

Strategies and Actions for Reaching Our Goals



Strategy	Actions	Lead Agency/ Department	Required Partnerships
1. Advance multi-use corridor planning for I-11.	1.1 Conduct an analysis of the regional freeway system in southern Nevada, and determine how and where the I-11 corridor would most appropriately fit in the network.	» NDOT	» FHWA » RTCSNV » Southern Nevada Cities/County
	1.2 Perform a study 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.	» NDOT	» FHWA » MPOs » WSFC » Cities/Counties
	1.3 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.	» NDOT	» FRA » MPOs » WSFC » Cities/Counties » UPRR
2. Facilitate private development of freight village(s) in northern and/or southern Nevada.	2.1 Identify and facilitate private development opportunities for intermodal facilities.	» GOED	» LVCVA
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.	3.1 Encourage use of cleaner vehicle technologies to reduce freight vehicular emissions.	» DMV	» Nevada Trucking Association » NDOT
	3.2 Work with the FAC to develop a mode policy that encourages moving freight in the most sustainable manner.	» NDOT	» FAC » State Transportation Board
	3.3 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.	» GOED	» NDOT » UPRR » LVCVA » RTCSNV » Washoe RTC
	3.4 Pursue electrification at truck stops to reduce vehicle emissions from idling.	» Private Truck Stops	» NDOT » Nevada Trucking Association
	3.5 Establish incentives to encourage the trucking industry to invest in next-generation truck technologies.	» DMV	» Nevada Trucking Association » NDOT

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4. Preserve and renew Nevada's freight highway network.	4.1 Update the State Highway Preservation Report every 2 years to keep an accurate assessment of current maintenance needs to renew funding allotments by the Nevada State Legislature.	» NDOT	» NA
	4.2 Determine a reliable source of funding for implementation of needed preservation/maintenance requirements.	» NDOT	» NA
5. Develop a preservation and expansion program for short-line freight rail infrastructure.	5.1 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.	» FAC	» NA
	5.2 Develop a new rail spur to the Apex Industrial site in southern Nevada to serve existing and near-term anticipated manufacturers.	» RTCSNV	» NDOT » City of North Las Vegas » Apex Holding Company
6. Strengthen NDOT's Rail Safety and Security Program.	6.1 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 closures or physical grade separations.	» NDOT	» UPRR » MPOs » Cities » Counties
7. Develop a method to track and integrate freight transportation, land use, and economic development planning along major freight corridors in Nevada.	7.1 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 freight corridors, as well as new land developments that may impact the movement of freight vehicles.	» Cities » Counties	» MPOs » NDOT » GOED » Economic development agencies
8. Maintain organization of the FAC to advise on implementation of freight strategies statewide.	8.1 Establish a schedule and process for convening or engaging the FAC in freight-related planning issues and progress upon completion of the Freight Plan.	» NDOT	» FAC
9. Maintain organization and coordination of the WSFC to advise and support on regional freight issues, projects, and policies.	9.1 Establish the mission, organizational structure, process, and schedule for engaging the WSFC in freight-related planning issues upon completion of the Freight Plan.	» NDOT	» WSFC
10. Encourage logistics and manufacturing-based companies and organizations to pursue workforce development training opportunities.	10.1 Advise on known educational/training opportunities at FAC meetings and encourage members to pursue educational opportunities.	» FAC	» GOED » Nevada System of Higher Education » DETR



Solutions: Performance and Implementation Plan

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11. Pursue freight-related research through NDOT's Research Section to improve the state's readiness and adaptability to new freight movement and technology trends.	11.1 Develop freight-related problem statements to submit to NDOT's Research Section.	» FAC	» Nevada Trucking Association » Research entities
12. Incorporate autonomous system technologies into Nevada's freight system.	12.1 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.	» Nevada Institute for Autonomous Systems	» NDOT » GOED
	12.2 Understand and develop strategies to respond to drone or unmanned aerial vehicle technology as a potential supportive freight delivery technique.	» Nevada Institute for Autonomous Systems	» NDOT » GOED
13. Increase the number of truck parking spaces and facilities, along with supportive ITS improvements.	13.1 Create a Nevada Truck Rest Stop Implementation Plan. Phase I is largely completed as part of the Freight Plan, and Phase II would consist of continued data collection and analysis, including surveys and interviews that will result in identification of issues as well as recommendations for additional truck parking areas.	» NDOT	» Nevada Trucking Association » WSFC
	13.2 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.	» NDOT	» TBD
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 network.	14.1 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). Change the Nevada Revised Statutes to allow permit fees to be charged in excess of administrative needs. Explore use of a consolidated online website or application to issue and store state-required permitting and credentials, allowing streamlined access for freight carriers and law enforcement compliance officers alike.	» NDOT » Nevada Highway Patrol	» Nevada Trucking Association
	14.2 Construct the inspection stations at key locations, including integration of advanced technologies to gather information – reducing layover time for truckers and limiting the number of on-hand staff required.	» NDOT » Nevada Highway Patrol	» TBD
	14.3 Develop design standards to require an 18-foot-0-inch bridge clearance for all new construction be considered, and implemented when feasible.	» NDOT	» Nevada Trucking Association

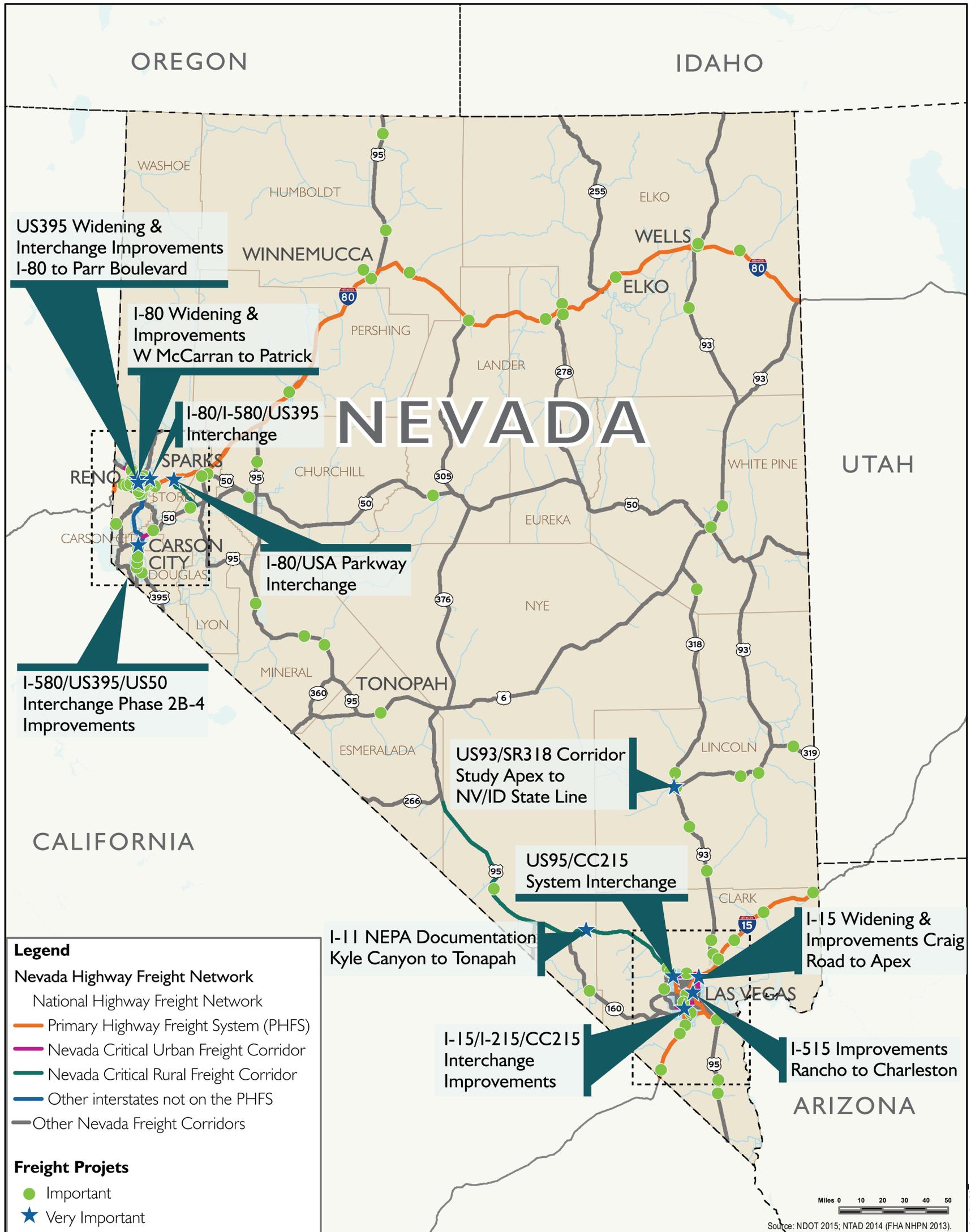
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Strategy	Actions	Lead Agency/ Department	Required Partnerships
15. Develop response plans and mitigation strategies for potential threats to Nevada's freight transportation system.	15.1 Research and document risks, mitigation measures, and emergency plans in a Comprehensive Disaster Risk Assessment.	» NDOT	» Nevada Highway Patrol
	15.2 Conduct a Hazardous Commodity Flow Study to document by what route and mode all hazardous materials are transported throughout Nevada.	» NDOT	» State Emergency Response Commission » DPS, HAZMAT Permitting Office
16. Update the Freight Plan at regular intervals to ensure relevance of goals, objectives, and performance measures, and maintain a prioritized list of projects and programs.	16.1 Integrate recommendations from the Freight Plan into NDOT's performance-based Long Range Transportation Plan (LRTP).	» NDOT	» MPOs » Cities » Counties
	16.2 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 needs.	» NDOT	» FAC
	16.3 Conduct periodic updates to Nevada's defined National Highway Freight Network.	» NDOT	» FAC
	16.4 Conduct a wholesale update to the Freight Plan every 5 years.	» NDOT	» FAC
	16.5 Hire or allocate support staff to the NDOT Freight Program to implement these strategies.	» NDOT	» FAC
17. Implement projects defined in the Freight Plan's prioritized list of improvements.	17.1 From the prioritized list of projects, develop a fiscally constrained freight investment plan that includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched.	» NDOT	» FAC
	17.2 Periodically identify and prioritize additional freight-related capital improvement projects, and update the prioritized list of projects and fiscally constrained freight investment plan	» NDOT	» FAC
18. Pursue an "all-of-the-above" strategy to achieve sustainable transportation funding to operate, maintain, and expand Nevada's freight transportation system.	18.1 Stay abreast of legislative changes that may result in grant opportunities.	» NDOT	» NA
	18.2 Strategize project opportunities for this 5-year round of NSFHP grants; prepare necessary planning and environmental studies to meet grant requirements.	» NDOT	» FAC
	18.3 Maintain coordination with FAC and WSFC to collaborate on potential funding opportunities that are conducive to multi-state projects or partnerships.	» NDOT	» NA
	18.4 Communicate to the public and stakeholders the status quo outlook for the condition and performance of the State Highway System, and how this could change with fuel tax indexing if approved by the voters in November 2016.	» NDOT	» FAC
	18.5 Prepare a "business case" document that assesses quantitatively and/or qualitatively the economic and non-economic benefits of full implementation of the state's transportation plan to the significant beneficiary groups.	» NDOT	» TBD



Solutions: Performance and Implementation Plan Projects for Creating Crossroads, Promoting Modal Integration, and Improving Capacity and Performance





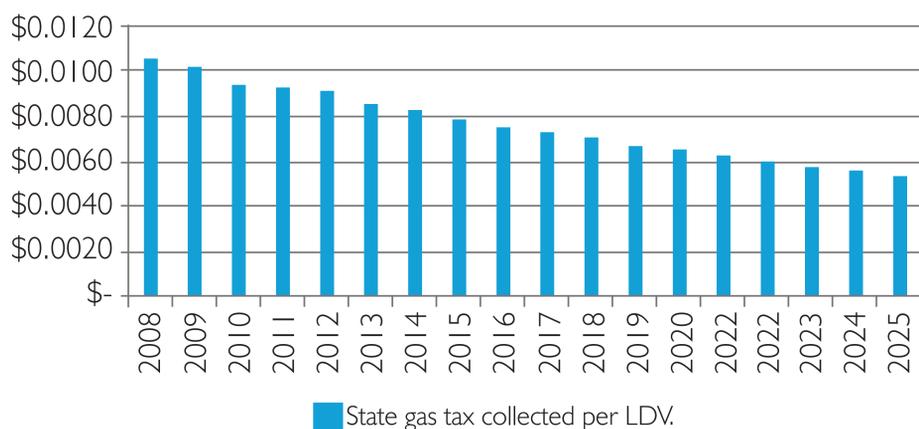
Solutions: Performance and Implementation Plan

Funding and Financing

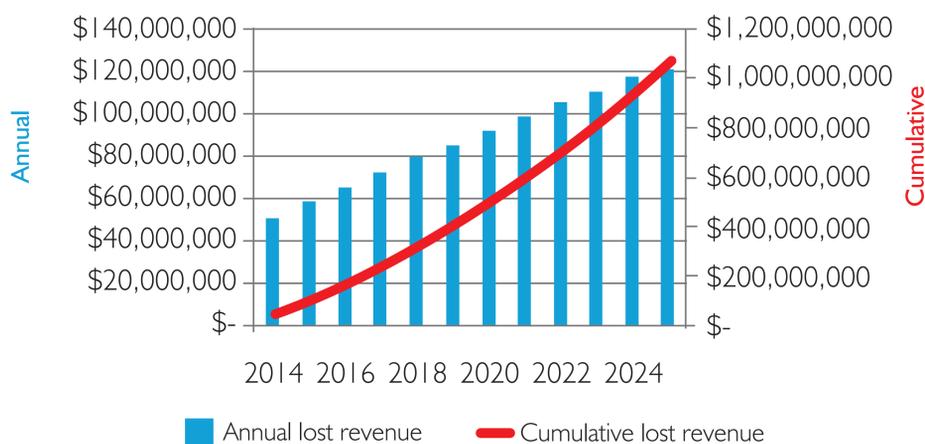
Major issues:

- Virtually all freight improvements benefit other transportation system users.
- Cost of improvements need to be shared equitably among beneficiaries.
- State and local transportation agencies have identified \$47.25 billion in needs through 2035 and \$20.8 billion in revenues through 2035, a funding shortfall of \$26.45 billion.
- Primary reason for shortfall is heavy reliance on fuel taxes.
 - » 50% loss in purchasing power of each dollar collected between 1992 and 2013.
 - » Due to increasing vehicle fuel economy, amount collected per mile driven by light-duty vehicles is projected to decline 50% between 2008 and 2025.
 - » \$1.0 billion cumulative loss to State Highway Fund alone between 2014 and 2025 due to increasing vehicle fuel economy.

Estimated average state gas tax collected per each mile traveled by LDVs in nominal dollars



Projected state gas tax revenue loss with decline from 2008 LDV per mile rate of collection in nominal dollars



Strategy for moving forward:

- Develop sustainable revenue to operate, maintain, renew, and expand all transportation modes.
- Identify and communicate the benefits that transportation investments provide to society to build public support.
- Adjust tax and fee rates to mitigate the loss of purchasing power due to inflation.
- Move to funding mechanisms that address impacts of increasing vehicle fuel economy.
- Share the cost of improvements equitably among all beneficiaries of the transportation system.
- Improve mechanisms for increasing private sector participation in delivering transportation infrastructure and services.