

I-11 and Intermountain West Corridor Study

Freight Users Focus Group

January 29, 2013

1:30 – 3:30 p.m. PST, 2:30 – 4:30 p.m. MST

The Arizona and Nevada departments of transportation are working together on the two-year Interstate 11 (I-11) and Intermountain West Corridor Study (Corridor) that includes detailed corridor planning of a possible high priority Interstate link between Phoenix and Las Vegas (the I-11 portion), and high-level visioning for potentially extending the Corridor north to Canada and south to Mexico. Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as future I-11 in the recent transportation authorization bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

As part of the study, interested public agencies, non-profit organizations and private interests groups are invited to participate in a Stakeholder Partners group that will be asked to provide data and other input, and to share their opinions and ideas on decision points throughout the process. As part of this effort, Stakeholder Partners could participate in a series of topical focus groups. On January 29, 2013, the Freight Users Focus Group was held. Meetings were conducted simultaneously in three locations: Carson City, Nevada; Las Vegas, Nevada; and Surprise, Arizona. Additionally, individuals could call-in and log-on to participate in a live webinar. A total of 40 participants signed in. The following report summarizes the results of this focus group.



Photo 1: Las Vegas, Nevada, focus group participants

The comments presented in this report represent input from Stakeholder Partners that participated and will be reviewed and considered by the study team.

The purpose of these focus groups was to provide an opportunity to validate and add to the information that has already been gathered by the study team in order to complete the first half of the study and development of the Corridor Justification Report. Participants were provided access to the PowerPoint presentation prior to the focus group meeting.



The meeting was initiated by a detailed PowerPoint presentation viewed at all locations and online. Project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) provided a brief review of the project, vision concepts and work plan and schedule. Tim Strow from the Maricopa Association of Governments provided an overview of the Freight Transportation Framework Study, highlighting supply chain, nearshoring and strategic positioning insights from the study. Project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) reviewed potential economic scenarios and freight enhancements to consider as part of the Corridor study. Peggy Fiandaca, project team member, highlighted some of the feedback already received relative to freight considerations and introduced the focus group discussion questions.



Photo 2: The view for webinar participants observing the presentation

At the completion of the PowerPoint presentation, breakout session discussions were facilitated. Facilitators asked participants at each location to provide feedback on the following:

- What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?
- What are the opportunities and constraints for freight mobility in the Corridor?
- Why is this Corridor needed and how important is it—or not?
 - Today?
 - When connected cities along the Corridor have twice the population?
- What factors (or scale of development) would be needed to justify the following in the Corridor?
 - Freight rail
 - Trucking enhancements (ITS, dedicated lanes, etc.)
- Tell us three new things you've seen in your business since the beginning of the economic recovery.
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

The following identifies some of key points derived from the focus group discussion; full reports summarizing the discussion in each location are included in this report.

- I-11 would have a competitive edge over I-5 because of congestion and the ability to pull triple trailers. These are critical factors in route selection.
- Routes that fit with hours of service requirements are needed. Congestion eats into hours of service and disrupts scheduling.
- The size and weight of freight is increasing and the corridor needs to be able to address this; utilization of overhead sign technology and overpass design could create barriers to these types of movements.
- Multiple trailer and over-dimensional vehicles are on the increase, and the staging, parking and time of operations need to be addressed. Large loads don't fit in regular truck parking spaces, but drivers still need to pull over and rest.
- The Corridor should be planned to address long-haul and driver safety regulations (i.e. Jason's Law). Changes in how long drivers can be on the road will have an impact on where truck services will need to be placed.

- A shift to Mexican manufacturing, possible changes in goods demand through Mexican ports and southern California ports and corridors reaching capacity will have an impact on the viability of the Corridor and the type of corridor.
- The development of more manufacturing facilities adjacent to and within the Corridor will help to justify the inclusion of freight rail.
- Technology and trucking enhancements should be reviewed as part of the study (i.e. pre-pass, telematics, etc.)
- An increase in trucked freight will continue as time sensitivity of goods movement cannot be addressed adequately through rail.
- A need to connect to east-west movements will continue to exist.



Carson City, Nevada Meeting Summary Report

NDOT
3rd Floor Conference Room, Large Side
1263 S. Stewart St.
Carson City, NV

Meeting Feedback

Following a brief PowerPoint presentation, Sondra Rosenberg facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?

- The size and weight of freight increasing at the same time more overhead infrastructure (overpasses, overhead signs, etc.) are being placed. These overhead items could create barriers to the movement of larger trucks.
- There are 250,000 oversized loads traveling through the state of Nevada annually.
- Nevada has zero ports of entry. Relying on roving patrols and voluntary compliance will be a concern. Ports of entry need to be coordinated system wide.
- A possible intermodal port on the Lyon/Churchill County line could help take some burden off the Port of Oakland.
- There is more interest in LNG for intermodal use.
- Mining is expanding; possible fracking operations.
- Having the “If you build it, they will come...” mentality leads to bottlenecks.
- Staging, parking and time of operations for over-dimensional vehicles (LCV, overweight) needs to be addressed; these large loads don’t fit in regular truck parking spaces, but they still need to pull over and rest.
- Jason’s Law will impact the provision of adequate safe areas for truckers to rest.
- Applications and websites to rent and reserve parking spaces is an interesting concept.
- Consider LCV restrictions on all new roads (per 1991 freeze).
- Modal transport of coal versus ethanol; review the capacity being used for higher valued commodities and energy sources, rather than what’s needed. As high-value commodities take up capacity, and a new way for low-value resources to move will need to be established (e.g. coal).

What are the opportunities and constraints for freight mobility in the Corridor?

- Port facilities in Mexico and/or nearshoring could lead to the need for more heavy equipment and industrial development.
- The southern end of the Corridor and connections to Mexico will be critical.
- Dedicated truck lanes for oversize, overweight vehicles including “super loads” could become important.
- Recognize that the corridor of the future should not be the corridor of the past; learn from how things were done in the past and do it better (sustainability, context sensitive, efficiency, etc.).
- Address security (e.g. border, goods transport, HAZMAT, etc.).



- Economic development opportunities abound (e.g. rest stops that provide fuel, food, light information, etc.).
- Current federal laws regarding revenue generation at rest areas stop commercialization and could be a constraint; an opportunity could be changing those regulations (through public/private partnerships).
- Consider using roadway sponsorships to build truck stops.
- Develop a sign program and use advertising integrating with a 511 program to provide information on services, etc. (see: New Jersey).
- Consider aviation in evaluation of distribution centers, intermodal hubs, etc.
- Coordination of over-dimensional vehicle permits with Arizona, Oregon, Idaho, etc., throughout the “truck corridor” under the auspices of the existing WASHTO Western Regional Permits System should be encouraged.
- Would a new Interstate and its right of way requirements create a barrier for access for farms and ranches within the Corridor?
- Open range and wildlife passage issues need to be addressed as part of this study.
- Put “everything” you can into the Corridor now.
- Consider Silver Springs airport as a future air freight location.
- The Corridor will need to be prepared to handle future travel using alternative fuel sources.
- The Corridor will need to be planned in order to meet federal long-haul regulations and will need to recognize potential opportunities and plan accordingly.
- Provide adequate cellular/data coverage to obtain road and weather condition information.
- Try to understand the future needs by involving farming, mining and other relevant stakeholders and attempt to predict Nevada’s future economic sectors.
- Multimodal changes will be dictated by the goods being moved; be prepared for future shifts in goods demanded.

Why is this Corridor needed and how important is it—or not?

- Population growth will demand utilities with revised infrastructure.
- No natural gas in the center of Nevada; LNG can be trucked in for gasification.
- Wind farms are a growing industry and we need to provide avenues to move the equipment in to support development.
- Idaho is a hub for manufactured housing (south to I-80 and other east-west corridors). Could future demands be south along the I-11 Corridor?
- Possible increases in Mexican manufacturing and possible changes in the goods demanded will have an impact on the viability of the Corridor and the type of corridor.

What factors (or scale of development) would be needed to justify trucking enhancements (ITS, dedicated lanes, etc.) in the Corridor?

- Yucca mountain resurgence for storage or recycling.
- Major port in Mexico could lead to demand for a rail line north from Mexico to Canada to better utilize capacity at Mexican and Canadian ports.
- You have the “chicken and egg” problem: what comes first, development and demand or the infrastructure to meet that future development?
- There is a mining resurgence for other mineral resources, such as rare earth metals.
- Economic diversification is a consideration.
- Can we learn from North Dakota’s mining trends, especially “signals” to the oil boom, for example.
- The Elko/Spring Creek area needs natural gas and transportation alternatives.



- The potential expansion of nuclear energy?
- The movement of hazardous materials and the change in demand for such materials will have an impact on the size and type of corridor.
- Future technologies will dictate if Nevada's natural resources will be in demand and will also potentially create new demand on resources yet seen as beneficial.

Tell us three new things you've seen in your business since the beginning of the economic recovery.

- Over-dimension truck permits topped out around 2007-2008, then dropped by about 25-percent. Permits are now back up to a 2005 level, primarily due to construction and mining.
- Airport enplanements are up at McCarran International Airport.

Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Include:
 - Coalition Against Big Trucks
 - Tim Crowley, Nevada Mining Association
 - Dave Bussleman, Nevada Farm Bureau
 - Pete Konesky, NSOE
- Consider the weight impacts on safety and maintenance.
- Earmarks might be coming back; look for ways to coordinate with other agencies for funds (such as USDA , DOE, etc.).
- Review the Ivanpah housing element (study estimates the need for ~30,000 homes).
- Consider permitting software; what categories should be listed (suggested mining, construction, energy, and agriculture).
- Consider lease options within the corridor for trailer storage, long haul stop-overs and security issues.
- Consider a more robust permitting system for the trucking industry to help offset the costs associated with heavier and more frequent truck hauls.
- Understand how future airports might be used or might be considered if a new corridor is introduced.



Las Vegas, Nevada Meeting Summary Report

RTC Southern Nevada
Room 127
600 S. Grand Central Pkwy.
Las Vegas, NV

Meeting Feedback

Following a brief PowerPoint presentation, Dan Andersen facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

Initial Thoughts and Clarifying Questions

Are there other corridors like I-11 under development? Is this a trend? *There are other multistate corridor coalitions. MAP 21 includes an emphasis on freight mobility that makes these corridors even more important.*

Will this Corridor be exclusively for freight transport? *We are considering the need for all modes of travel between Mexico and Canada, and freight is a large, but not likely the only, need.*

Are Mexican ports looking to expand? *They do have plans to, but they are changing with the world economy and expansion plans are currently on hold.*

What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?

- Integrating our road network with future Mexican ports, up through Arizona, can alleviate congestion at and on the roads around the southern California ports.
- Trucking companies designate 1-, 2-, 3-, 4-, and 5-day lanes for transporting goods from the ports and major cities (origin/destination points). These “lanes” are preferred routes.
- Trucking is slowly picking up about 3- to 7-percent depending on the industry.

What are the opportunities and constraints for freight mobility in the Corridor?

- I-11 would have a competitive edge over I-5 because of congestion and the ability to pull triple trailers. These are critical factors in route selection.
- Routes that fit with hours of service requirements are needed. Congestion eats into hours of service and disrupts scheduling.
- It is very common for drivers to meet half-way between destinations to exchange a load then spend time to meet and greet. They need to be able to make the trip, exchange the load, and return within their hours of service (10-hour window), and they need a location for swapping trailers. Routes that have major cities approximately 4-5 hours apart are very conducive for this. These routes also need amenities.
- Those cities that are willing to give tax breaks on warehousing facilities will attract more trucking and logistics businesses. Companies will relocate warehousing quickly with the proper incentives. Currently, the city of North Las Vegas has been giving those breaks.
- Warehouse Las Vegas, at Sunset and Valley View, is a huge facility.



Why is this Corridor needed and how important is it—or not—today and when connected cities along the Corridor have twice the population?

The participants were asked if this Corridor was needed at the height of the economy a few years ago. The response was an overwhelming yes. They were then asked if it is needed today. They responded that the Corridor would be needed if Mexican ports or Mexican nearshoring were in place, and there were logistical facilities and warehouse incentives in place in Phoenix, Las Vegas and Reno.

The participants were asked if they would use I-11 from the ports of L.A. and Long Beach. Participants said they would if they were heading east—the sooner they can get out of southern California congestion, the better. Plus, the ability to haul triples is a huge plus. There are very few continuous north-south corridors in the U.S.

What factors (or scale of development) would be needed to justify freight rail or trucking enhancements (ITS, dedicated lanes, etc.) within the Corridor?

- Characteristics of good routes include:
 - Allowing triple trailers
 - Including rest stops and other amenities
 - Bypassing major population centers and congested areas
- Mexico to Phoenix to Las Vegas is a good relay—about 5 hours in between, which fits hours of service.
- Triple trailers on a dedicated lane would be ideal. The Teamsters Union negotiates into their national contract that only 26% of freight is allowed to be transported by rail.
- Nye County has seen potential business go elsewhere because of lack of rail service. The county would like to see the Corridor developed on the western edge of Nevada, passing through Pahrump.
- KT Services has a license for a bus route between Las Vegas, Tonapah and Reno but stopped service in the 80s.

Participants were asked if they would take a bypass even if it meant a longer drive time. In most cases the answer is yes, because drivers cannot predict incidents through population centers and will avoid them given the option. Amenities along the bypass also help.

The participants were asked if truckers use US 395 to get to the Reno area from Las Vegas. They said no—it was too far out of the way and they prefer to stay on US 95 all the way north.

The participants were asked if they would be willing to pay a toll for using a dedicated lane, to help pay for construction and maintenance. The answer was no. Trucking companies rate their “lanes” (routes) based on time reliability, cost of fuel, availability of amenities, etc. They would need to calculate the cost effectiveness of using a toll facility.

Participants were asked what amenities are important and responses included:

- Roadside service, towing, garages
- Cell phone service
- Truck parking
- Drop lots
- Truck stops
- Healthy restaurants (not just fast food)



Tell us three new things you've seen in your business since the beginning of the economic recovery.

- Companies are willing to stretch labor to their limits, use them up, and then hire new labor.
- Gypsum and other construction-related industries are starting to ship more.
- People are starting to move back to Las Vegas.
- Companies are taking more risks
- Telematics—a technology that UPS Freight is testing that monitors the driver and all vehicle functions. Tracks fuel efficiency, brake pad wear, tire wear and other factors that could be used to select “lanes” that are most cost and time efficient.
- EPA wants to apply California’s GHG regulations nationwide.
- UPS Freight is testing a green vehicle, with grant support from USDOT, and will publish report of findings. Many companies use additives to reduce GHG emissions and/or improve fuel efficiency.



Surprise, Arizona Meeting Summary Report

Communiversity
Room 1004
15950 N. Civic Center Plaza
Surprise, AZ

Meeting Feedback

Following a brief PowerPoint presentation, Peggy Fiandaca facilitated participants in a dialogue regarding freight opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

Initial Thoughts and Clarifying Questions

How does this study integrate into the freight requirement of MAP 21? A concern is that the bar for establishing a freight corridor is too high in terms of trucks per day (per MAP 21). *MAP 21 provided guidelines but it is up to the states to assign the corridors.*

There was a small group at the Surprise, Arizona focus group, and thus an informal discussion was conducted instead of following the list of prepared questions. The following outlines the points offered during that discussion.

- Time sensitivity related to delivery of goods is becoming even more critical.
- There is a growing need for a reliever to I-10 through Phoenix and Tucson; it is critical because of congestion encountered by truckers.
- There is a continued increase in goods being moved by truck because of lack of timeliness of rail.
- Congestion is a constraint; the focus should be on removing bottlenecks that delay trucks.
- I-19/I-10, I-17/I-10, and the mini-stack are the real problem areas for congestion delay in Arizona today, and the focus should be on relieving these bottlenecks.
- Consumer goods, electronics and food products are moving between Arizona and Las Vegas today, and as each area grows the flow of these projects will continue to rise.
- An opportunity will be job creation.
- More attention should be given to solving our freight distribution issues with technology Arizona was a pilot state for pre-pass. It is installed at all the ports of entry. There is mobile technology to monitor safety that could remove the requirement to stop for safety inspections.
- Freight movements across the country are down, but we should be planning for when volumes return to their previous levels.
- Need more trucking services throughout Arizona.
- Federal changes in how long truck drivers can be on the road will have an impact on where the truck services need to be; this change will impact where truck services are provided.
- I-40 winter conditions are a concern in Arizona for the movement of freight. Some trucking companies will send their trucks around Arizona instead of through because of the I-40 conditions in the winter. Need to improve the access to and from LA because that is where the goods are going, not sure how I-11 improves the national freight needs.
- Biggest service needed is safe truck parking.
- Very low registration of truckers in Arizona due to fees and taxes. Trailer fees are second highest in the U.S. and registration costs are high. A trucking company can register trucks and trailers anywhere.



Are there any groups that this study should be coordinating with to better understand freight needs along this corridor?

- During the high-growth period, a lot of construction materials were transported between Arizona and Nevada. This study should not neglect talking to the construction industry about freight movement. Firms like Sundt are still building and can provide good information.
- The study should consider talking with Steve Tressel from the Arizona Rock Products Association because they are hauling between Arizona and Nevada.
- Include Tony Bradley, the new Executive Director for the Arizona Trucking Association.
- Consider submitting an article on the I-11 study for the Arizona Trucking Association newsletter.
- The perception is that this project is not real, so it is hard to focus on things that are theoretical when there are immediate needs to be addressed.
- Engage David Williams from Knight Transportation; he is the trucking association designate for freight planning issues and serves on the Arizona Freight Subcommittee.
- Consider having the Arizona Trucking Association host an I-11 meeting and invite their members (including the following) to participate:
 - Swift
 - Wal-Mart
 - Conway Freight
 - Heartland Express
 - Knight
 - McLain (out of Texas)
 - ABF
 - Este West Express
 - Target Distribution Center (in Tucson)
 - Private carriers: Shamrock Foods, Bashas, Safeway, Albertson, etc.
 - APL Limited



Webinar Meeting Summary Report

Meeting conducted via Live Meeting and teleconference

Meeting Feedback

Following a brief PowerPoint presentation, Jennifer Roberts and Audra Koester Thomas solicited feedback online and via teleconference regarding opportunities related to the I-11 Corridor. The following feedback was provided by participants as part of that discussion.

What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this Corridor?

- The Las Vegas Foreign Trade Zone (through the Department of Commerce) was recently enlarged to include all of Clark County.
- Plan truck parking/rest areas with commercial facilities (private or via public/private partnerships). Plan weigh stations/enforcement facilities with WIM and pre-pass.
- Multimodal will grow. We will feel the pressure to allow three-trailer rigs on adequate highways. If rail can parallel the I-11 route, we can move using more than just highway modes. I would hope we have the interest to add high-speed rail offerings to such a corridor.
- There are signs of recovery in Arizona's Native American gaming market, which may open opportunities for cross-marketing with southern Nevada's gaming industry, thus portending the possible movement of goods between southern Arizona and southern Nevada.
- We are seeing positive movement on the development of a new industrial rail park east of Wickenburg which Interstate 11 would definitely impact. Goods are transported inland and deposited on strategically located distribution centers for re-distribution to other end users. Corridors should have dedicated truck lanes solely for freights to give them priority in reaching their destinations.
- Consider high speed rail sharing track for intermodal freight.
- Mexico is currently expanding the Durango Highway and the Mazatlan deep-water port has a significant expansion planned. This would facilitate receiving containers from the Pacific Rim; the proposed I-11 would certainly be beneficial for moving these goods north from the border.

What are the opportunities and constraints for freight mobility in the Corridor?

- There will be need for depots to shift freight to connecting east-west highways and rail. This will necessitate significant private/public investment and the construction and subsequent operation could be very healthy for all regional I-11 transits.
- Rail to highway truck routes/distribution centers is an opportunity.
- Phoenix area highway system is just about completely built out; this would affect future expansion of facilities and the relationship with the I-11 corridor. Constraints: truck route is limited between Arizona to Nevada and obtaining right of way. An opportunity would be to provide new truck routes.
- An opportunity would be to connect rail into Mexico and their ports.
- A constraint is the lack of infrastructure.



Why is this Corridor needed and how important is it—or not? Today? When connected cities along the Corridor have twice the population?

- Today: to provide motivation for manufacturers and shippers to develop expanded capacity using the newly defined I-11 corridor. Future: to deliver supporting infrastructure to maintain expected level of services a larger population expects and do so in an environmentally sound fashion.
- This corridor is needed because of the expansion in the Pacific Rim and the increased imports into Mexican ports which is necessitated by the fact that California ports and I-15 are reaching capacity.
- I-11 is vitally important not only for transcontinental connectivity, but also for the continued economic development of the Intermountain West Corridor. The populations of the major cities – Las Vegas and Phoenix – could warrant connectivity right now. The Southwestern U.S. is likely to continue to grow in the years and decades to come.
- I-11 can serve as an I-5 reliever, and expanding trade relations with Mexico become limitless. Transportation and connectivity are keys to growth.
- It is better to be proactive than reactive. The need has already been identified for a more direct route connecting ports in both Canada and Mexico. Take advantage of the growing trend.

What factors (or scale of development) would be needed to justify freight rail in the Corridor?

- Additional manufacturing businesses within the corridor. It's exciting to think about all the supporting types of business that could evolve simply to support this Corridor. This could be good for regional I-11 transits.
- Additional manufacturing industries.
- Currently, there is no rail link between northern Arizona and southern Nevada. The justification would need to be overwhelming with the costs involved to build an entirely new rail line.

What factors (or scale of development) would be needed to justify trucking enhancements (ITS, dedicated lanes, etc.) in the Corridor?

- Would like to see dedicated green freight hauler lanes and safe, shared highway use for a mix of freight and passenger traffic. Take advantage of unique Western vistas to establish rest areas or service support locations.
- Excessive traffic on route today or safety concerns; reduced travel to California going north instead; fuel savings; emissions reductions.
- Congestion, fatal accidents, and technological best practices from other states.
- Safety concerns.
- The primary direction of freight flow would need to change from east-west (L.A. to Las Vegas) to north-south. This would most likely be accomplished through port facility changes, i.e. Mexico opening more shipping ports and L.A./San Diego closing or reducing port activities.

Tell us three new things you've seen in your business since the beginning of the economic recovery.

- Utilization of modern technology to enhance service. Streamlining of processes for better service to clients.
- Operations thrift will be here for a long time after the affects of the recession fade. Businesses are becoming more creative at solving production issues more cost-effectively and closer to home. There is still faith in the ability for the United States as a whole to prevail and move back into better financial times.



- Projections for this year are flat.
- The cost of air travel has increased, making the cost of visiting/shipping to Las Vegas via motor vehicle more economical. If this trend were to continue, which is likely, the corridor will become even more necessary.

Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- Include the following entities:
 - FTA for commuting rail
 - Tribal nations
 - Canada and Mexico
 - Nevada Development Authority
- Address environmental concerns. Depending on the freight routes, there may be concerns about sovereignty or other issues related to Native American land.
- Include greenways where possible. Pay attention to sound attenuation to protect the livability of neighboring residential areas
- I see no advantage nor have I heard of Las Vegas to Reno traffic using 395 at all. I believe that some traffic between Southern California and Reno may use 395 to 6 to 95 to avoid snow/ice north of Bridgeport to Carson City.



Post-Meeting Feedback

Feedback provided after the meeting via the follow-up questionnaire to Stakeholder Partners or by other means. Feedback is provided as it was submitted and neither edited nor grammatically corrected.

What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?

- National security.
- Increased traffic coming up from Baja and Sonora, MX using San Luis II
- My thoughts were already captured in the focus group mtgs to date.

What are the opportunities and constraints for freight mobility in the Corridor?

- Improve and build a consistent infrastructure between the Western States and our borders. Continue to research fuel efficiency for our cars and freight mobility.
- Highway 95 from Yuma to Quartzite is a constraint.
- My thoughts were already captured in the focus group mtgs to date.
- ROW acquisition; Designate or create Truck Routes only and not mixed with small vehicles; allow the freight to pass by a community without going thru the downtown areas when it is not necessary. take advantage by including truck stop amenities and services during the designing of the corridor; identify locations goods redistribution

Why is this Corridor needed and how important is it—or not? Today? When connected cities along the Corridor have twice the population?

- I'm still undecided as to the need to build at this point in time. The economy needs to improve.
- Trade with Mexico will increase as more manufacturing moves back from China to North America
- My thoughts were already captured in the focus group mtgs to date.
- I-11 Corridor is needed to serve as an alternative route to Las Vegas.

What factors (or scale of development) would be needed to justify freight rail in the Corridor?

- Freight rail is a safer and more efficient way to move goods.
- My thoughts were already captured in the focus group mtgs to date.
- Concentration of Manufacturing land uses along the route.

What factors (or scale of development) would be needed to justify trucking enhancements (ITS, dedicated lanes, etc.) in the Corridor?

- ITS.
- Potential for natural gas fueling stations along defined corridors.
- My thoughts were already captured in the focus group mtgs to date.
- We should not mix large and small vehicles. Trucking routes should be long distance routes with limited access and delays to deliver goods efficiently.

Tell us three new things you've seen in your business since the beginning of the economic recovery.

- N/A
- Increased traffic from Mexicali.
- My thoughts were already captured in the focus group mtgs to date.



- The economy is not recovering.

Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

- We're trying to form a NV Advisory Comm on Highway Transport with statewide stakeholders from state/local agencies and industry. Focus is ongoing operational and regulatory concerns but could be used as a planning focus group to support this and other project teams. I would anticipate a core membership of 25-50 and 200+ other stakeholders.
- Any members of the trucking industry, manufacturing industry, large fuel and service stations.
- From my observation there is a huge need to improve the connectivity between Phoenix Az., and Las Vegas NV.



Appendices

List of Meeting Attendees by Agency

Presentation Transcript

PowerPoint Presentation



List of Meeting Attendees by Agency

Meeting	First Name	Last Name	Agency
Webinar	Matt	Carpenter	ADOT
Surprise	Asadul	Karim	ADOT
Surprise	Michael	Kies	ADOT
Webinar	John	McNamara	AECOM
Las Vegas	Brenda	Gilbert	BEC Environmental
Las Vegas	Dan	Andersen	CH2M HILL
Las Vegas	Bardia	Nezhati	CH2M HILL
Webinar	Jennifer	Roberts	CH2M HILL
Webinar	Leila	DeMaree	City of Casa Grande
Webinar	Kevin	Louis	City of Casa Grande
Webinar	Allan	Grover	City of Glendale
Webinar	Tom	Peterson	Clark County Department of Aviation
Webinar	Michael	Satterwhite	Deserves, LLC
Carson City	Lee	Bonner	Douglas County
Webinar	Chris	Grogan	El Dorado Holdings
Carson City	Leah	Sirmin	Federal Highway Administration, Nevada Division
Surprise	Michael	LaBianca	HDR
Webinar	Neil	Pogorelsky	HDR
Webinar	Melissa	Pumphrey	HDR
Webinar	Lauri	Brady	Help, Inc.
Surprise	Karen	Rasmussen	Help, Inc.
Surprise	Tim	Strow	Maricopa Association of Governments
Webinar	Bennett	Bratley	Mohave County
Carson City	Jeffrey	Richter	NDOT
Webinar	Tony	Rivera	NDOT
Carson City	Sondra	Rosenberg	NDOT
Carson City	Bill	Thompson	NDOT
Carson City	Kevin	Verre	NDOT
Carson City	Pete	Konesky	Nevada State Office of Energy
Webinar	L. Darrell	Lacy	Nuclear Waste Repository Project Office
Surprise	Peggy	Fiandaca	PSA
Webinar	Audra	Koester Thomas	PSA
Las Vegas	Beth	Xie	Regional Transportation Commission of Southern Nevada
Webinar	Michael	Britt	State of Arizona
Las Vegas	Randy	Botzet	Teamsters Local 631
Las Vegas	Joeseeph	Sampson	Teamsters Local 631
Las Vegas	Shirayne	Waite	Teamsters Local 631



Meeting	First Name	Last Name	Agency
Webinar	Zoe	Richmond	Union Pacific Railroad
Webinar	Hualiang (Harry)	Teng	University of Nevada, Las Vegas
Webinar	Denise	Steiger	Wickenburg Regional Economic Development Partnership



Presentation Transcript

The following is a transcript of the focus group presentation. It was completed in real-time, and is has not been edited, proofread or corrected. It may contain computer-generated mistranslations or electronic transmission errors, and may have inaccurate references, spellings or word usage. It is provided for purposes of reference only.

Operator: Good afternoon. My name is Samantha and I will be your conference operator today. At this time I would like to welcome everyone to the Focus Group for the I-11 Study conference call.

All lines have been placed on mute to prevent any background noise. After the speakers' remarks, there will be a question and answer session, if you would like to ask a question during this time, simply press star then the number one on your telephone keypad. If you would like to withdraw your question, press the pound key.

Thank you, Ms. Sondra Rosenberg you may begin your conference.

Sondra Rosenberg: Hi, everyone. Thank you very much for introducing us and everyone for joining us today, this is the I-11 and Intermountain West Corridor Study Focus Group meeting on freight users.

Next slide please.

And I will apologize for those of you who have joined us for other meetings, we're going to repeat some of the background information for those of you who haven't been able to join us for that, I'll run through it relatively quickly and then we can get into questions on that if anyone have any towards the end.

So the agenda today, as I mention I'm going to do a brief study overview and then I'm going to turn it over to Tim from the Maricopa Bus Association of Government who's going to talk about the MAG Freight framework study and then Mike Kies is going to talk about possible economic scenarios and freight enhancements. And then Peggy is going to introduce the breakout sessions and how we'd like to receive your input on the vision for freight movement in the Corridor and the next step.

Next slide please.



So federal transportation authorization to identify high priority Corridors and the CANAMEX Corridor, was designated in 1995 and that Corridor has been advanced through various different studies through state and MPO studies and efforts and then in the most recent transportation authorization MAP 21, the portion of the CANAMEX Corridor along U.S. 93 between Phoenix and Las Vegas was designated as the future I-11 and since in Arizona and Nevada (DOT) have assignment interagency agreement and are to work on this study essentially to move it forward.

So this study entails two levels of investigation, a detailed Corridor planning on the section between Las Vegas and Phoenix, the I-11 is you will. And then a high-level visioning from Las Vegas North to Canada and from Phoenix south to Mexico.

This study will include multimodal considerations including various different modes of transportation such as Interstate, highway, freight rail, passenger rail and public transportation. But in addition, we are looking at possibilities for including power and telecommunications and other types of transports.

Corridor opportunities that were highlighted in some of those previous studies that were done along this Corridor include enhancing local, regional, national and global connectivity. And this Corridor would help complete regional connections between Southern California, Phoenix and Las Vegas and for unique connections with Asia, Mexico, the Southwest U.S., ultimately extending possibly all the way North to Canada. It has the opportunity to enhance economic competitiveness, provide networks redundancy and flexibility, provide flexibility for evolving modal choices and promote sustainable development.

So this is how the study is currently organized, there's the project sponsors on the top NDOT and ADOT, you know we're the ones who have come together to facilitate the study, we have our core agency partners that include the project sponsors as well as Federal Highway Administrations, Federal Railroad Administration, Maricopa Association of Governments and the Regional Transportation Commission of Southern Nevada. Those are the agencies that have a very large stake in the future of this Corridor.



But really the bulk of it is our stakeholder partners, which includes agencies and companies throughout Northern Nevada, Southern Nevada, Northern Arizona, Southern Arizona and throughout other regions. And what we're working on right now are our series of Focused Group meetings including this one freight users and you can see in the highlighted portion there some of the other Focus Group meetings we're holding.

We are supported by a consultant team and we will be developing various deliverables that will be available to all the folks in this group.

Next slide

So here is where we are in the schedule and you should all have copies of the slide so you can follow along on the schedule as we go. So we're currently pulling together the first technical memorandum which includes preliminary opportunities and constraints, past studies that have been done, you know data collection and (reason) that also build the preliminary business case foundation for the study.

Next slide

And with that I'm going to pass it on over to Tim Strow at MAG.

Tim Strow: Thank you. Again my name is Tim Strow I'm a transportation planner with the Maricopa Bus Association in Governments. I'm going to talk about a project today that is mainly focused here in Arizona and the Sun Corridor specifically in Maricopa, Pinal and Pima County. MAG joined together with a few different MPO's in the Sun Corridor, take a look at a future, longer and transportation planning need then one of those issues was freight transportation.

Next slide please.

So to give you a very quick -- very quick high level overview of the project, Arizona has always been considered a passer state as far as when you're discussing the movement of goods. So we wanted to take a look at -- get a better understanding of how we fit in the global supply chain, how do goods move to the State of Arizona.



We want to be able to put the notion of creating an inland port to bed, you know we started this project back in 2010, that was the topic of the day was inland ports and diversifying our economic base, so this project the sole purpose was to take a look at just these three counties in Arizona, understand our role and moving goods and moving forward and come up with a plan.

So we took a look at a variety of different types of data, we looked at commodity flows coming and going through the region. We talk to shippers and carriers throughout, not only the Sun Corridor but Southern California and across the United States, ask them questions about transportation infrastructure connecting to Arizona, talk to them about their businesses, where they plan to locate, how they move their goods and so on, we also took a look at truck rates between our study area in different regions like Southern California, see how competitive we were compared to other areas.

Next slide please.

What we also want to do is identify where the goods were going in the Sun Corridor so, we've identified -- this not shows the high value zip codes located in the three counties and what that helps us -- does is it identifies the transportation networks to connects this zip codes. You start to develop freight corridors, you start to look at the business and locate it inside and search, develop some opportunities to identify site selections as far as future freight development.

Next slide please.

So what we did was we analyzed 16 different locations throughout the Sun Corridor, to try to get a better understanding of what's going on in that area. So like I said before we talked about (Canada) Sun Corridor accommodate an inland port type of facility, well we have identified several different types of opportunities not just one location and I-11 played a key role on that, you can see the I-11, the proposed I-11 alignment on the far left of the map on the screen up there.

So we identified 16 different locations, we want to understand their role in the movement of goods. We look to commodities going into these areas, existing and future land uses, development incentives for freight related industries, we look to



travel times, we looked at education level -- you name it we analyzed it, to try to understand how these areas would fit into the Sun Corridor supply chain process.

Next slide please.

Some of our initial findings were you know you know with doing the survey, talking to different shippers and carriers, talking to different businesses is that near shoring is occurring, I know that this has been the topic of the day for the last probably 12 months, I've been to probably four or five different conferences where they've talked about the near shoring trend, that identifies that Mexico is now the lowest cost producer for many goods.

And that's where certain parts of the supply chain, we're starting to see companies relocate to Northern Mexico, different parts in Mexico which really is an opportunity for Arizona and you know all the other border state but also the Intermountain West.

Next slide please.

And then hit the button one more time, there we go. And then you know in addition to near shoring, the population in the Sun Corridor and combined with the top 10 market, along the East-West route, so the freight industry has to be located here just to serve our consumption to market. So combined with the size of our population, our location to Mexico, the fact that the near shoring is occurring, Arizona has some real opportunities as far as how first Asian import and distribution to different markets.

Next slide please.

So some of the issues and opportunities that come up with the study, different talking to different stakeholders and just going through the process of the study, one is our interstate access in Arizona, we are very limited to the East-West routes. Interstate 11 completely opens up trade for Arizona and the Intermountain West but it also could connect to Mexico. And what we're promoting now is incorporation with the Arizona Department of Transportation is the concept of the CANAMEX Corridor.



We have talked about this Corridor for several, several years, it really hasn't had the funding or the marketing or the backing behind it to make it successful but I think this is the initiative that we really need to promote to become more successful, (believing) that both those relationships with Mexico, with Arizona, with other states and Intermountain West and really promote the fact that the idea of Interstate 11 to help catapult this region moving forward.

That's the end of my presentation. I will now turn it over to Mike Kies.

Mike Kies:

Thanks, Tim. This is Mike Kies with the Arizona Department of Transportation, the reason that we had Tim Strow do the presentation on the MAG freight framework study that's been done here in Arizona, so that really sets the stage for some of the opportunities that we want to explore with this, with the Interstate 11 and Intermountain West Corridor study that we're here talking about today.

And specifically for freight users like yourself, to help us understand how possible economic scenarios that could happen in the future could change the way that freight movements happen in the Intermountain West and help us justify this Corridor and then once the Corridor is justified, then we can market it as a potential freight enhancing Corridor as Tim Strow alluded to with the movements from Mexico and the combination of the Asian trade.

So next slide please.

What we are proposing is that during this study that we're currently in, we will evaluate four possible economic scenarios that could happen in the future and one of the things that we hope you do today is discuss a little bit about how you as freight users could see some of these scenarios changing the way freight movement moves in the Intermountain West.

The first scenario that you see there is what we call our baseline which is taking the trends that we're seeing today and extending them out into the future, also accounting for the Panama Canal being widened which is currently under construction. But then the second scenario you see there is a what if future



scenario, what if Pacific Rim trade expand much greater in a much larger way than we're currently forecasting.

The anticipation here would be that the West Coast ports would reach capacity quickly and wouldn't be able to accept more freights, of some planned ports in Mexico would then come online to add capacity to absorb the Asian trade and some of the thoughts there is that maybe Interstate 5 would need a reliever route and a route -- a Corridor like we're discussing with the Interstate 11 and Intermountain West Corridor study, might be able to provide that release and further justify how this Corridor could happen under this scenario.

The other item about scenario two is that trade between Mexico and Latin America and the U.S pretty much remains constant like it is today. So this scenario pretty much assumes that Asian trade would be the largest growth pattern in future trade.

Scenario three there then assumes well let's just say that the Asian trade about remains constant, that growth in the Asian trade is minimal. And the concept that Tim Strow put for us about near shoring and the change in market conditions with labor cost and transportation cost move a lot of the future of trade pattern to Latin America and then all of that new distribution of goods need to come from Latin America, across the U.S. border and access the Phoenix, Las Vegas and the rest of the Intermountain West.

In that direction at the same time that we have similar trade flows from Asia coming into the West Coast ports -- now how would Interstate 11 or Intermountain West Corridor serve the freight needs under that future scenario and then the last scenario that we want to explore is the economic diversification of Arizona and Nevada, this essentially assume that the economies of Arizona and Nevada, starts to diversify, adding more manufacturing and those type of business, so that the freight supply chain drastically changes to be a little more balanced in both Arizona and Nevada where raw materials need to be imported, manufactured goods need to be exported and again how does a Interstate 11 and Intermountain West Corridor play a role in that scenario.



And so where the consultant team will be moving forward with an analysis of these scenarios but again it's a discussion point for today to talk about how these could change the way that we think about freight movements in the Intermountain West.

Next slide

The other the thing that we want to point out for your today for our conversation is are there ways that a new Corridor connecting Arizona and Nevada and the Intermountain West, could be more attractive to freight movements or freight users, would it be that we enhance the Corridor with ITS systems such as you see on the screen, dynamic message sign, talking about congestion issues or weather issues or the idea of dedicated truck lanes would be something that's under any of those possible scenarios that we talked about, that could be a foreseen enhancement on the Corridor like this.

Next slide

A couple other ideas that are providing some amenities to truck drivers that might move along the Corridor as you see here, ideas about the truck stop electrification so that they can you know when they stay overnight, they've got air conditioning and all the electric amenities that truckers need to do the long hauls. Maybe serving the Corridor with natural gas, to provide transportation savings for truck movements and then there's the idea triple trucker or long combination vehicles to move more freights with one vehicle up and down the Corridor.

So again these are discussion points that we hope that you talk about when we breakout into our discussion groups and with that I'll hand it over to Peggy to introduce the discussion group.

Peggy Fiandaca: Thank you, Mike. I'm Peggy Fiandaca, I'm on the consulting team. And I want to talk a little bit about why you're here and what we've learned to date and how we want the discussions to go from this point forward.

What we're hoping to understand is first and foremost whether this Corridor is needed and what's the why, what's the justification for why this Corridor is needed and what it should look like and what should be included in this Corridor.



So it's very important that we get your input through today's Focus Groups and the future Focus Group to help us inform the Corridor decisions in this phase of the study. Help is create this holistic and flexible Corridor and will it link to future decisions that study evolve -- the future NEPA studies or how it will make those links.

Next slide

So some of the things we've learned today, talking with folks and having this stakeholder meetings particularly as it relates to freight opportunities, is that, it's important to include the dedicated commercial trucking lanes as part of the Corridor. That people have identified opportunities for warehousing and distribution centers throughout the Intermountain West.

We need to look at how do we decrease the freight bottleneck, freight rail, joint BNSF and UPRR Corridors potentially, rerouting truck traffic around community was identified as something very important. Are there opportunities for green truck lanes and as what's discussed earlier in the presentation, how, do we improve rail connectivity into Mexico. Key to increasing flow on international trade through the region and truck drivers need to route, free of tolls and other bothers, we heard that from truckers during our earlier meetings in this study.

Next slide

So what you need to the locations and on the conference call, we're going to be posing to the participants a series of questions based on this presentation. We want to learn what you see happening since the return of the economy, what are the interesting developments or long-term trends and good movements that have begun to occur.

What are some of the other opportunities and constraints, freight mobility in the Corridor, why is this Corridor needed, that's a fundamental question that we're trying to answer through this study, why is it needed today or into the future when the communities are connected along the Corridor and we have twice the population, what factors or scale of development would be needed to justify the



following in the Corridor, freight rails or trucking enhancements, like ITS or dedicated lanes.

And then we want you to tell us three new things you see on your business since the beginning of the economic recovery. And lastly is there anything else that we should consider in this quarter planning effort or are there other key groups or individuals missing from this dialogue -- we need to hear from you.

So that's -- at this point of this presentation we're going to have each of the locations to sign off now and oh wait excuse me, next slide, I'm sorry, I want to talk about the next steps before we sign-off. Next steps in the process, this is as I said was -- is the third of the Focus Groups, we have four more Focus Groups to hold through February and there'll be meeting summary notes through from each of the Focus Groups if you missed any of them.

We're in the process of completing the technical memorandum which is really the existing and future conditions of the Corridor that hopefully will be completed this spring. Moving on to the preliminary business case, that we're developing, looking at the Corridor justification report in the summer and then getting back together with the general stakeholder partners in May of this year.

So at this point that is when we're going to break and each of the locations have a facilitator that's going to lead the discussion on those questions that I discussed and for those of you on the conference call, please stay on the phone and you will Audra Koester Thomas will facilitate a discussion with you at that time -- so with that, Sondra, Mike, any closing remarks?



Mike Kies: No.

Peggy Fiandaca: None from Mike here.

Sondra Rosenberg: No just thank you everyone for you time.

Peggy Fiandaca: Thank you very much and we'll sign off now. If you're on the conference call, please stay on the phone. Thank you.








I-11 & Intermountain West Corridor Study

Focus Group Meeting

Freight Users



In partnership with



January 29, 2013



Agenda

- Study Overview
- MAG Freight Transportation Framework Study
- Possible Economic Scenarios and Freight Enhancements
- Input on the Vision for Freight Movement in the Corridor
- Next Steps



2

Background

- Federal transportation authorizations identified high priority corridors
- CANAMEX Corridor designated (1995)
- Corridor advanced through:
 - MAG Hassayampa and Hidden Valley Framework Studies (2006 – 2009)
 - Building a Quality Arizona (bqAZ, 2010)
 - NDOT/RTCSNV Boulder City Bypass (2005 and ongoing)
- CANAMEX Corridor along US 93 between Phoenix and Las Vegas designated as future “I-11” in MAP-21 (2012)
- Arizona and Nevada DOTs signed an interagency agreement and begin a joint planning study (2012+)

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What Does this Study Entail?

- Two levels of investigation:
 - Detailed corridor planning between Las Vegas and Phoenix
 - High-level visioning from Las Vegas to Canada, and from Phoenix to Mexico
- Multimodal consideration:
 - Interstate/highway, freight rail, passenger rail, and public transportation
 - Power, telecommunication, etc.

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Corridor Opportunities

- Enhance local, regional, national and global connectivity
 - Complete regional connections between Southern California, Phoenix, and Las Vegas
 - Form unique connections with Asia, Mexico, and the Southwest US—ultimately extending to Canada
- Enhance economic competitiveness and activity
- Provide network redundancy and flexibility
- Provide flexibility for evolving modal choices
- Promote sustainable development

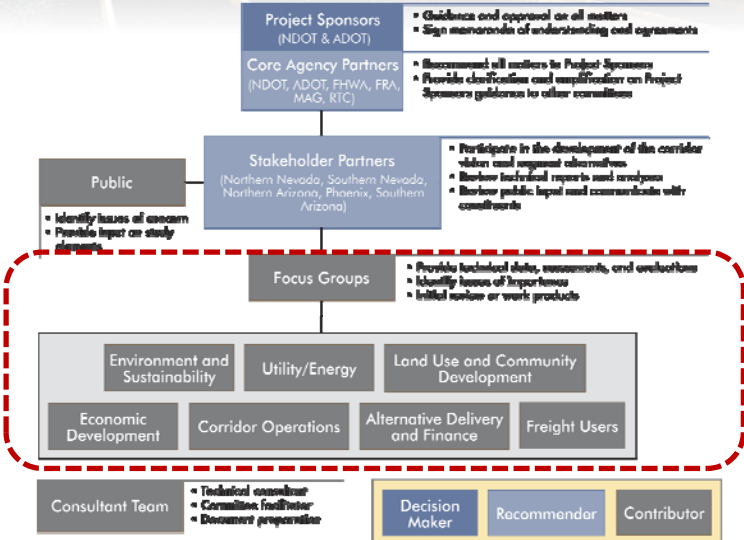




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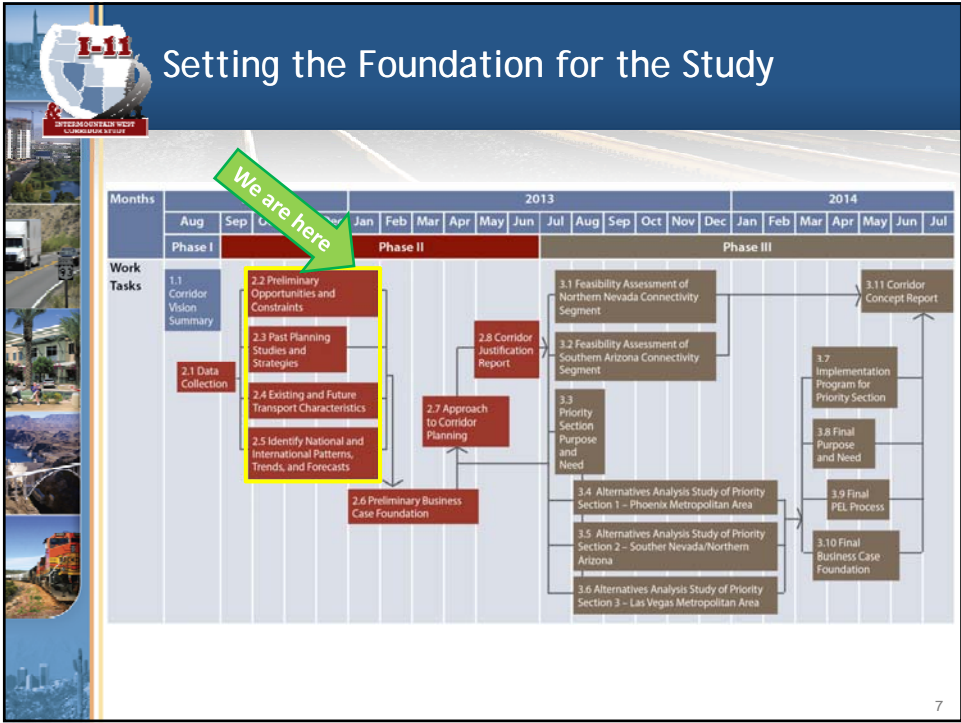
Study Participants



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graph TD; PS[Project Sponsors  
(NDOT & ADOT)] --- CAP[Core Agency Partners  
(NDOT, ADOT, FHWA, FRA, MAG, RTC)]; CAP --- SP[Stakeholder Partners  
(Northern Nevada, Southern Nevada,  
Northern Arizona, Phoenix, Southern  
Arizona)]; P[Public] --- SP; SP --- FG[Focus Groups]; P --- FG; FG --- EES[Environment and Sustainability]; FG --- UE[Utility/Energy]; FG --- LUCD[Land Use and Community Development]; FG --- ED[Economic Development]; FG --- CO[Corridor Operations]; FG --- ADF[Alternative Delivery and Finance]; FG --- FU[Freight Users]; CT[Consultant Team] --- DM[Decision Maker]; CT --- R[Recommender]; CT --- C[Contributor];
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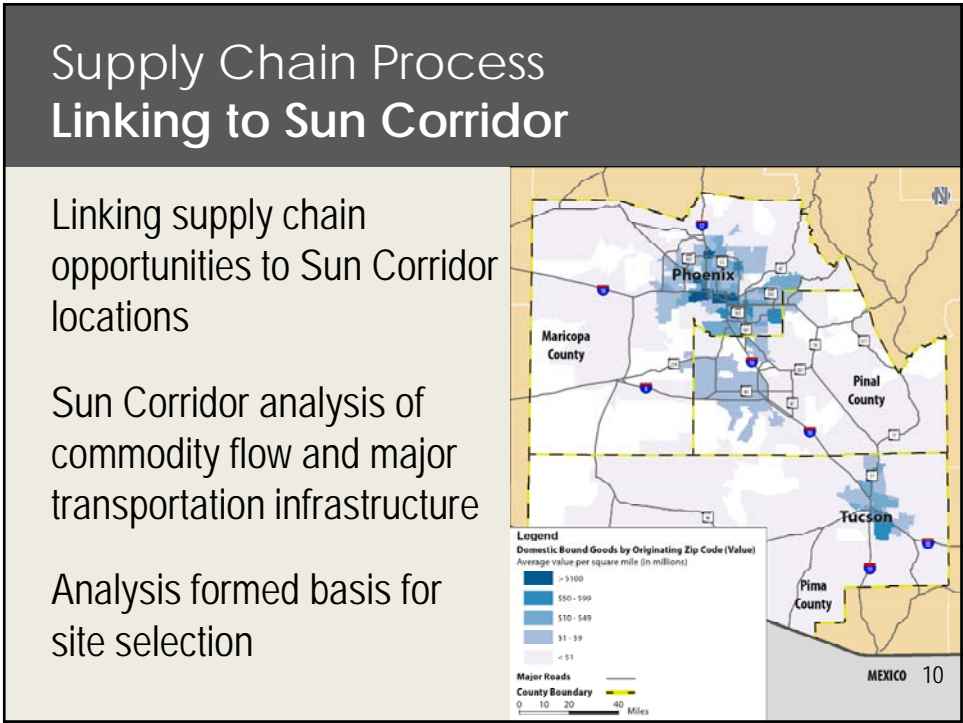
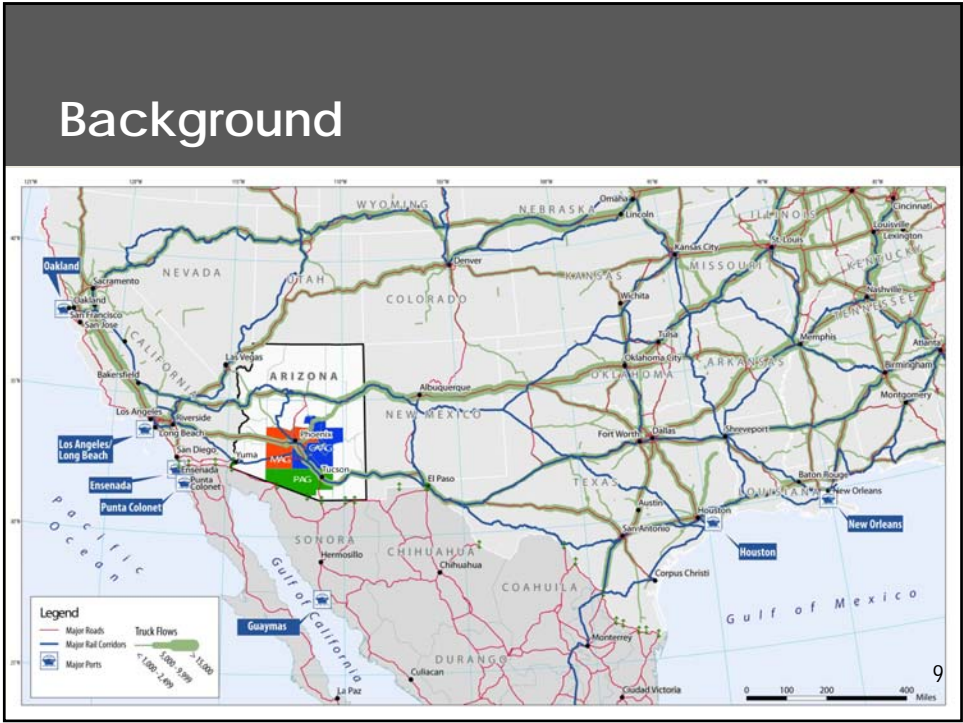


**FREIGHT TRANSPORTATION
FRAMEWORK STUDY**

Examining Freight and Multimodal Opportunities in the Sun Corridor

Interstate 11 - Freight Study Update
January 29, 2013

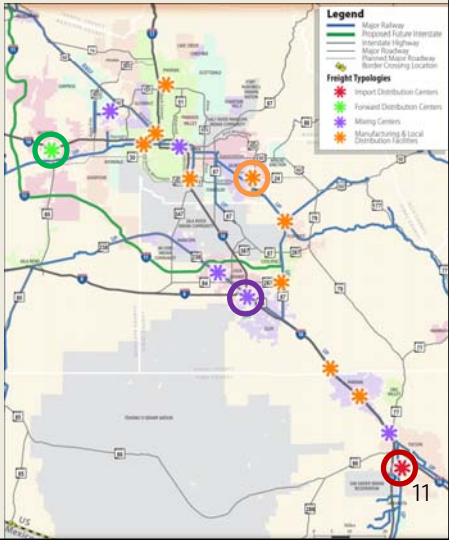
JOINT PLANNING ADVISORY COUNCIL
A Planning Partnership for the Arizona Sun Corridor



Freight Focus Area Identified by Study Partners

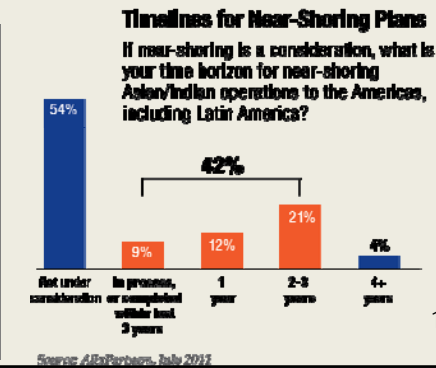
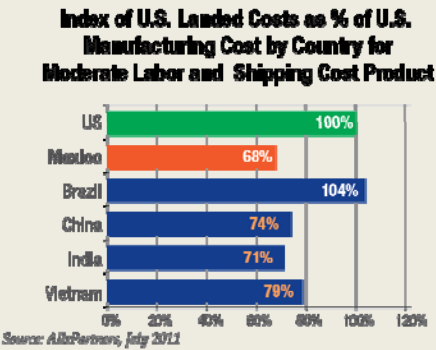
Focus Area evaluation helped identify freight typologies present in Sun Corridor

- Maricopa
- Phoenix Mesa Gateway
- West Valley
- Discovery Triangle
- West Phoenix
- Grand Avenue
- Deer Valley
- West Chandler
- Surprise
- Pinal
- Pinal Airpark
- La Palma
- Eloy (Interstate 8 / Interstate 10)
- Maricopa / Casa Grande
- Magma Rail Road
- Pima
- Tucson International Airport
- North Tucson
- Marana



Freight Framework 'Big Picture' Near-Shoring

Mexico is now the lowest cost producer for many goods
Many companies are now contemplating near-shoring to the Americas



Freight Framework 'Big Picture' Leverage Strategic Location

- Sun Corridor is now a logical hub for staging imports and distribution to West markets
- Imports from Mexico, Gulf Coast ports and SE U.S. manufacturers
- Distribution to local, California, and other West Coast markets
- Location and transportation system gives Sun Corridor advantage for East to West commodity flow







Possible Economic Scenarios Affecting the Corridor





- Baseline** (includes Panama Canal widening)
- Pacific Rim trade expands** much greater than forecasted
 - West Coast ports reach capacity and Mexico adds port capacity
 - Latin American trade remains constant
- Latin American trade greatly expands**
 - Asia trade remains constant
- Economic diversification** plans for Arizona and Nevada are realized





MIKE O'CALLAGHAN - PAT TILMAN MEMORIAL BRIDGE
This completed bridge includes a concrete deck, barriers and pedestrian walkways.

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Potential Freight-related Enhancements for Consideration in the Corridor

- Intelligent Transportation Systems (ITS)
 - Dynamic message signs can show congestion, parking availability, weather, alternate routing, variable speed limits



- Dedicated Truck Lanes

Source: http://www.transportation1.org/tif5report/investment_competitive.html
Courtesy of Reason Foundation

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Potential Freight-related Enhancements for Consideration in the Corridor

- Truck Stop Electrification
- Long Combination Vehicles
- Alternative Fueled Trucks (ex., Natural Gas)




Source: US Department of Energy

Source: <http://www.fhwa.dot.gov/publications/publicroads/05sep/02.cfm>

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INTERMOUNTAIN WEST CORRIDOR STUDY

Why Am I Here and How is My Input Used?

- Help us understand:
 - Whether or not this corridor is or will be needed
 - Provide the justification
 - What the corridor should look like and include
- Your input will:
 - Inform the Corridor decisions in this phase of the study
 - Help create a holistic and flexible Corridor
 - Will link to future decisions as study evolves to future NEPA studies



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Stakeholder Partner's Input Received to-date - Freight Opportunities

- Include dedicated commercial trucking lane(s)
- Opportunities for warehousing and distribution centers
- Decrease freight bottle necks
- Freight rail – joint BNSF and UPRR corridor
- Reroute truck traffic around communities
- Green truck lanes (automated/driverless trucks)
- Rail connectivity to Mexico
- Key to increasing flow of international trade through region
- Truck drivers need this route free of tolls and other bothers



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Discussion Questions

- What are some interesting developments or long-term trends in goods movement that we should be aware of as we plan this corridor?
- What are the opportunities and constraints for freight mobility in the Corridor?
- Why is this Corridor needed and how important is it—or not?
 - Today?
 - When connected cities along the Corridor have twice the population?
- What factors (or scale of development) would be needed to justify the following in the Corridor?
 - Freight rail
 - Trucking enhancements (ITS, dedicated lanes, etc.)
- Tell us 3 new things you've seen in your business since the beginning of the economic recovery.
- Is there anything else that we should consider in this Corridor planning effort, and are there key groups/individuals missing from this dialogue?

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Next Steps

- Focus Group Meetings
 - January 8: Utility/Energy
 - January 22: Economic Development
 - **January 29: Freight Users**
 - February 5: Environment and Sustainability
 - February 12: Land Use and Community Development
 - February 19: Corridor Operations
 - February 26: Alternative Delivery and Finance
- Reports
 - Technical Memorandum 1: Existing and Future Corridor Conditions (early Spring)
 - Preliminary Business Case Foundation (Late Spring)
 - Corridor Justification Report (Summer)
- General Stakeholder Partners Meeting (May)





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