## Agenda Items (with approximate times)

<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><strong>Truck Parking Implementation Plan</strong></td>
<td>Dan Andersen, Cambridge Systematics</td>
</tr>
<tr>
<td></td>
<td>• Project overview and progress to-date</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Preliminary input from truck driver survey</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Review locations where trucks are parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Discussion: ID additional locations</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Discussion: What concerns do you have with truck parking in Nevada?</td>
<td></td>
</tr>
<tr>
<td>10:00</td>
<td><strong>Vehicle Size and Weight Enforcement Study</strong></td>
<td>Michael Lawson, Atkins North America</td>
</tr>
<tr>
<td></td>
<td>• Project overview and progress to-date</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Review and discuss opportunities to integrate truck parking with weigh/inspection stations</td>
<td></td>
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<tr>
<td>10:20</td>
<td><strong>Hazardous Commodity Flow Study</strong></td>
<td>David Willauer, Cambridge Systematics</td>
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<tr>
<td></td>
<td>• Review study objectives, work program, and schedule</td>
<td></td>
</tr>
<tr>
<td>10:35</td>
<td>Open discussion</td>
<td>Bill Thompson, NDOT</td>
</tr>
<tr>
<td></td>
<td>• Additional freight-related topics or questions,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Next Meetings</td>
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</tr>
</tbody>
</table>
Truck Parking Implementation Plan
Project Objectives

Develop an implementation plan for expanding, improving and integrating freight truck parking and communications systems

» Once complete, these improvements will provide adequate and safe public truck parking where it’s most needed, full-service private truck facilities, and real-time truck parking availability information

» Response to rising demand, changing hours of service requirements and safety standards defined in Jason’s Law
Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Meeting/Deliverable</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Project Management</td>
<td></td>
</tr>
<tr>
<td>2. Stakeholder Outreach and Coordination</td>
<td>FAC</td>
</tr>
<tr>
<td></td>
<td>WSFC and Subcommittee</td>
</tr>
<tr>
<td></td>
<td>Interviews</td>
</tr>
<tr>
<td></td>
<td>Survey</td>
</tr>
<tr>
<td>3. Data Collection</td>
<td></td>
</tr>
<tr>
<td>4. Needs Assessments</td>
<td></td>
</tr>
<tr>
<td>5. Recommendations</td>
<td></td>
</tr>
<tr>
<td>6. Implementation Plan</td>
<td></td>
</tr>
<tr>
<td>7. Final Report</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar</td>
<td>Apr</td>
</tr>
<tr>
<td>2. Stakeholder Outreach and Coordination</td>
<td>2. Stakeholder Outreach and Coordination</td>
</tr>
<tr>
<td>FAC</td>
<td>FAC</td>
</tr>
<tr>
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<tr>
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</tr>
<tr>
<td>Survey</td>
<td>Survey</td>
</tr>
<tr>
<td>5. Recommendations</td>
<td>5. Recommendations</td>
</tr>
</tbody>
</table>

- **Meetings**
- **Early Action Project**
- **Draft Deliverable**
- **Final Deliverable**

Months:
- Mar (March)
- Apr (April)
- May (May)
- Jun (June)
- Jul (July)
- Aug (August)
- Sep (September)
- Oct (October)
- Nov (November)
- Dec (December)
- Jan (January)
- Feb (February)
- Mar (March)
- Apr (April)
- May (May)
Outreach

- Nevada Freight Advisory Committee
  - April 2, 2018
  - August 7, 2018

- Western State Freight Coalition
  - April 24, 2018
  - July 17, 2018

- Stakeholder Interviews
  - NDOT District Workshops
  - Clark County
  - City of North Las Vegas
  - Nevada Trucking Association
  - 10 Truck stops

- Trucker survey
Search Times

- Less than 15 minutes: 10.4%
- 15 to 30 minutes: 52.2%
- 30 minutes to 1 hour: 22.4%
- More than 1 hour: 14.9%
### Difficulty Finding Parking by Corridor

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Average Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-15</td>
<td>2.8</td>
</tr>
<tr>
<td>I-80</td>
<td>3.8</td>
</tr>
<tr>
<td>US 95</td>
<td>4.1</td>
</tr>
<tr>
<td>US 93</td>
<td>4.6</td>
</tr>
<tr>
<td>US 6</td>
<td>4.7</td>
</tr>
</tbody>
</table>

Most Difficult:
- I-15
- I-80
- US 95
- US 93
- US 6

Least Difficult:
<table>
<thead>
<tr>
<th>Rank</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>New large private parking facilities with amenities spaced 50 - 100 miles apart</td>
</tr>
<tr>
<td>2</td>
<td>New large public parking facilities with minimal amenities spaced 50-100 miles apart</td>
</tr>
<tr>
<td>3</td>
<td>New parking strategically placed for urban staging purposes</td>
</tr>
<tr>
<td>4</td>
<td>Expanding existing private truck parking facilities</td>
</tr>
<tr>
<td>5</td>
<td>New small public parking facilities with minimal amenities spaced 10-20 miles apart</td>
</tr>
<tr>
<td>6</td>
<td>Better advance notification of parking availability</td>
</tr>
<tr>
<td>7</td>
<td>Expanding existing public rest area parking facilities</td>
</tr>
</tbody>
</table>
Frequency of Drivers Parking in Unauthorized Location

- Never: 16.7%
- Rarely: 34.8%
- Occasionally: 31.8%
- Often: 16.7%
- Always: 0.0%
### Why Drivers Park in Unauthorized Locations

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Out of available Hours of Service</td>
<td>57.4%</td>
</tr>
<tr>
<td>No parking facilities nearby</td>
<td>51.5%</td>
</tr>
<tr>
<td>No available parking (including paid reserved spaces) at nearby facilities</td>
<td>44.1%</td>
</tr>
<tr>
<td>No free parking at nearby facilities</td>
<td>32.4%</td>
</tr>
<tr>
<td>Waiting to make a scheduled delivery</td>
<td>17.6%</td>
</tr>
<tr>
<td>Other</td>
<td>4.4%</td>
</tr>
</tbody>
</table>
Progress To-date

**Needs Assessment**

- **Truck parking demand**
  - Last-Mile
  - Long-Distance
  - Incident/Event

- **Truck parking supply**
  - Authorized
  - Unauthorized

- Identify gap between demand and supply – this becomes the backlog of potential projects
### ATRI Probe Data Collection: North Carolina Example

<table>
<thead>
<tr>
<th>Parking Rank</th>
<th>Parking Name</th>
<th>Average Time Stopped (hours)</th>
<th>Frequency (per 1000 trucks)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Pilot</td>
<td>13.03</td>
<td>58</td>
</tr>
<tr>
<td>2</td>
<td>Travel Centers of America</td>
<td>13.43</td>
<td>55</td>
</tr>
<tr>
<td>3</td>
<td>Petro Mebane</td>
<td>13.13</td>
<td>55</td>
</tr>
<tr>
<td>4</td>
<td>Metro Kenly</td>
<td>13.03</td>
<td>53</td>
</tr>
<tr>
<td>5</td>
<td>Pilot</td>
<td>12.09</td>
<td>50</td>
</tr>
<tr>
<td>6</td>
<td>Travel Centers of America</td>
<td>13.49</td>
<td>44</td>
</tr>
<tr>
<td>7</td>
<td>WilcoHess</td>
<td>12.90</td>
<td>35</td>
</tr>
<tr>
<td>8</td>
<td>Flying J</td>
<td>12.99</td>
<td>34</td>
</tr>
<tr>
<td>9</td>
<td>Candler Travel Center</td>
<td>12.37</td>
<td>29</td>
</tr>
<tr>
<td>10</td>
<td>Pilot</td>
<td>12.93</td>
<td>28</td>
</tr>
</tbody>
</table>
Recommendations

- Translate truck parking backlog into project concepts and recommendations:
  - Add parking capacity
  - Add parking amenities
  - Information and communications
  - Policy and funding/financing

- Prioritization process to identify top needs

- Planning-level price estimates

Source: https://ops.fhwa.dot.gov/publications/fhwahop17026/index.htm
Implementation Plan

- Includes actions, responsible party, partnerships and funding/financing options
- Site design guidelines
- Public-private partnership framework and value proposition
THANK YOU!

Contacts:

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702.303.5419

Questions
Investigation of the Efficacy of Commercial Vehicle Safety, and Size and Weight Regulation and Enforcement in Nevada

FAC Update Meeting, August 7, 2018
Agenda

• Study Overview/Tasks
• Draft Internal NDOT Size & Weight Process Diagram
• Q & A
Study Overview/Tasks

- Brief history of monitoring and enforcement
- Where are we?
- Where are we going?
Study Overview/Tasks

Task 1 – NDOT Size and Weight Infrastructure

**What?** Determine the process for getting infrastructure deployed.

**How?** Develop an exploratory interview protocol; interview across all departments and divisions within NDOT; compare/contrast interviews and compile results; develop a consensus process map for further investigation.
PHASE 1

- Volume
- AVC
- WIM
- Fixed Facility
- ITS

PHASE 2

- TI
- DPS
- FAC

PHASE 3

- Contract
- No Contract
- Contract
- No Contract
- Contract

PHASE 4

- Design
- Purchase Install
- Design
- Purchase Install
- Design

PHASE 5

- Field Test
- Field Test
- Field Test
- Field Test
- Field Test

PHASES
1 – Identification of need
2 – Stakeholder involvement
3 – Implementation process
4 – Follow process flow chart
5 – Verification process complete

TI = Traffic Information
DPS = Department of Public Safety
FAC = Freight Advisory Committee
NTA = Nevada Trucking Association
Study Overview/Tasks

Task 2 – Size and Weight Enforcement

What? Determine the process for enforcing Nevada’s Size and Weight regulations and policies.

How? Develop an exploratory interview protocol integrating Task 1 results; interview across all size and weight stakeholders; compare/contrast interviews and compile results; develop a consensus process map for further investigation.
Study Overview/Tasks

Task 3 – Develop Action Strategies (I-15 MM5)

What? Develop a consensus set of strategies that adapt and improve existing processes and map strategies to develop support for these changes.

How? Conduct a series of “deep dive” workshops to identify strategies for improvement and support as well as develop actions necessary to further enhance Nevada’s size and weight program.
• Task 2 and 3 Stakeholders
  • NDOT Headquarters and Divisions
  • NDOT Districts
  • Department of Public Safety
  • Department of Motor Vehicles
  • Department of Agriculture
  • Freight Advisory Committee
  • Nevada Trucking Association
  • Association of General Contractors
  • Washoe and Clark County
QUESTIONS?

Thank you

Michael Lawson 775-789-9856
michael.lawson@atkingsglobal.com
Project Objectives

Provide a comprehensive analysis of where, and by what routes and modes, hazardous commodities are being transported in Nevada.

This study will aid local, regional, state and federal response authorities to understand the volumes and nature of hazardous materials movement in the state. The information will enable relevant agencies to analyze, plan and respond to potential risks associated with hazardous materials being transported in Nevada.
Outreach

- State Emergency Response Commission
- Freight Advisory Committee
- Interviews
  - Industry, Railroads, Pipelines
  - DEP, State Fire Marshal
  - MPOs, LEPCs, TERC, Frontier Counties
Data Collection Details

- Literature Review
- Nevada Statewide Hazmat Database
- Hazmat Facility Data (Federal, State)
- Railroad, Pipeline, Airline Data
- Roadside Placard Surveys
Sample Hazmat Facilities
# Sample Priority Chemicals

<table>
<thead>
<tr>
<th>Rank</th>
<th>Chemical Name</th>
<th>Uses</th>
<th>EHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chlorine</td>
<td>Water treatment</td>
<td>Yes</td>
</tr>
<tr>
<td>2</td>
<td>Hydrogen Fluoride</td>
<td>Chemical catalyst</td>
<td>Yes</td>
</tr>
<tr>
<td>3</td>
<td>Ammonia</td>
<td>Refrigerant, fertilizer</td>
<td>Yes</td>
</tr>
<tr>
<td>4</td>
<td>Sulfur Dioxide</td>
<td>Water treatment</td>
<td>Yes</td>
</tr>
<tr>
<td>5</td>
<td>Ethylene Oxide</td>
<td>Disinfectant and production of plastic, antifreeze, and surfactants</td>
<td>Yes</td>
</tr>
<tr>
<td>6</td>
<td>Formaldehyde</td>
<td>Preservative, for plastics</td>
<td>Yes</td>
</tr>
<tr>
<td>7</td>
<td>Toluene Diisocyanate</td>
<td>Curing agent in plastics and coatings</td>
<td>Yes</td>
</tr>
<tr>
<td>8</td>
<td>Hydrogen Chloride</td>
<td>Production of acid and chemical reagent</td>
<td>Yes</td>
</tr>
<tr>
<td>9</td>
<td>Butane</td>
<td>Gasoline blending and a fuel gas</td>
<td>No</td>
</tr>
<tr>
<td>10</td>
<td>Vinyl Acetate Monomer (VAM)</td>
<td>Production of latex and other plastics and adhesives</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Sample Composite Map
Sample Hazmat Flows by Mode
Impact from Neighboring States

- California: Six LEPCs
- Petroleum supply chain from CA
- Imports and Exports
- Freight Connections
## Analyses and Deliverables

### Hazmat Analysis
- Hazmat facility identification
- Chemical selection process
- Hazmat routing analysis
- Petroleum supply chain analysis

### Map Development
- Statewide hazmat facilities map
- 10 maps depicting priority hazmat flows
- Composite map of chemical flows
- Statewide map: nine hazmat classes
- Regional maps for each NDOT District
- 2 Urban area maps—Las Vegas, Reno/Sparks Regions
THANK YOU!

Contacts:

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301-347-9135

Questions
Meeting Wrap-up
Participants may introduce additional freight-related topics or questions, however, discussion will be limited to a few minutes per topic, and may be tabled for a future meeting.

Next Meetings
» Quarterly on the 3rd Tuesday, 9:00 – 11:00 am
» November 6, 2018
» February 5, 2019
» May 7, 2019
THANK YOU!

Contacts:

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