficient freight movement and passenger mobility.

**Smart, sustainable, efficient use of rail**

Nevada is convening its citizens and stakeholders to determine the smartest use of rail transportation for sustainable, environmentally conscious and efficient freight movement and passenger mobility.

**Integrate rail transportation**

This is a statewide rail development plan focused on how to best integrate rail, truck, and passenger transportation in support of sustainable economic development and community life.
Rail Regions

Rail Freight Corridors

1. Southern Nevada
2. Lincoln County
3. Ely-North to W. Wendover
4. I-80 Corridor, Lovelock to Wells
5. Reno-Sparks – Fernley – Fallon – Silver Springs
80 Corridor Asset Growth

Establish Current Status:

• Existing rail activity
• Existing rail track and facilities
• Name and location of rail shippers and receivers
• Names of businesses that are shipping / receiving
• Location and growth capacity of existing transloading operations
  • Private facility only
  • Public service available
• UP and BN service characteristics

Identify Opportunities:

• Potential transload sites
• Shippers and receivers that should be contacted
• Map private-sector and BLM land
• Land that has been identified and invested in by local government for rail-served industry
• Assessment of what will be required to build in rail service for each of these properties
• Identification of primary available and potentially rail-served land that has or has not been targeted, and not invested in by local government
• Description of each of the major rail infrastructure projects that are currently being contemplated
• A mining logistics plan
What do we know?

- 200 Businesses shipping from to Nevada
- 250 Businesses located on rail not using rail
- No land use policy for rail served property
- No state agency to drive rail forward development
Explore new rail potential
Explore new rail potential.
New / Refurbished Track Potential

**New Track** - 12 mile rail line in the Crestline area

**Refurbished Track** - Ely to Wendover back into service

**New Track to Orovada** - Nevada Lithium

**New Track to Mining / Ag** - Elko / Lander

**New Siding Interchange** - Army Depot / Mineral / Esmeralda

**New Track** - Mina / Mineral / Esmeralda

**New Track** Baker CA route to Tonopah
Partnership with the Port of Oakland
Think Rail Nevada
Long-Term Actions
## UPDATED Nevada State Freight Plan

### Table 1-4. Freight Strategies and Implementation Actions - LONG-TERM ACTIONS

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Actions</th>
<th>Timeframe to Initiate Action</th>
<th>Lead Agency/ Contact</th>
<th>Status</th>
</tr>
</thead>
</table>
| 14       | Enforce regulatory compliance through aggressive inspections, use advanced inspection technologies to reduce costs and improve efficiencies for law enforcement and operators alike, and develop reasonable standards for over-dimensional vehicles to operate with fewer impediments on the freight. | 2023-2027                   | NDOT/Bill Thompson  
NHP Northern Command/Don Plowman  
NHP Southern Command/ John Arias | Planned |
| 16       | Update the NSFP at regular intervals to insure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.                                        | 2023-2027                   | NDOT/Bill Thompson                                                                  | Planned |
TRUCK PARKING
AVAILABILITY SYSTEM (TPAS)

Presented by: Dan Anderson and Adam Danczyk, Cambridge Systematics
Nevada Truck Parking Implementation Plan

Truck Parking Availability System (TPAS)

presented to
State Freight Advisory Committee

presented by
Dan Andersen, Cambridge Systematics
Adam Danczyk, Cambridge Systematics

February 4, 2020
TPAS Implementation Projects

1. Mogul Truck Parking (EB and WB)
2. Trinity/Fallon Rest Area
3. Beowawe Rest Area (EB and WB)
4. I-15 MP 110 Truck Parking (Expansion)
5. I-15 MP 96 Truck Parking (Expansion)
6. I-15 MP 88 Truck Parking

TPAS Recap

- TPAS “Pilot” to be deployed at 6 public parking sites
- TPAS Effort to Develop:
  - Concept of Operations
  - System Requirements
  - RFP
Data Collection Strategy

**In-Ground Sensors:** Detect vehicle presence

**Relay Nodes:** Collect data from sensors

**Data Collector:** Aggregates data and sends off-site for processing
Data Distribution Strategy

- Data published in real-time on Nevada Data Exchange
  - Published on NVRoads Website and App
  - Available to 3rd party app developers
Summary of TPAS Project

- **Parking Availability Data Collection:**
  - Technology-agnostic approach
  - High-accuracy counting strategy
  - Performance-based requirements
  - Visual verification through proposed CCTV cameras

- **Parking Availability Data Distribution:**
  - Roadside signs for advance notification and informed decision-making
  - Publication on Nevada Data Exchange (NDEx) for third-party TMSs and mobile application developers
  - Publication on NVRoads (Nevada 511 Website)
Schedule

1. Project Management
   - User Needs
2. Technology Concept Specification
3. Refine/Finalize Site Descriptions
4. Concept of Operations
5. System Requirements
6. Procurement Support

Meetings Draft Deliverable Final Deliverable

<table>
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<tr>
<th>Task</th>
<th>Meeting/Deliverable</th>
<th>2019</th>
<th>2020</th>
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</tr>
<tr>
<td>Oct Nov Dec Jan Feb Mar Apr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
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</table>
THANK YOU!

Contacts:

Bill Thompson
bthompson@dot.nv.gov
775.888.7354

Dan Andersen
dandersen@camsys.com
702.303.5419

Adam Danczyk
adanczyk@camsys.com
312.665.0218
FREIGHT PROGRAM
IMPLEMENTATION PROJECT UPDATE

Presented by: Vern Keeslar, Parametrix & Dike Ahanotu and Alex Marach, CPCS Transcom
# PROJECT OVERVIEW

**PROJECT COMPLETED OVER A 2-YEAR PERIOD (FEB 2021)**

![Project Timeline](image)

**WE ARE HERE**
STATUS BY TASK

- Task 1 – Project Management - Ongoing
- Task 2 - Freight Program Process Manual – In Progress
- Task 3 - Freight Needs Assessment – In Progress
- Task 4 - Freight Research – In Progress
- Task 5 – Performance Reporting – In Progress
- Task 6 – Critical Freight Corridors – COMPLETE
- Task 7 – Freight Investment Plan - In Progress
- Task 8 – Freight Advisory Committee – Ongoing
- Task 9 – Freight Plan Strategies Review – COMPLETE
- Task 10 – Freight Program Framework Review – In Progress
TASKS NEAR COMPLETION

- Task 2 – Freight Program Process Manual
  - Conducted interviews with NDOT Staff
  - Complete draft manual for NDOT review

- Task 4 - Freight Research
  - Completed summary report of freight research
  - Completed a Multi-Criteria Research Rubric
  - Develop list of problem statements
Status of Freight Process Manual

Recurring Freight Program Activities

Recent Activities:
1. Schedule of recurring freight program activities
2. Outreach to over a dozen NDOT staff from various divisions
3. Submitted draft report for NDOT review
TASK 5 – PERFORMANCE REPORTING

- Develop a Process for Collecting and Displaying Freight System Performance

- Guiding principles
  - Meet MAP-21 performance reporting requirements
  - Easy to edit template for visualization
  - Focus on data accessibility over the long-term
  - Minimize overlap with other NDOT performance metrics
  - Coordinate with NDOT’s Performance Analysis Division and One Nevada Transportation Plan
TASK 7 – FREIGHT INVESTMENT PLAN

- Freight Investment Plan Process Development
  - Develop a process to update freight projects/strategic actions list based on project identification
  - Freight Investment Plan to feed into NDOT’s ONE Nevada Transportation Plan implementation process

- Freight Project Identification Outreach
  - Define agencies for engagement/outreach
  - Develop application form for the Annual Call for Project submittal
    - Identify minimal project information
    - Identify minimal project data criteria (quantitative and qualitative)
TASK 7 – FREIGHT INVESTMENT PLAN

- **Freight Project Prioritization**
  - Develop project data criteria to enable a fair, consistent, and defensible means to compare freight projects
  - List Nevada State Freight Plan goals and objectives matrix for comparison and initial screening of freight projects

- **Fiscally Constrained Freight Investment Plan**
  - Funding Sources
  - Need for National Highway Freight Program funding to be allocated for freight projects only
TASK 10 – PEER REVIEWS

- Evaluating Freight Programs in Utah, Colorado, Arizona and Minnesota
- Developing fact sheets for each state’s freight programs
- Comparison Matrix
NATIONAL ECONOMIC PARTNERSHIP GRANT
I-15 FREIGHT MOBILITY ENHANCEMENT PLAN
Presented by: Vern Keeslar, Parametrix
I-15 Freight MEP Plan Goals

- Identify strategies, best practices and templates for providing effective urban truck parking along I-15
- Establish new partnerships and a successful multi-state coalition
- Advance important near-term corridor improvement opportunities
- Advance key freight planning efforts in both California and Nevada for I-15
- Better coordinate local and megaregional corridor planning efforts
- Elevate engagement with local and regional planning agencies who have a vital role in mobility and safety planning and programming for I-15
### Project Timeline

#### Project Timeline and Stakeholder Workshops

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>2019</td>
<td>Kickoff Meeting</td>
</tr>
<tr>
<td></td>
<td>Introductory Workshops/Freight Parking Goals and Needs Review</td>
</tr>
<tr>
<td>2019</td>
<td>Policy and Technology Exploration Webinar</td>
</tr>
<tr>
<td>2019</td>
<td>Draft Policy and Technology Recommendations Webinar</td>
</tr>
<tr>
<td>2019</td>
<td>Implementation Framework Review Webinar</td>
</tr>
<tr>
<td>2020</td>
<td>I-15 Freight MEP Findings</td>
</tr>
</tbody>
</table>

- Conducted Literature Review
- Completed three in-person introductory workshops in November and December
- Developed Draft Purpose Statement
- Conducted Policy and Technology Exploration Webinar in January
Common Themes: Literature Review

- Maximize truck parking in dense urban areas where parking spaces are limited
- Utilize technology that can make finding parking easier and reduce the impacts of idling
- Increase number of truck parking spaces and facilities and supportive intelligent transportation system (ITS) improvements
- Require facilities that receive and dispatch large numbers of trucks to provide parking onsite and/or contribute to the construction, operations, and maintenance of common staging/parking areas
- Construct truck parking areas adjacent to commercial truck stops and travel plazas
Common Themes: Workshops

- Land prices make it cost prohibitive to build new truck parking facilities
- Relax Federal law that prohibits commercialization of rest areas or DOT properties
- Provide real-time information on locations, availability and amenities
- Foster collaboration between different levels of government and P3s to collaborate on solutions
- Identify champions in each region to carry out recommendations
Draft Purpose Statement

Identify strategies for providing effective urban truck parking along the I-15 Corridor. Effective urban truck parking can be defined as reliable, safe, secure, affordable, with the amenities drivers need, and supported by the surrounding community. Develop an actionable implementation plan that defines the partnerships, technology, policy, and funding frameworks needed for successful implementation, collaboration, and economic partnership.

Note: The recommendations resulting from this study are intended to provide state, metropolitan, and local planning agencies with the tools they need, in the form of best practices and templates, to address the needs for urban truck parking within their jurisdiction. Actual implementation of study recommendations will be at their discretion.
Next Steps

- Freight Truck Parking Technology RFI
- Policy interviews with select stakeholders
- May Webinar: Present draft Policy and Technology recommendations to stakeholders
I-15 NORTH PHASE III – SPEEDWAY TO GARNET PROJECT UPDATE

Presented by: Dwayne Wilkinson, NDOT
I-15N Phase 3  Speedway to Garnet
Meeting Purpose

- Provide an overview of the existing improvements, the proposed scope of work, project status and project schedule
I-15 North Phase III – Speedway to Garnet

Existing conditions

- 4-lane divided rural interstate
- 10.67-mile (Mile post CL-53.61 to CL-64.28)
- Interchanges at Speedway, Apex and Garnet
- 24,503 vehicles per day AADT
- 270 crashes in 5 years
- 2 railroad crossing structures
- Previous contract 3466 completed in 2011, 3R with slope flattening
Environmental

- Speedway to Apex covered under original Environmental Assessment
  - Memo documenting changes will be required
  - The interchange between Speedway and Apex that was cleared environmentally in original EA will be included in the update. However, this interchange is not going to be designed or constructed by NDOT, a sponsor is needed

- Apex to Garnet Interchange a Categorical Exclusion will be required
I-15 North Phase III – Speedway to Garnet

Proposed scope of work

- First construction package - Projected cost
  - Preliminary - Project Base Cost escalated to year of expenditure - $94.3 Million
  - Preliminary - 70th percentile cost is $103 Million

<table>
<thead>
<tr>
<th>Description</th>
<th>Approximate Result $ in Millions</th>
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<tbody>
<tr>
<td>Base Construction</td>
<td>$70.6</td>
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<tr>
<td>Base CEI</td>
<td>$10.6</td>
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<tr>
<td>Base Engineering</td>
<td>$5.7</td>
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<td><strong>Subtotal Base Estimate</strong></td>
<td><strong>$86.9</strong></td>
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<td>Base Escalated</td>
<td>$94.3</td>
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<tr>
<td>Risks at 70%</td>
<td>$8.7</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$103.0</strong></td>
</tr>
</tbody>
</table>

- Add 1 lane in each direction – mostly to median with some minor outside widening
- Upgrade shoulder widths – 12’ inside and outside
I-15 North Phase III – Speedway to Garnet

**Proposed scope of work**

- First construction package - continued
  - Improve acceleration and deceleration lanes to the existing interchanges
  - Truck Parking NB and SB at the Apex Interchange (MP 58.16)
  - Truck Parking NB between MP 61.66 and MP 61.81
- Landscape and Aesthetics
- Structure widening and rehabilitation
- Hydraulic improvements and repair
- Approximately half of the project will require a median barrier
- Mainline Weigh-In-Motion (WIM) at 60.42 NB and MP 62.73 SB
- Some ROW easements may be required for UPRR bridge, but no ROW acquisition will be required
I-15 North Phase III – Speedway to Garnet

**Proposed scope of work**

- Second construction package – Project cost
  - Note: Freight funding may require this second package be broken down into multiple packages
  - No cost estimate is currently available. The Weigh in Motion (WIM) Station on I-15 between Primm and Jean has a preliminary estimate of $29 to $43 million cost to construct (from I-15, Clark County, Primm to Jean - draft scoping report for WIM Station)
  - WIM Station in the SB direction between MP 61.66 and MP 61.81
  - Check Station in the NB direction may be added to NB Truck Parking that is part of Phase I. Location would be between MP 61.66 and MP 61.81
  - The northern truck parking in the SB direction is still being determined
  - ROW will be required for the weigh station
I-15 North Phase III – Speedway to Garnet

Review of existing & the proposed scope of work – Speedway

Looking Northwest on Speedway

Looking Northeast on I-15 at Speedway I-965N/S Speedway Bl, MP 53.64
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Apex

Looking North on Las Vegas Blvd

Looking Northeast on I-15 at Apex I-969N/S, MP 58.16
Review proposed scope of work – Apex – Truck Parking

- NB Truck Parking
  - 13 Spaces
  - Lighted
  - Trash Receptacles
  - Restroom Type TBD
  - Fenced

- Preliminary – Subject to Change
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Apex – Truck Parking

- SB Truck Parking
  - 14 Spaces
  - Lighted
  - Trash Receptables
  - Restroom Type TBD
  - Fenced

- Preliminary – Subject to Change
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Pabco Road & UPRR

Looking down on Pabco Road (H-970 Apex Grade Separation, MP 60.31) and UPRR (G-1041 Apex UPRR Spur UP, MP 60.32)
I-15 North Phase III – Speedyto to Garnet

Review proposed scope of work – Pabco Road

Looking Northeast on I-15 at Pabco Road Grade Separation, MP 60.31

Looking Southwest on I-15 at G-1041 Apex UPRR Spur, MP 60.32
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – NB WIM – MP 60.42

➢ Preliminary – Subject to Change
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Apex UPRR Mainline (Garnet), MP 62.70

Looking Southwest

Looking down on UPRR Mainline and I-15
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – SB WIM – MP 62.73

➢ Preliminary – Subject to Change
I-15 North Phase III – Speedway to Garnet
Existing Check Station at MP 60.80
I-15 North Phase III – Speedway to Garnet

NB Truck Parking – MP 61.66 to MP 61.81

- NB Truck Parking
  - 14 Spaces
  - Lighted
  - Trash Receptacles
- NB Truck Parking continued
  - Restroom Type TBD
  - Fenced
  - May include Check Station
- Preliminary – Subject to Change
I-15 North Phase III – Speedway to Garnet
Weigh in Motion (WIM) Station – SB MP 61.65 to MP 61.84

➢ Preliminary – Subject to Change
I-15 North Phase III – Speedway to Garnet

Review proposed scope of work – Bridge Locations

Current Configuration at I-15 & US-93
(Bridge widening completed as part of Garnet Design Build)
Project Status

- First Construction Package - Design at 30%
- Second Construction Package – Design has commenced

Schedule

- Advertise Date First Construction Package – Goal is November of 2022
- First Construction Package is currently estimated to take 350 working days to construct (20 months)
- Advertise Date Second Construction Package - TBD
Comments/Questions/Open Discussion

Thank you!

Contact Information

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NEXT STEPS / QUESTIONS / OPEN DISCUSSION
THANK YOU

Next FAC Meeting: May 5, 2020

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