



I-11 & Intermountain West Corridor Study

Nevada Transportation Conference



In partnership with



U.S. Department of Transportation
Federal Highway Administration
Federal Railroad Administration



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Assistant Director, Planning
Nevada Department of Transportation

April 15, 2015



A Little History



“Our unity as a nation is sustained by free communication of thought and by easy transportation of people and goods. The ceaseless flow of information throughout the Republic is matched by individual and commercial movement over the vast system of inter-connected highways crisscrossing the Country and joining at our national borders with friendly neighbors to the north and south.”

President Dwight D. Eisenhower, February 22, 1955.



1956 Federal Aid Authorization



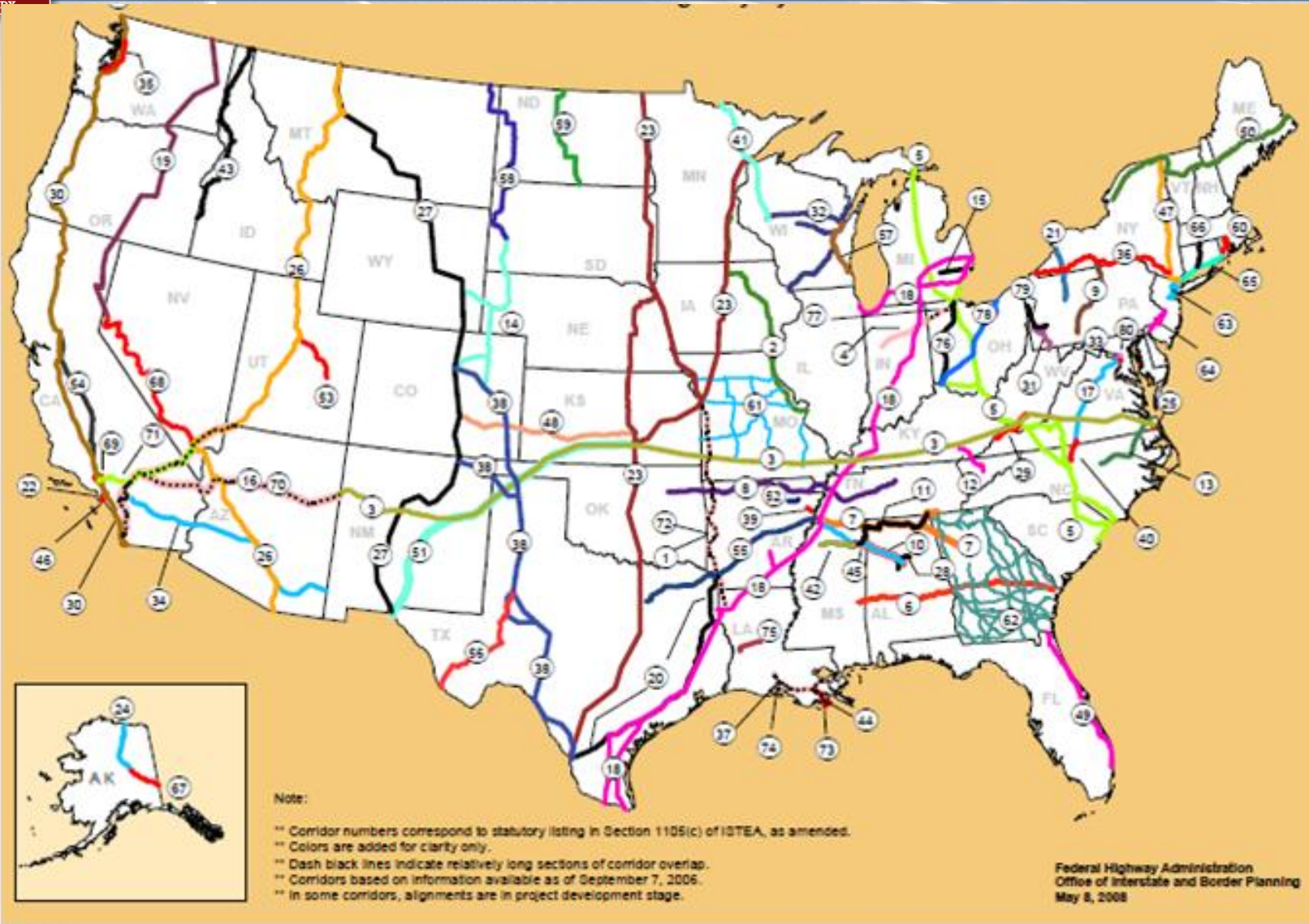


1957 - 1998 Additions





High Priority Corridors



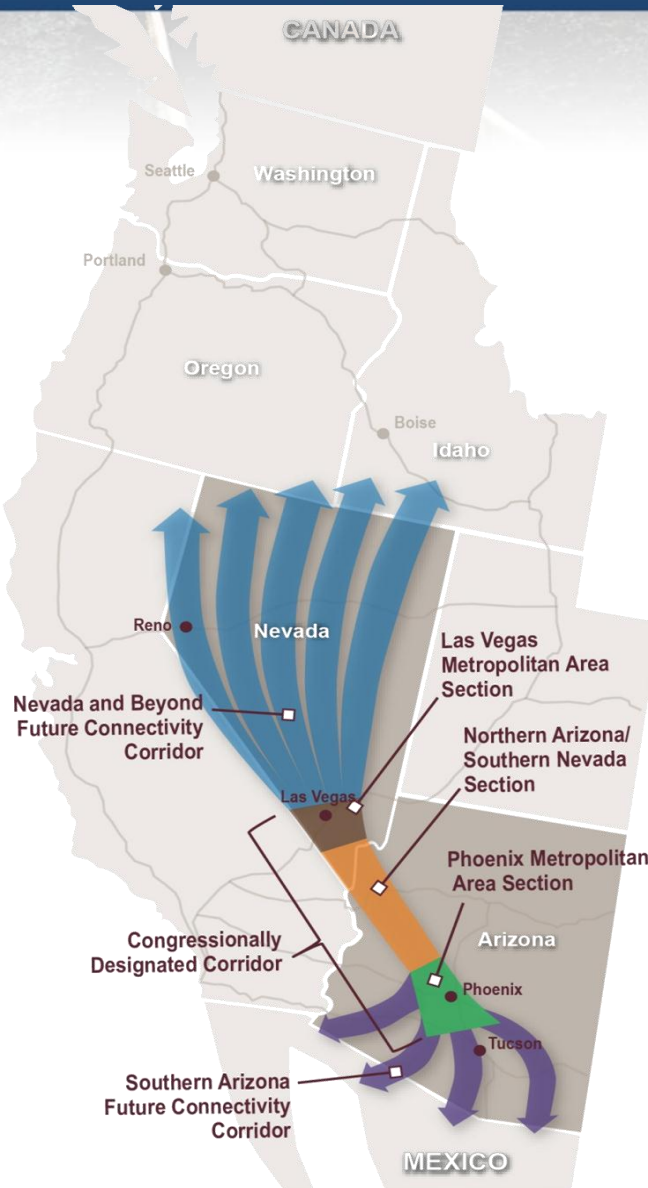


High Priority Corridors Designated as Future Interstates





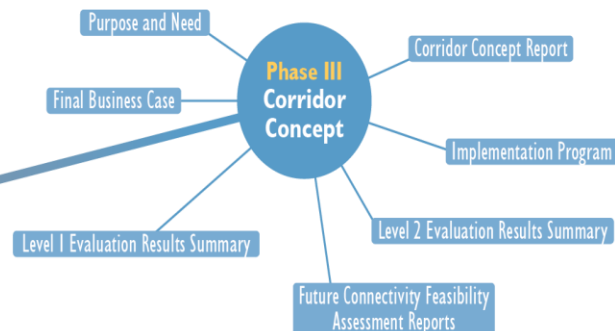
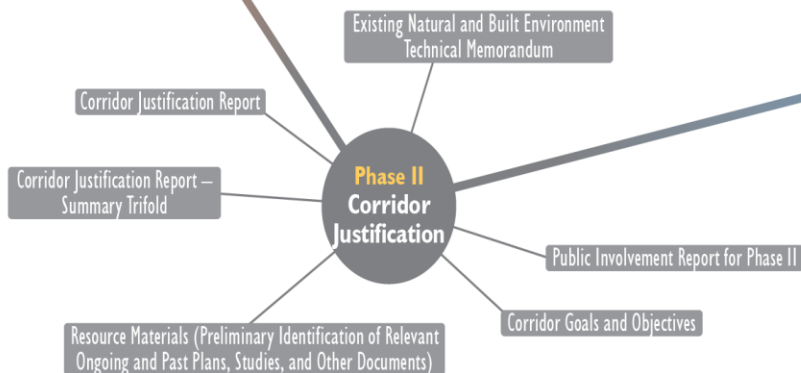
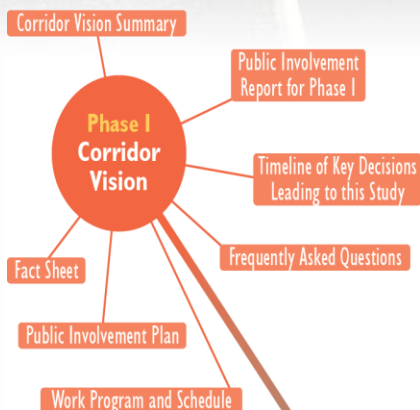
Interstate 11 & Intermountain West Corridor Study



1. What is the Justification to make significant investments in this corridor?
2. Is the Congressional Designation from Las Vegas to the vicinity of Phoenix sufficient?
3. What Reasonable and Feasible Corridors should be considered?
4. What steps should be taken next?



What Did this Study Entail?





August - October 2012

Corridor Vision Summary

Public Involvement
Report for Phase I

1 Stakeholder Meeting
5 locations
205 attendees

Phase I Corridor Vision

Timeline of Key Decisions
Leading to this Study

Frequently Asked Questions

Fact Sheet

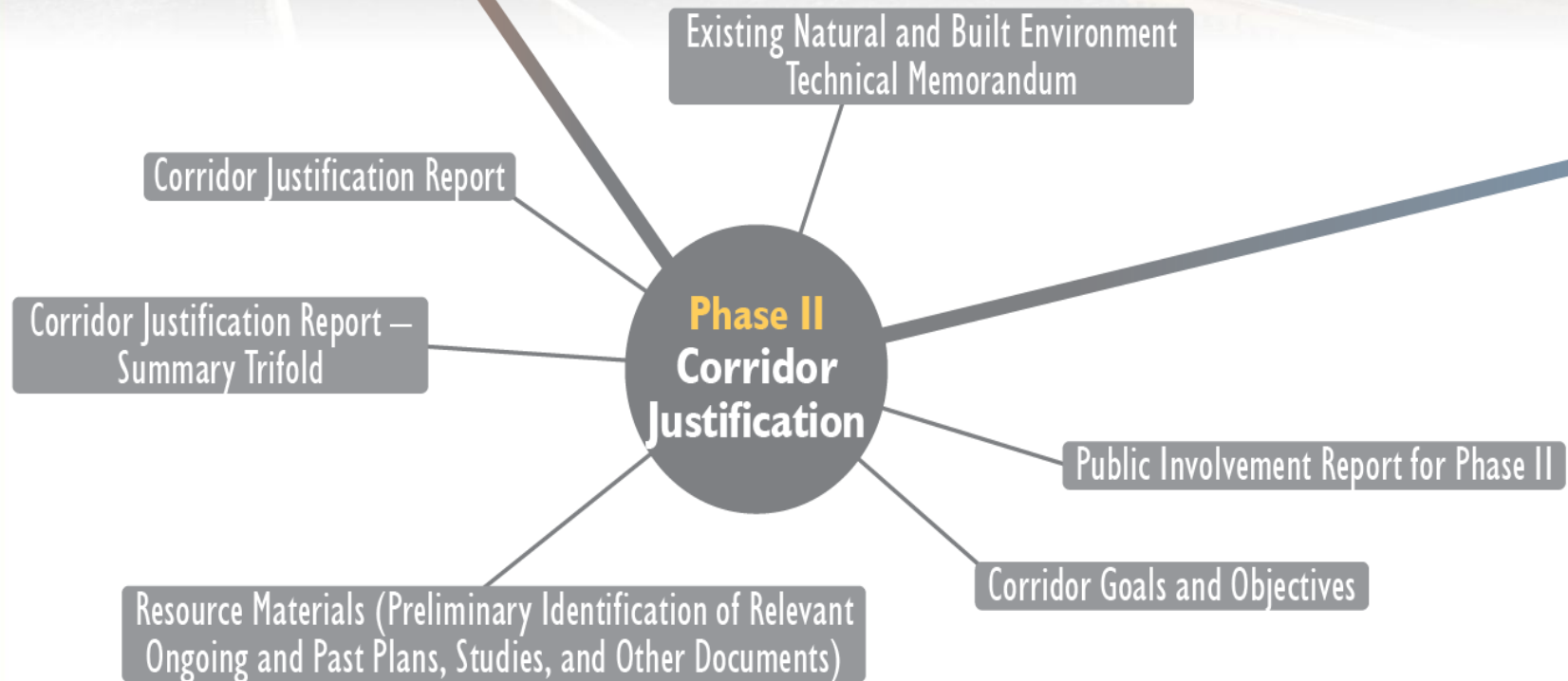
Public Involvement Plan

Work Program and Schedule

Oct. 2012
2 Public Meetings
193 attendees



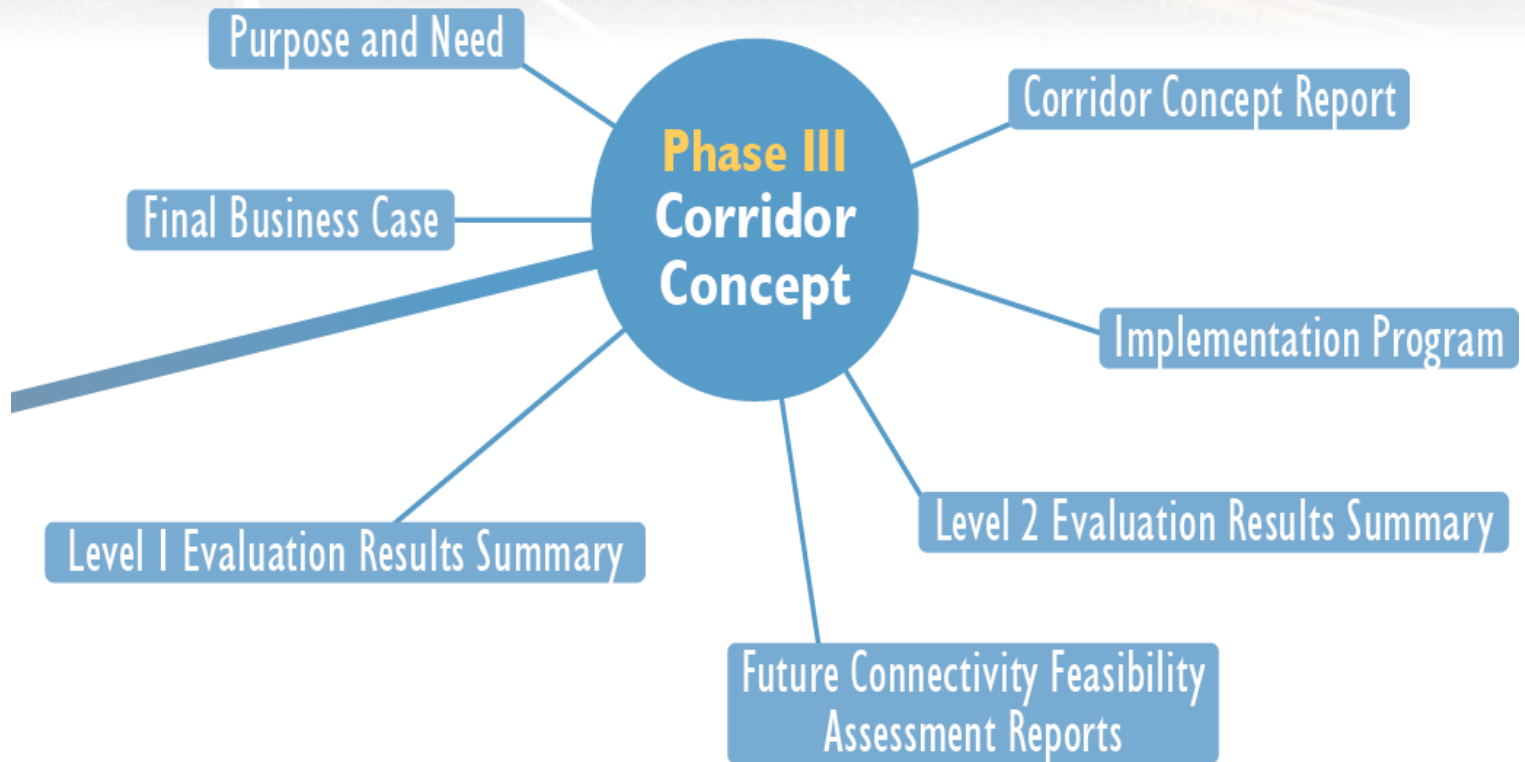
Oct. 2012 - Feb 2013



Jan – Feb 2013
7 Focus Groups
4 locations (each)
335 attendees



July 2013 - July 2014



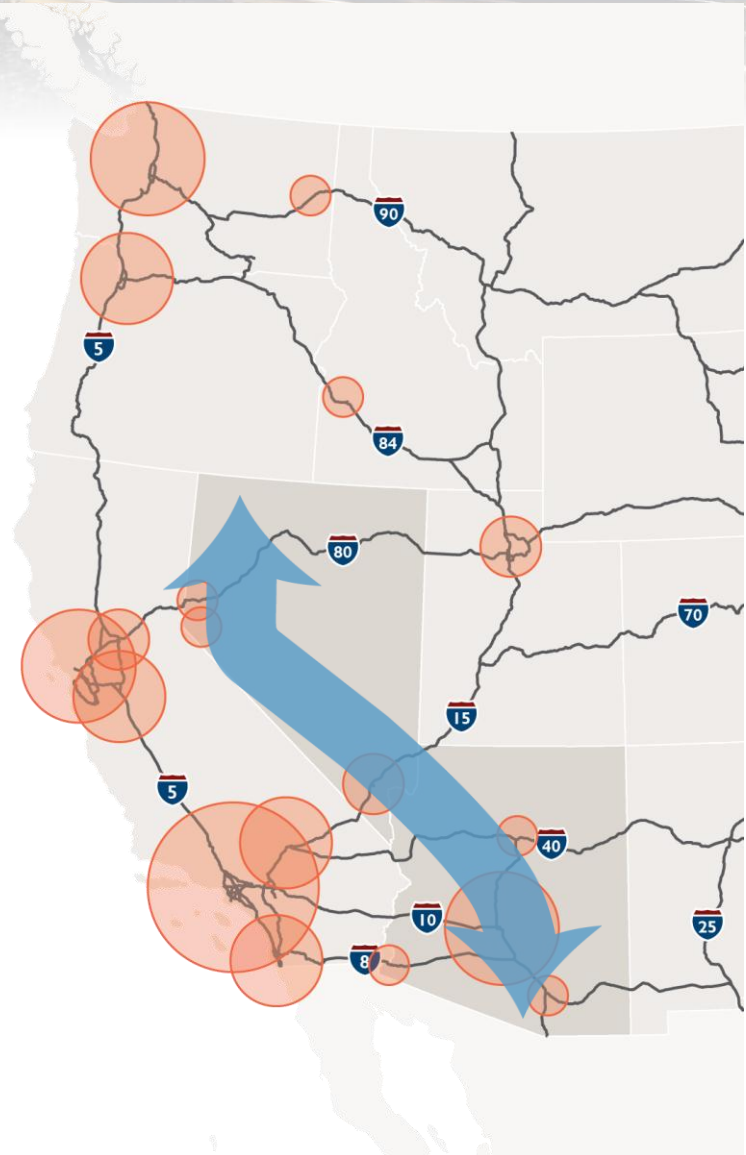
July 2013 – July 2014
28 Stakeholder meetings
1032 attendees

8 In person Public Meetings
474 attendees
2 Virtual Public Meetings
2081 participants



Linking Economies

Some of the largest economic and population centers in the U.S. will rely on the I-11 and Intermountain West Corridor to move people and goods throughout the region.

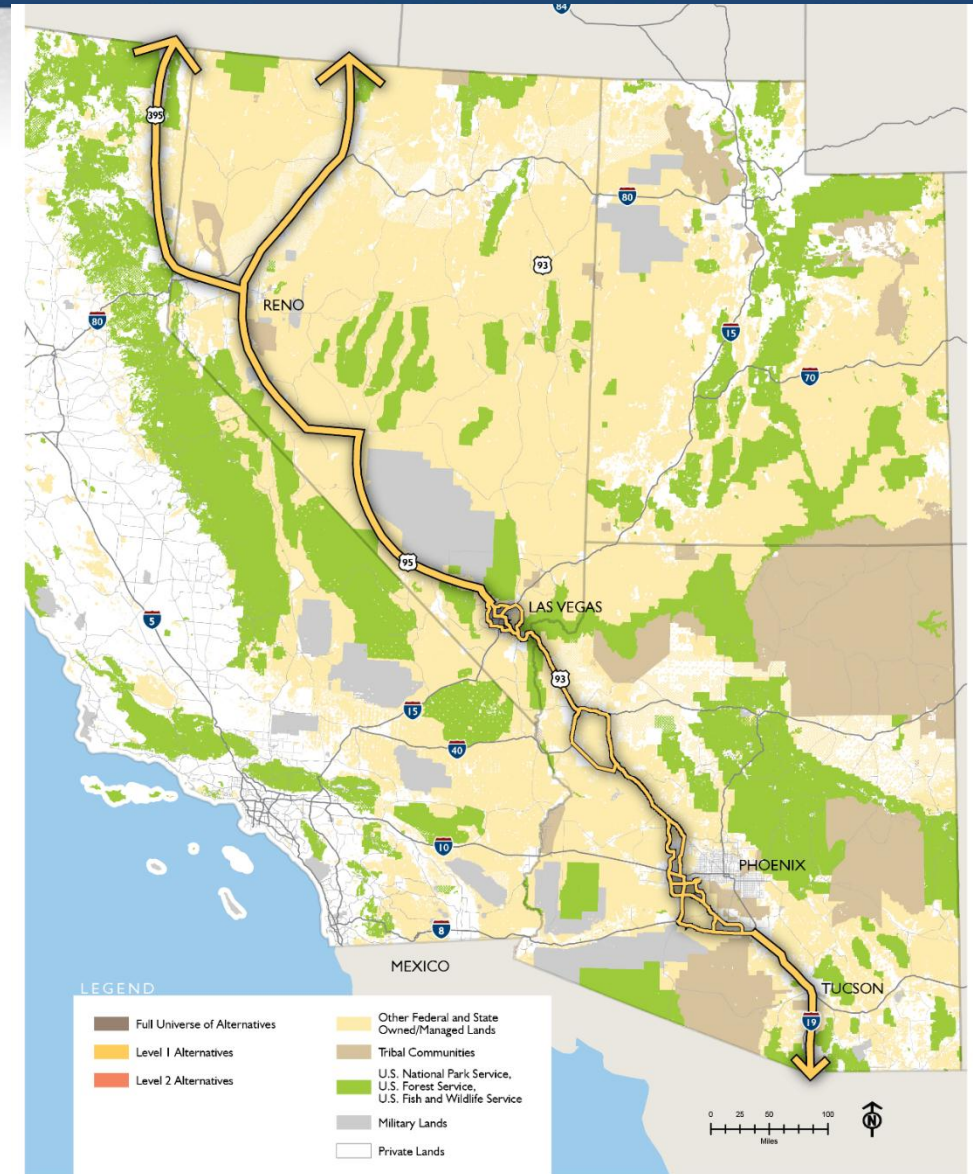
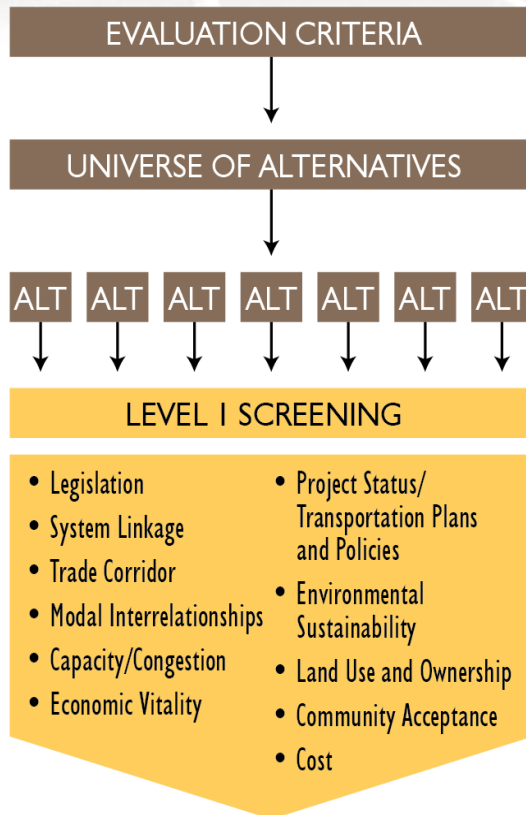




Evaluation Process & Universe of Alternatives



Level 1 Analysis (Qualitative)





Level 2 Analysis (Quantitative)

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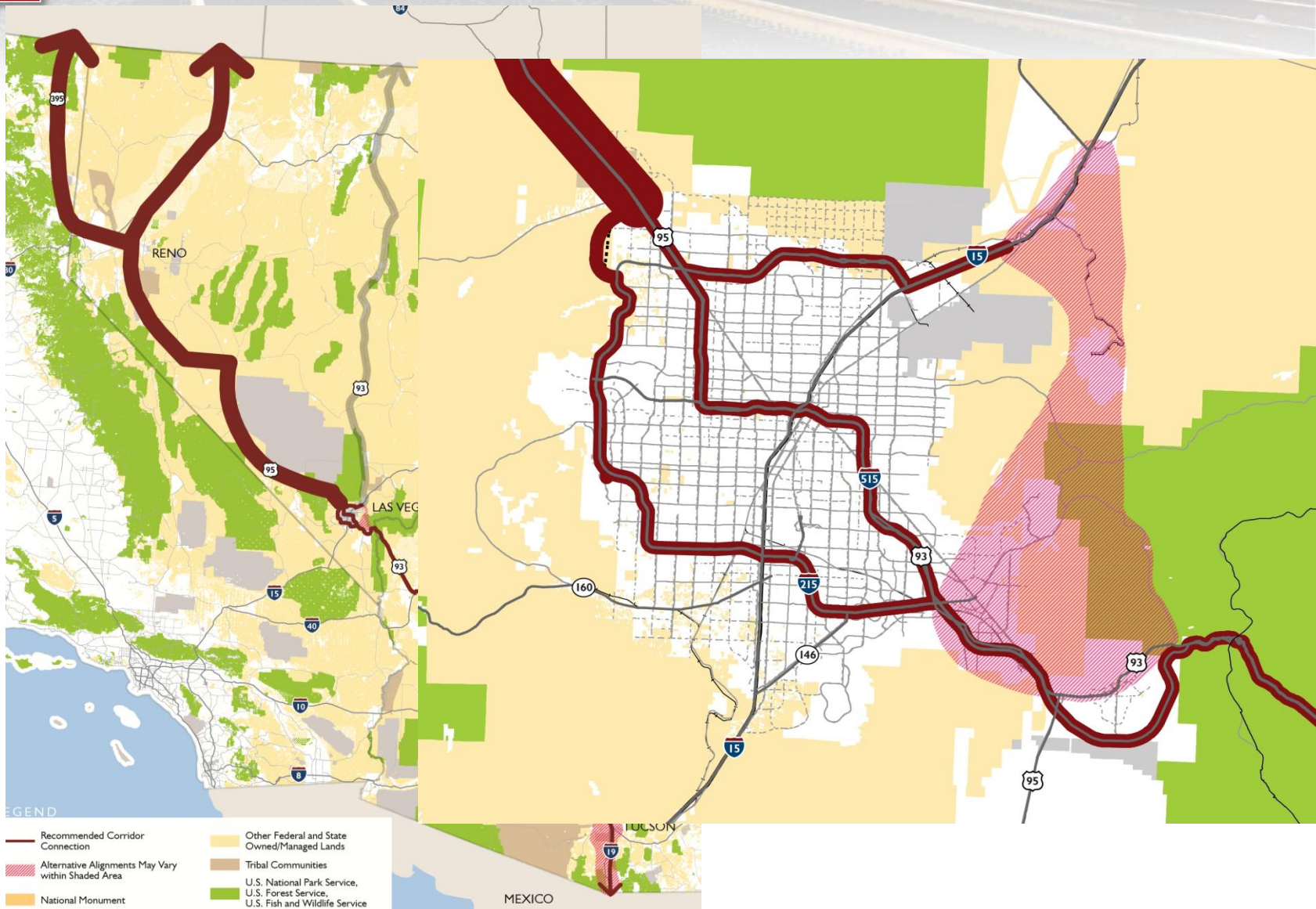
LEVEL 2 SCREENING

- Modal Interrelationships
- Capacity/Congestion
- Economic Vitality
- Environmental Sustainability
- Project Status/Transportation Plans and Policies
- Land Use and Ownership
- Community Acceptance
- Cost





Recommended for Further Consideration

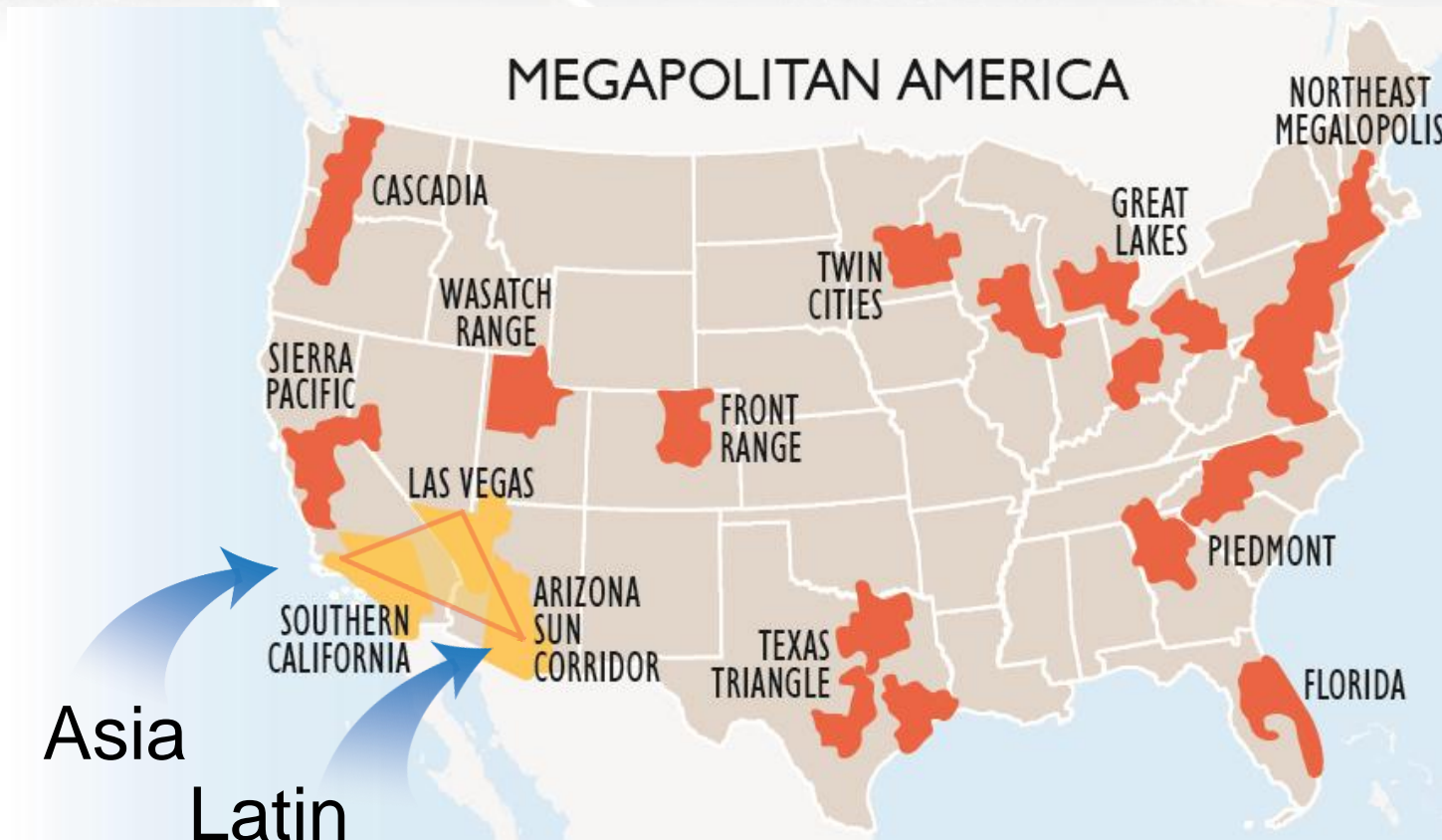




Multimodal Opportunities



Business Case: Generating Prosperity



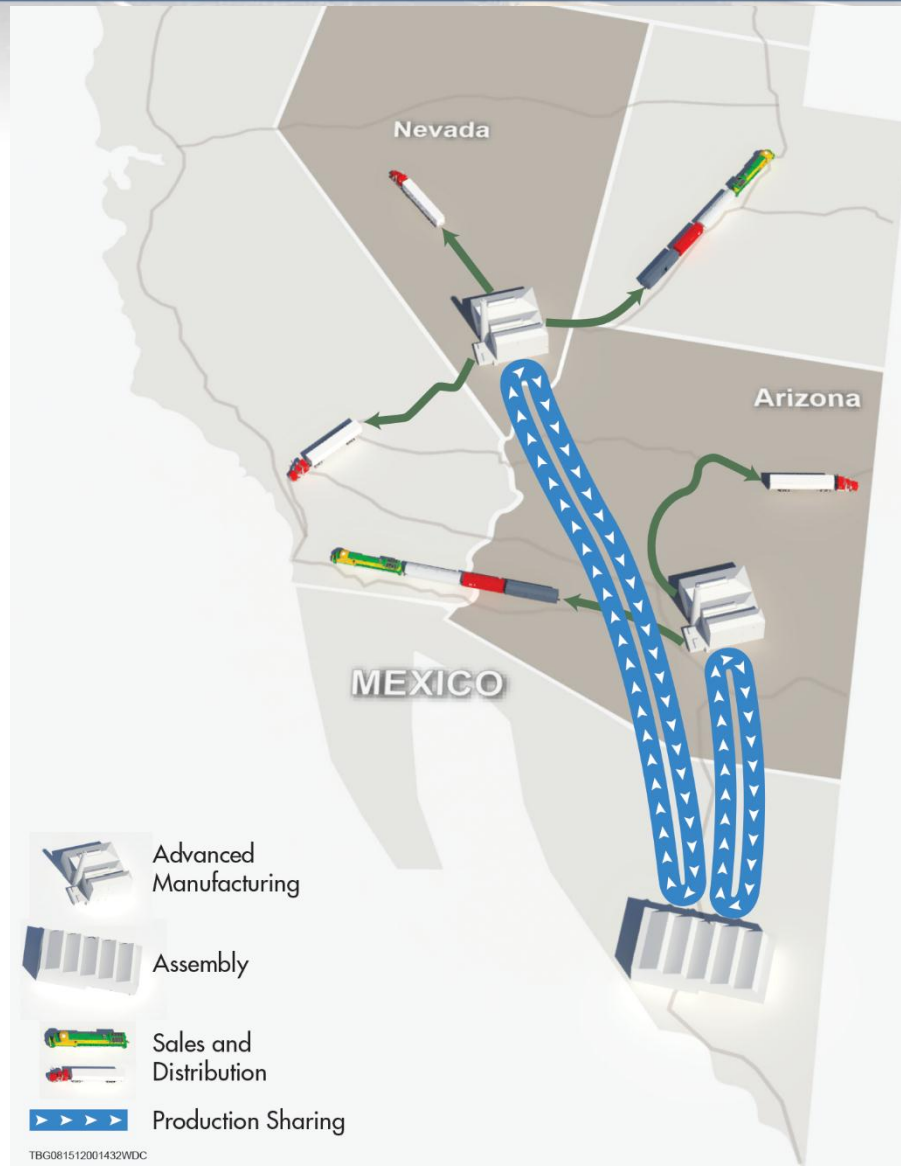
Asia

Latin

America



Opportunities for Integrated Manufacturing





Advancing Arizona's and Nevada's Economic Initiatives

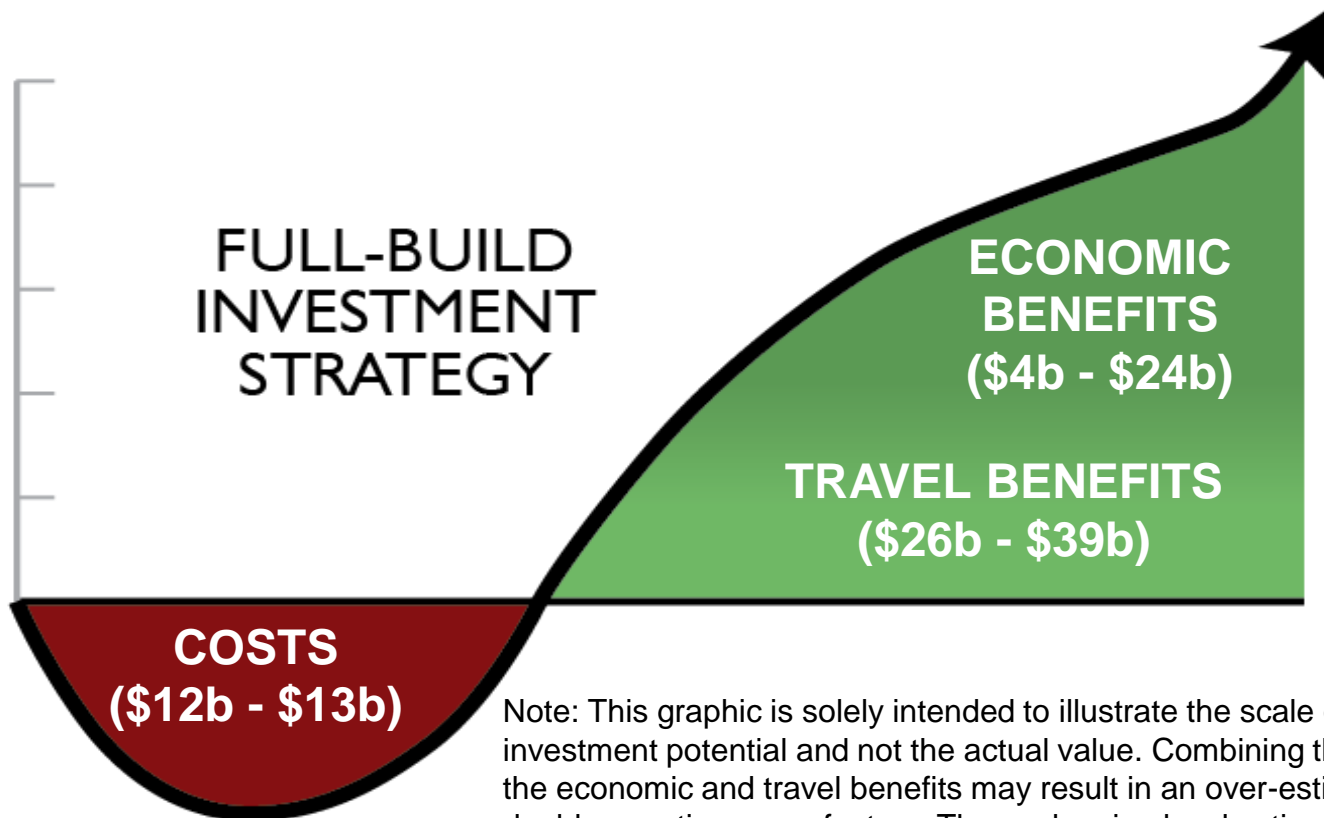
Industry Targets	Arizona	Nevada	Requires Regional Transportation Network
Advanced Manufacturing	■	■	■
Aerospace, Aviation, Defense	■	■	■
Agriculture	■	■	■
Biotechnology	■		■
Healthcare	■	■	
Information and Computer Technology	■	■	
Life Sciences	■		■
Mining and Materials	■	■	■
Optics	■		■
Renewable Energy	■	■	■
Science and Technology	■		■
Tourism, Gaming, and Entertainment	■	■	■
Transportation and Logistics	■	■	■

Sources: Arizona Commerce Authority 2013, Greater Phoenix Economic Council 2013, Tucson Regional Economic Opportunities 2006, Nevada Governor's Office of Economic Development 2013



Return on Investment

+ 240,000 jobs



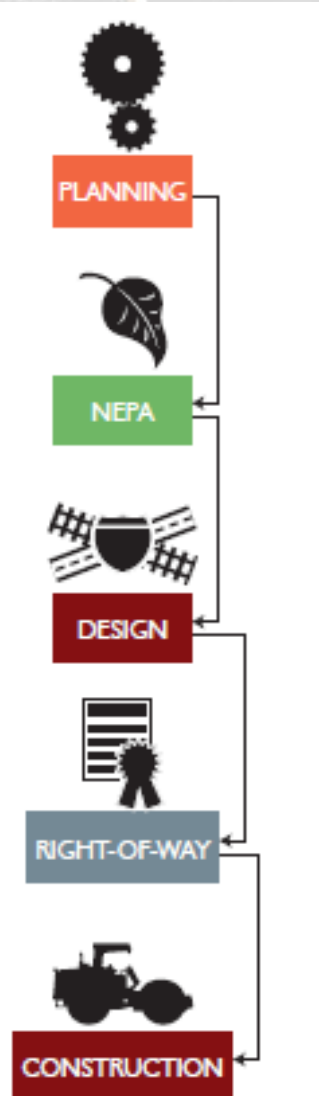
Note: This graphic is solely intended to illustrate the scale of the return on investment potential and not the actual value. Combining the values of the economic and travel benefits may result in an over-estimate due to double counting some factors. These planning level estimates reflect costs and benefits for a **highway-only corridor from Mexico to Las Vegas**, above and beyond planned improvements.

Implementation: Segments of Independent Utility





Implementation





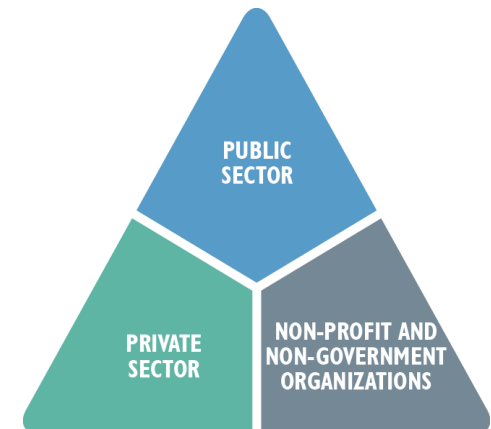
Immediate Actions - Thru Cross-Collaborative Partnerships

Identification of Immediate Actions by Segment:

- Technical Actions
- Multimodal Accommodations
- Public Policy Actions
- Marketing/Branding Actions



Partnerships among corridor constituents will be required to achieve successful and efficient implementation of the I-11 and Intermountain West Corridor





Since Study completion (Oct. 2014)

March 15, 2015 – ADOT releases SOQ packages for Tier 1 EIS – Nogales to Wickenburg

March 24, 2014 – Senators from Nevada and Arizona submit the Intermountain West Corridor Development Act of 2015



FOR IMMEDIATE RELEASE

March 24, 2015

Contact:

Neal Patel (Heller) 202-224-6244

Kristen Orthman (Reid) 202-224-2939

Brian Rogers (McCain) 202-224-2235

Bronwyn Lance Chester (Flake) 202-224-4521

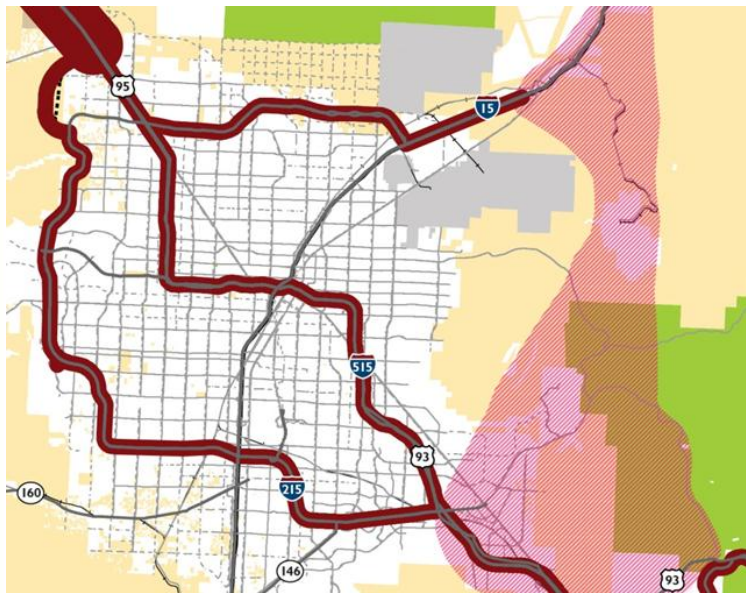
Nevada, Arizona Senators Collaborate to Expand I-11





What's Next?

Southern NV Major Facilities Study



- Statewide Long Range Unified Plan – Fall 2015
- I-11 Northern Connection Study (LV to I-80)



Questions?





Outreach & Input



Outreach & Input

- Stakeholder Participation: more than 60 meetings, over 750 attendees from 350 organizations participated
- Public Meetings:
 - 10 physical public meetings, over 650 attendees
 - 2 Virtual public meetings, over 2,000 participants
 - Over 3,000 comments received
- Website: thousands of comments received and posted, 500 signed up for email blasts, all documents and meeting materials:
 - 19 Study reports
 - Summaries and materials for all stakeholder and public meetings
- Media: Over 100 stories published (Print, television, new media)



What we've heard - General comments

- General support for corridor, citing economic development, congestion, and safety improvements
- Concerns, primarily related to specific alternatives and concern for resources and environment.

February 2014 Virtual Public Meeting

The Arizona and Nevada departments of transportation are holding an online opportunity through the month of February for anyone interested in providing feedback on the latest Interstate 11 and Intermountain West Corridor Study results. The two transportation departments have been working together since the summer of 2012 on the Interstate 11 and Intermountain West Corridor Study, which includes detailed corridor planning of a possible interstate link between the Phoenix and Las Vegas metropolitan areas, along with high-level visioning for potentially extending the corridor north to Canada and south to Mexico. Congress designated the future I-11 corridor between Phoenix and Las Vegas as part of the select surface transportation bill, moving ahead for progress in the 21st Century Act (SAPV-21).

Please review the overview presentation that provides background on the study, and the segment-specific presentation providing details on the latest analysis for which you are interested. We invite you to provide feedback on all items regarding the corridor for which you are interested. **Due to the overwhelming and continuous response to our virtual public meeting and survey, we will keep the survey open through midnight on Monday, March 10.**

We recommend using either Internet Explorer or Mozilla Firefox browsers for optimal questionnaire performance.

Nevada and Beyond Future Connectivity Corridor Questionnaire and Supporting Information

Presentations:

- Study and Evaluation Process Overview – PDF (8.7 MB, 9 pages)
- Study and Evaluation Process Overview – Spanish (12.1 MB, 8.25 minutes)
- Nevada and Beyond – PDF (5.4 MB, 6 pages)
- Nevada and Beyond – Spanish (13.3 MB, 4.00 minutes)

Technical Memoranda:

- Level 1 Evaluation Results Summary – Full Corridor (18.8 MB, 203 pages)
- Level 1 Evaluation Results Summary – Nevada and Beyond (13.7 MB, 20 pages)

Nevada and Beyond Questionnaire

Las Vegas Metropolitan Area Section Questionnaire and Supporting Information

Presentations:

- Study and Evaluation Process Overview – PDF (8.7 MB, 9 pages)
- Study and Evaluation Process Overview – Spanish (12.1 MB, 8.25 minutes)
- Las Vegas Metropolitan Area – PDF (5.4 MB, 6 pages)
- Las Vegas Metropolitan Area – Spanish (13.3 MB, 4.00 minutes)

Technical Memoranda:


- Draft Preliminary Level 2 Evaluation Results Summary – Full Corridor (26.4 MB, 208 pages)
- Draft Preliminary Level 2 Evaluation Results Summary – Las Vegas Metropolitan Area (1.4 MB, 16 pages)

Las Vegas Metropolitan Area Questionnaire

Northern Arizona / Southern Nevada Section Questionnaire and Supporting Information

Presentations:

- Study and Evaluation Process Overview – PDF (8.7 MB, 9 pages)



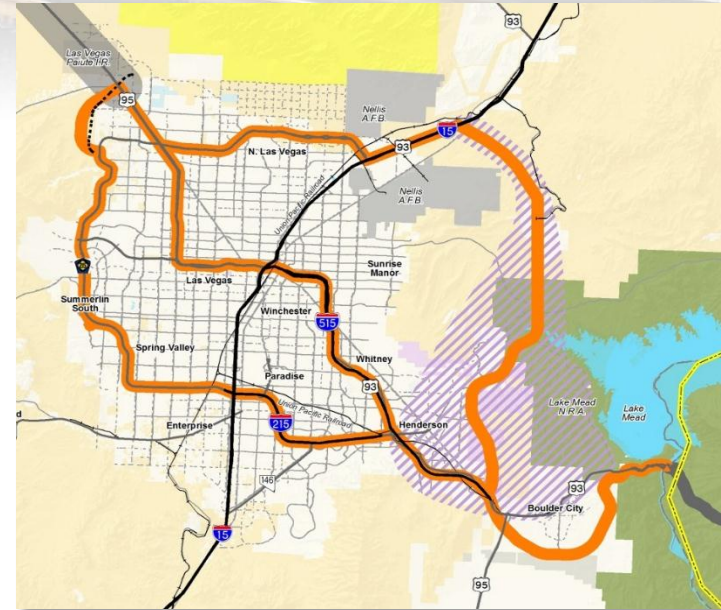
Screen Capture of February 2014 "Virtual" Public Meeting





What we've heard - Southern Nevada

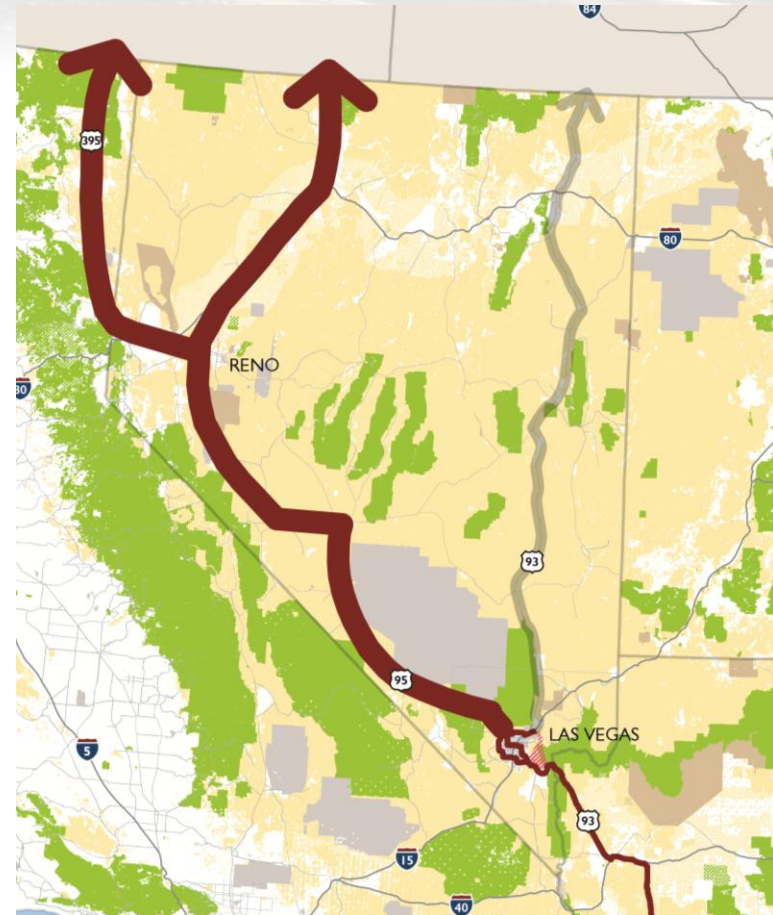
- Eastern Corridor (BB-QQ)
 - Concerns – environment, National Park Service, rural preservation area, quality of life
 - Support – alleviate congestion, provide more direct CANAMEX connection (I-15)
- Central (Z)
 - Concerns – congestion, air quality, environmental justice, cost
 - Support – use existing infrastructure, most direct route
- Western Corridor (Y)
 - Concerns – congestion, air quality lower benefit/demand
 - Support – existing infrastructure, available right of way





What we've heard - Northern Nevada

- Western Corridor (US 95, Alternatives FF & SS)
 - Broad support from agencies and general public
 - Need to connect population & activity centers
 - Concerns over cost & Impacts (all alts)
- Eastern Corridor (US 93, Alternatives HH & TT)
 - Support to facilitate economic potential
 - Concerns over cost, impacts, and connecting potential versus existing activities





Next steps

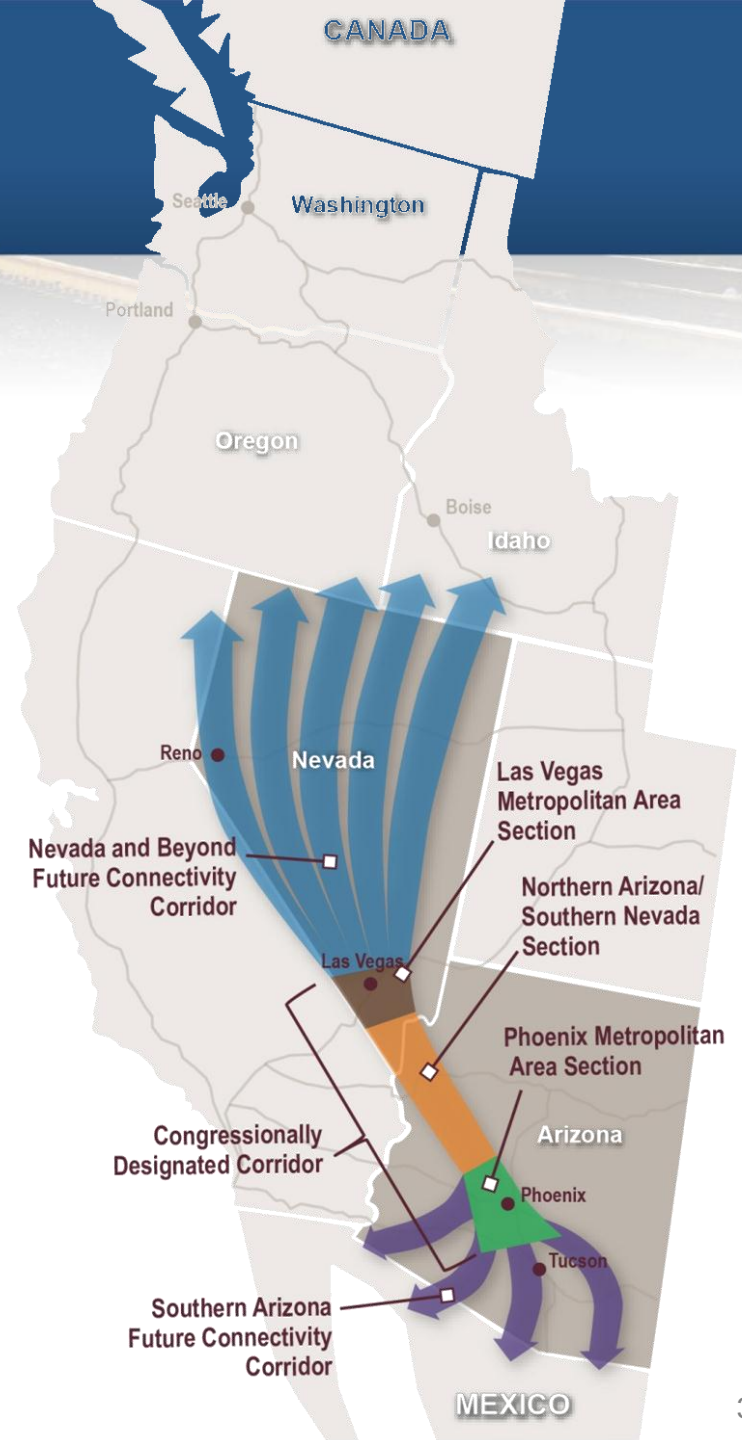
- Finalizing this Study
 - NDOT Board Acceptance (Sept. 8, 2014)
 - ADOT Board Acceptance (Sept. 12, 2014)
 - Finalize & Produce Report for distribution
 - Finalize Planning and Environment Linkages (PEL) questionnaire
- Beyond this Study
 - Ensure consideration of findings is included in future & ongoing planning efforts
 - Initiate Southern Nevada Major Facilities plan
 - Work with partner agencies and Congressional delegation regarding policy actions (pending any necessary board actions), such as:
 - Designation Extension
 - Funding Opportunities



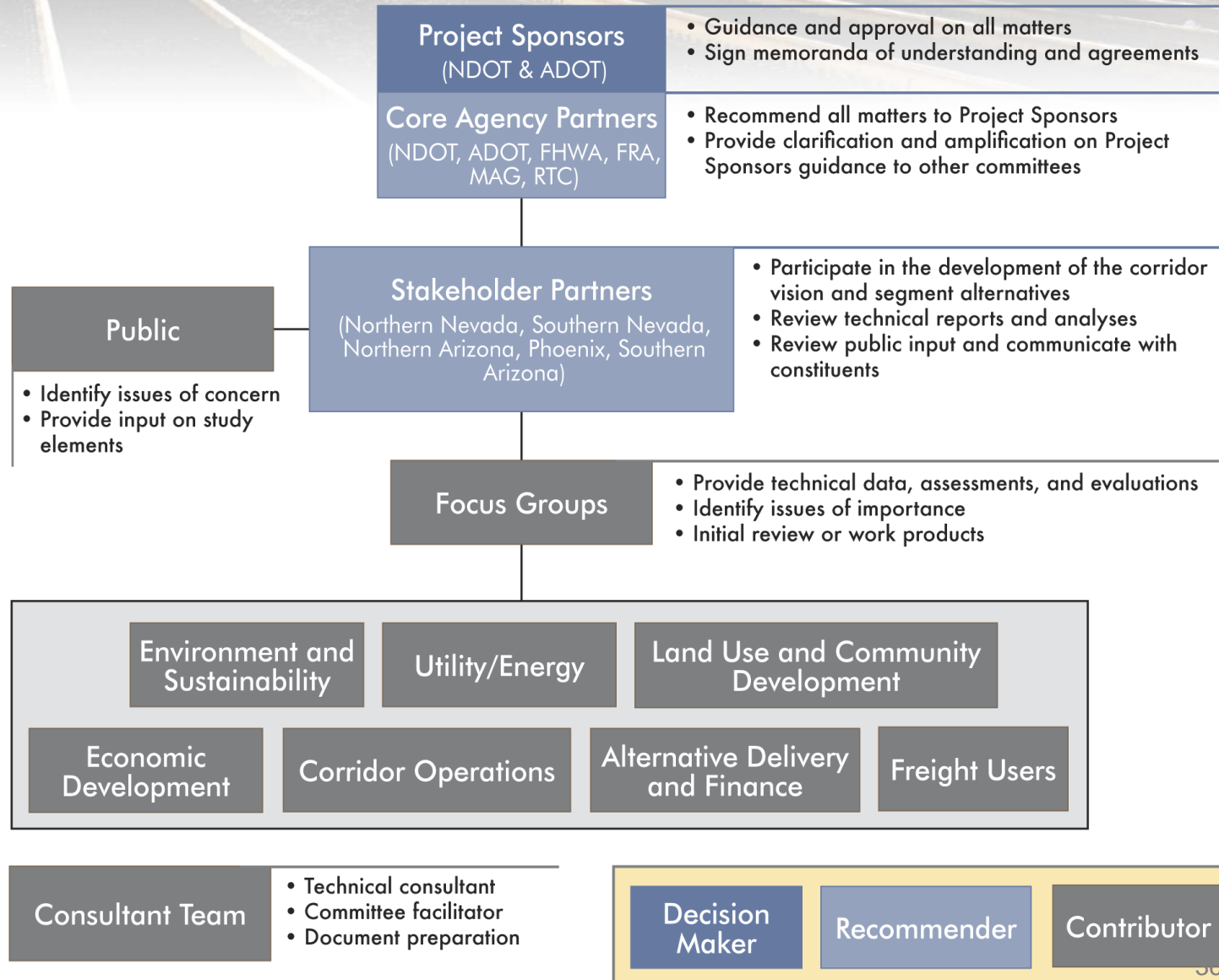
Purpose of this study

Answer several questions:

1. What is the Justification to make significant investments in this corridor?
2. Is the Congressional Designation from Las Vegas to the vicinity of Phoenix sufficient?
3. What Reasonable and Feasible Corridors should be considered?
4. What steps should be taken next?



Who did we ask to help?



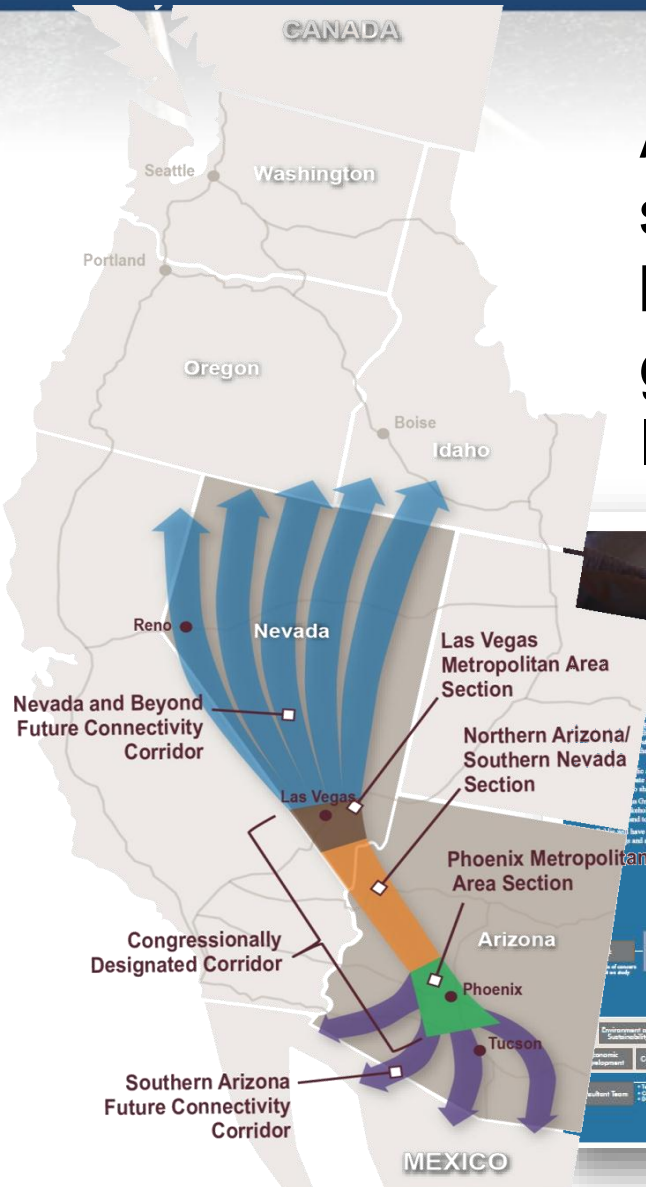


Additional Slides - Vision & Justification



Corridor Vision

A north-south transportation system that would connect borders, link economies, and generate prosperity for the Intermountain West region.



Preliminary Corridor Vision

By comparison with the Eastern United States, the West has seen little addition of interstate routes since the Interstate Highway System was established in 1956. Population and employment growth in the West has greatly outpaced growth in Eastern states, and the demand for travel along the Western Interstate corridor has grown. Specifically, the Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is meeting capacity. Therefore, the solution must be innovative, cost-effective, and most importantly, confident our 21st-century transportation needs.

During the nation's north-south transportation study from Mexico to Canada, the proposed Intermountain West Corridor will provide a vital connection between Phoenix and Las Vegas, two large metropolitan areas not currently connected by an interstate highway. It is also designed to promote possible freight linkages between the area and existing ports in Mexico and Canada, existing U.S. West Coast ports, and future inland ports and container transfer centers, facilitating goods across North America. These linkages would stimulate the development of new economic, growing economy and economic development opportunities spanning the entire corridor.

Effective inclusion of stakeholder comments that form the building blocks for the growth and expansion of ports, infrastructure, freight rail, and intermodal passenger rail – could serve as the foundation of a stronger and more diversified economy for the Intermountain West.

Early in the study process, stakeholder input will be actively sought after to determine a preferred relation for the project, as well as a series of values, goals, and objectives. As the study progresses, decisions will support these goals and objectives, and be made in a manner that is inclusive of community values and input.

Corridor Vision Summary

CONTACT

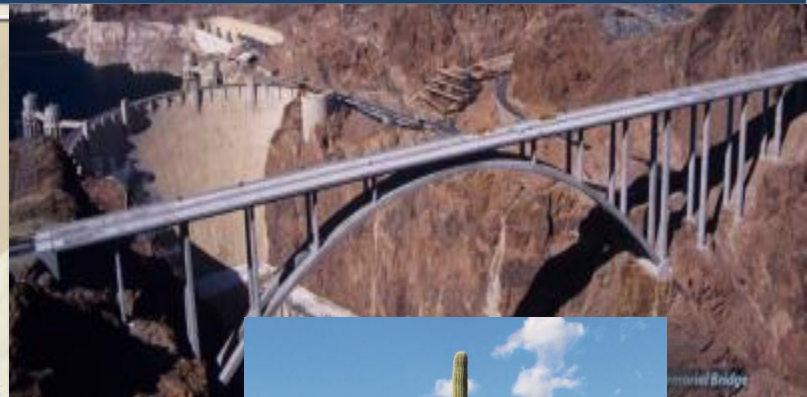
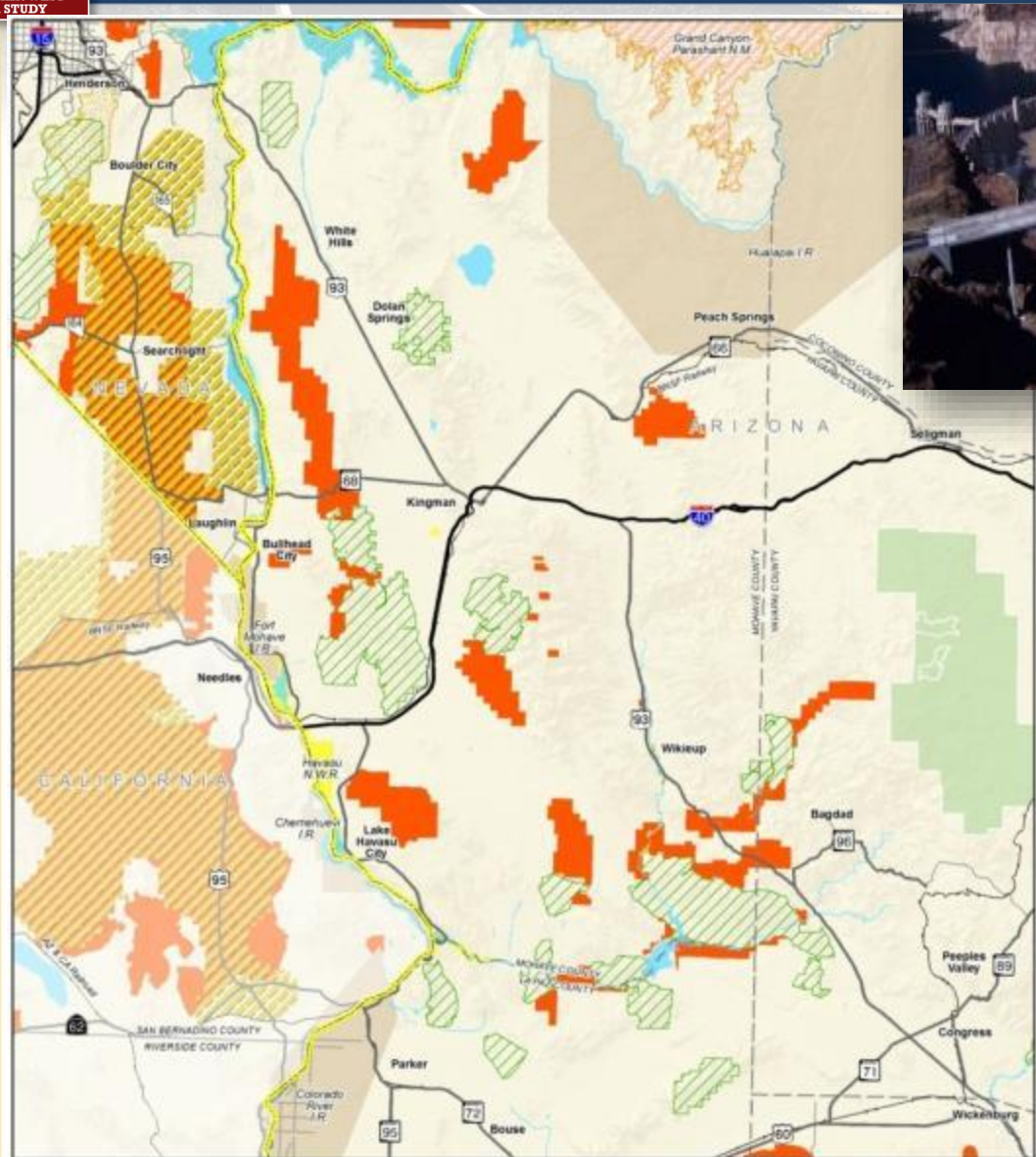
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October 10, 2012



Constraints: Natural & Build Environment





Corridor Justification - Opportunities





Corridor Justification: Business Case Scenarios







Need: Freight Movement Projections





Corridor Justification

- Integrate the economies of the Southwest Triangle megaregion
- Capitalize on Mexico's growing role in North American manufacturing/trade
- Support economic development initiatives of Arizona and Nevada
- Prevent congestion from crippling economic competitiveness



NAFTA has helped America compete for Manufacturing Jobs in Border Regions

Across America, rising cross-border trade linkages under NAFTA have served to buffer the effects of the recent recession, while strengthening domestic economic activity. Recently, National Public Radio presented a story on the current state of the Mexican auto industry—which has shown rising growth under NAFTA. They also described the benefits for America, illustrating the importance of economic integration—facilitated by high-quality transportation links—in realizing the full promise of NAFTA.

"Estimote Luis de la Calle, who helped negotiate the free trade agreement 20 years ago, says without Mexico's auto industry and growing supply chain of auto parts factories, the U.S. auto industry would have almost zero margin. He says Mexico and its lower wages give the U.S. its competitive advantage over Asian imports."



Twenty years after the enactment of the North American Free Trade Agreement, advanced manufacturing sectors across their supply chains across the United States, Mexico, and Canada, anchored by intermodal trade and three countries.

Source: Brookings, November 7, 2013

The Role of Transportation Corridors in Catalyzing Regional Economic Growth

High-quality transportation corridors play a key role in stimulating economic activity throughout North America—especially as proximity to international trade flows. For instance, all along the corridor that link booming West Coast ports (Los Angeles, Long Beach, Oakland, and Seattle) to large destinations, development has sprung up to support the resident goods movement. Domestic trade has subsequently located on these established trade corridors to take advantage of the critical mass of freight facilities. These land ports of entry with Mexico provide another strong example. Significant infrastructure investments to enhance capacity and reduce delays has resulted in trade flows to and from Mexico approximately 50 times greater than those between Arizona and Mexico. The I-11 corridor has the potential to attract similar trade and economic activity to Arizona and Nevada.

A Visionary Transportation Corridor

To explore the role of a potential I-11 corridor, the Arizona and Nevada Departments of Transportation are working together on the I-11 and Intermountain West Corridor Study. It will include detailed corridor planning of a possible interstate link between Phoenix and Las Vegas that I-11 passes, as well as high-level planning for the potential future extension of the Corridor north to Canada and south to Mexico. Through the recent transportation authorization bill, (MAP-21) Congress recognized the importance of the portion of the Corridor between Phoenix and Las Vegas and designated it as Section 1-11, intended to be a new high-capacity, multimodal transportation facility connecting the two cities. Instead, it has the potential to become a major multimodal north-south transcontinental Corridor through the Intermountain West, connecting cities, trade hubs, ports, connecting highways, and railroads. The Corridor is proposed to include an upgraded highway, but could be paired with rail and other major infrastructure investments such as energy and telecommunications—to serve the nation's needs in the West.



CORRIDOR JUSTIFICATION SUMMARY



NEVADA DOT and ADOT

January 2014



Additional Slides - Alternatives Analysis



Evaluation

Detailed analysis for each alternative available:

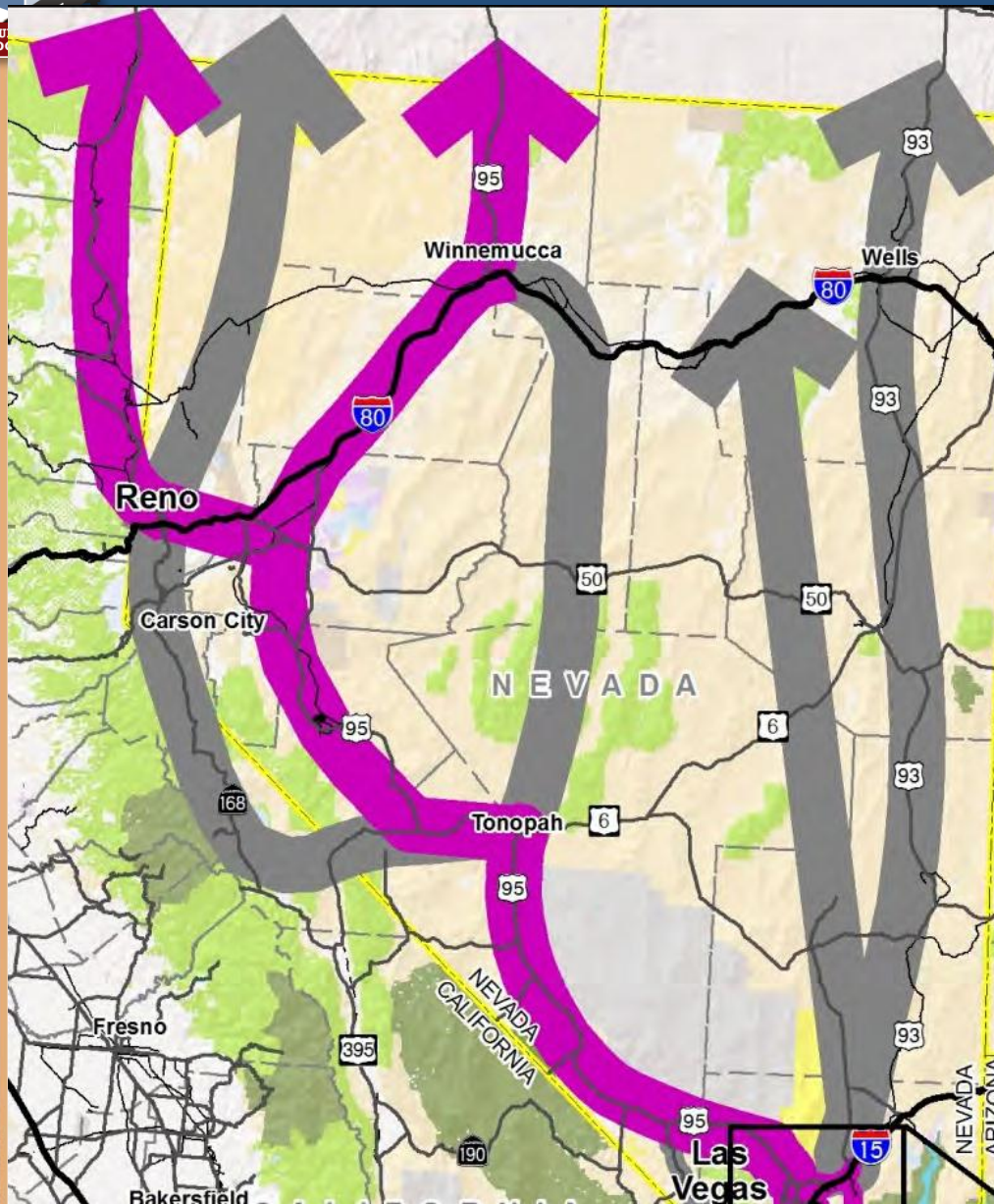
Level 1 & 2 Evaluation Results Summaries (www.i11study.com – project documents)



Category	Criteria	Rating	Notes
Legislation	1 How well does the alternative meet the intent of legislative actions, including MAP-21 and the 1995 National Highway Systems Designation Act?		Uses no federal high priority corridor components.
	2 How well does this alternative connect major national and international activity centers from Mexico to Canada through the Intermountain West?		Connects to the Southern California megapolitan (includes Las Vegas), but does not efficiently connect to the Northern California megapolitan (includes Reno).
System Linkage	3 How well does this alternative most directly close gaps and/or develop missing linkages in the regional and national transportation network?		Develops higher capacity linkage.
	4 How well does this alternative connect with adjacent segments/sections?		Connects with adjacent segments to the south.
Trade Corridor	5 How well does this alternative connect major freight hubs and high-capacity transportation corridors?		Creates connections between I-15 and I-80.
Modal Interrelationships	6 How well does this alternative maximize opportunities for intermodal connectivity (highway, rail/transit, aviation)?		Opportunities for intermodal connectivity with Carlin rail yard, Amtrak and I-80.
	7 How well does this alternative accommodate multiple modes in a shared corridor footprint (highway and rail)?		Majority of corridor is along existing rail line (South Central Route and Nevada Northern Railway).
Capacity/Congestion	8 How well does this alternative relieve existing and projected congestion between and within the major activity centers in Nevada and Arizona?		N/A
	9 How well does this alternative align with existing conditions or proposed improvements at land ports of entry (as appropriate)?		N/A
Economic Vitality	10 How well does this alternative support regional, state and national economic development goals?		Supports some industry cluster targets (mining, renewable energy, agriculture).
Project Status/ Transportation Policy	11 How well does this alternative comply with corridor-related actions taken to date?		No known recent corridor-related actions taken to date.
	12 How well does this alternative conform to locally adopted transportation plans?		Consistent with Nevada State Rail Plan and Connecting Nevada, improves connectivity between Las Vegas Metropolitan Area and eastern Nevada.
Environmental Sustainability	13 How compatible is this alternative with regional open space, conservation, and land management agency planning?		No known open space constraints.
	14 How well does this alternative minimize environmental impacts (such as drainage, topography, species, and biological connectivity)?		Potential environmental constraints along existing highways, requiring fewer upgrades/improvements. Passes through Confederated Tribes of the Goshute Reservation aboriginal roaming area.
Land Use and Ownership	15 How consistent is this alternative with regional land use and growth strategies?		Supports community development; consistent with Great Basin Regional Development Authority growth strategies.
	16 How compatible is this alternative with major land ownership patterns?		Wide corridor swath; generally compatible with major land ownership.
Community Acceptance	17 How well is this alternative accepted by the local communities?		Mixed comments.
Cost	18 What is the overall relative cost of this alternative, where "least favorable" is the highest relative cost and "most favorable" the lowest?		



Northern Nevada Alternatives



Meets Goals & Objectives

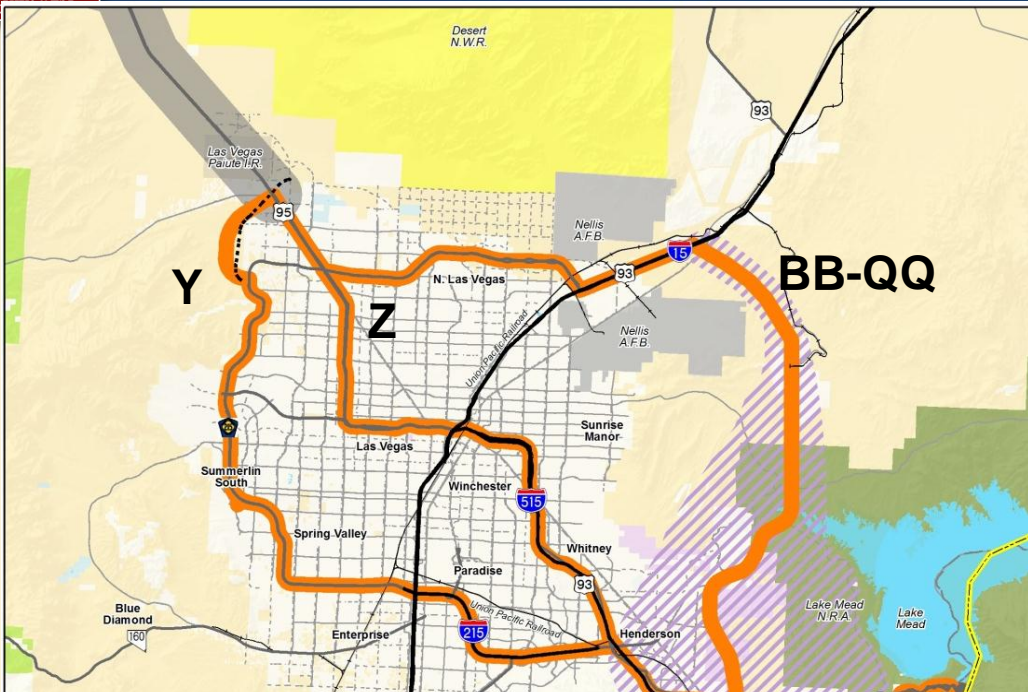


Does not meets Goals & Objectives





Level 2 Analysis: Las Vegas Metropolitan Area



Level 2 Analysis included quantitative and qualitative measures of identified criteria.

Identifies opportunities and constraints of remaining corridors.

Alternative	Modal Interrelationships	Capacity/ Congestion	Economic Vitality	Transportation Plans / Policies	Environmental Sustainability	Land Use and Ownership	Community Acceptance	Cost
Las Vegas Metropolitan Area								
Y								
Z								
BB-QQ								

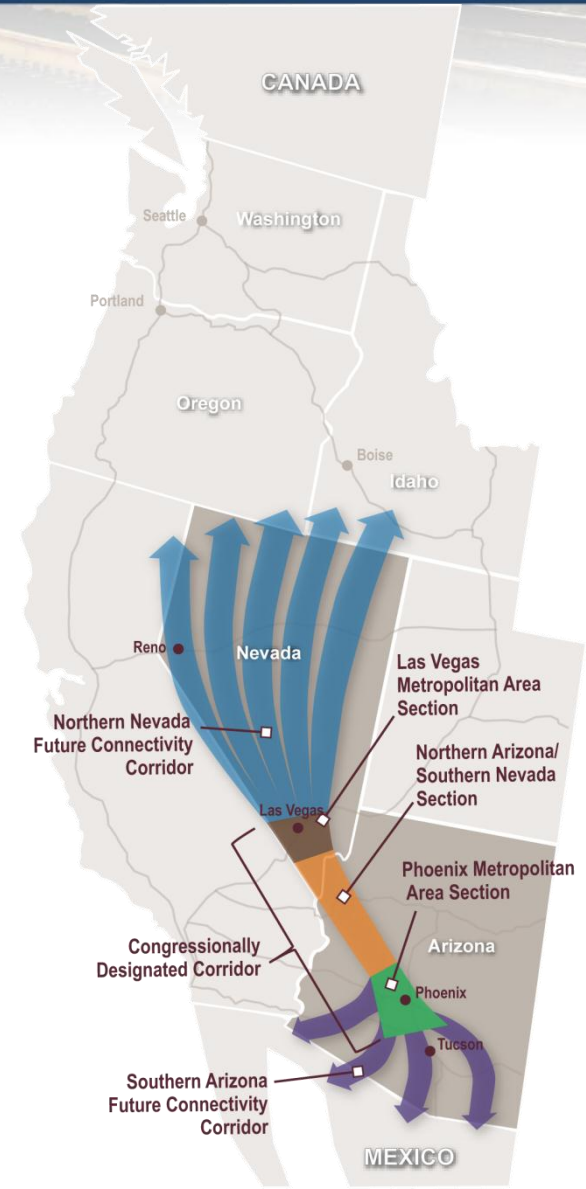


Additional Slides - Implementation



Technical Build Scenarios

- Interim Condition
 - Assumes completion of currently programmed projects, plus additional targeted improvements, as required, to create an end-to-end corridor
 - Achieve benefits of a continuous I-11 and Intermountain West Corridor as quickly as possible at the lowest cost
 - 20-year plan for the Corridor
- Full Build Condition
 - Complete multimodal build out of the Corridor
 - 50-year+ vision for the Corridor





Implementation Actions

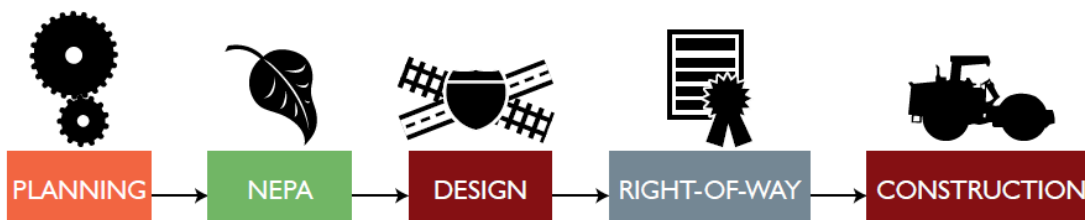
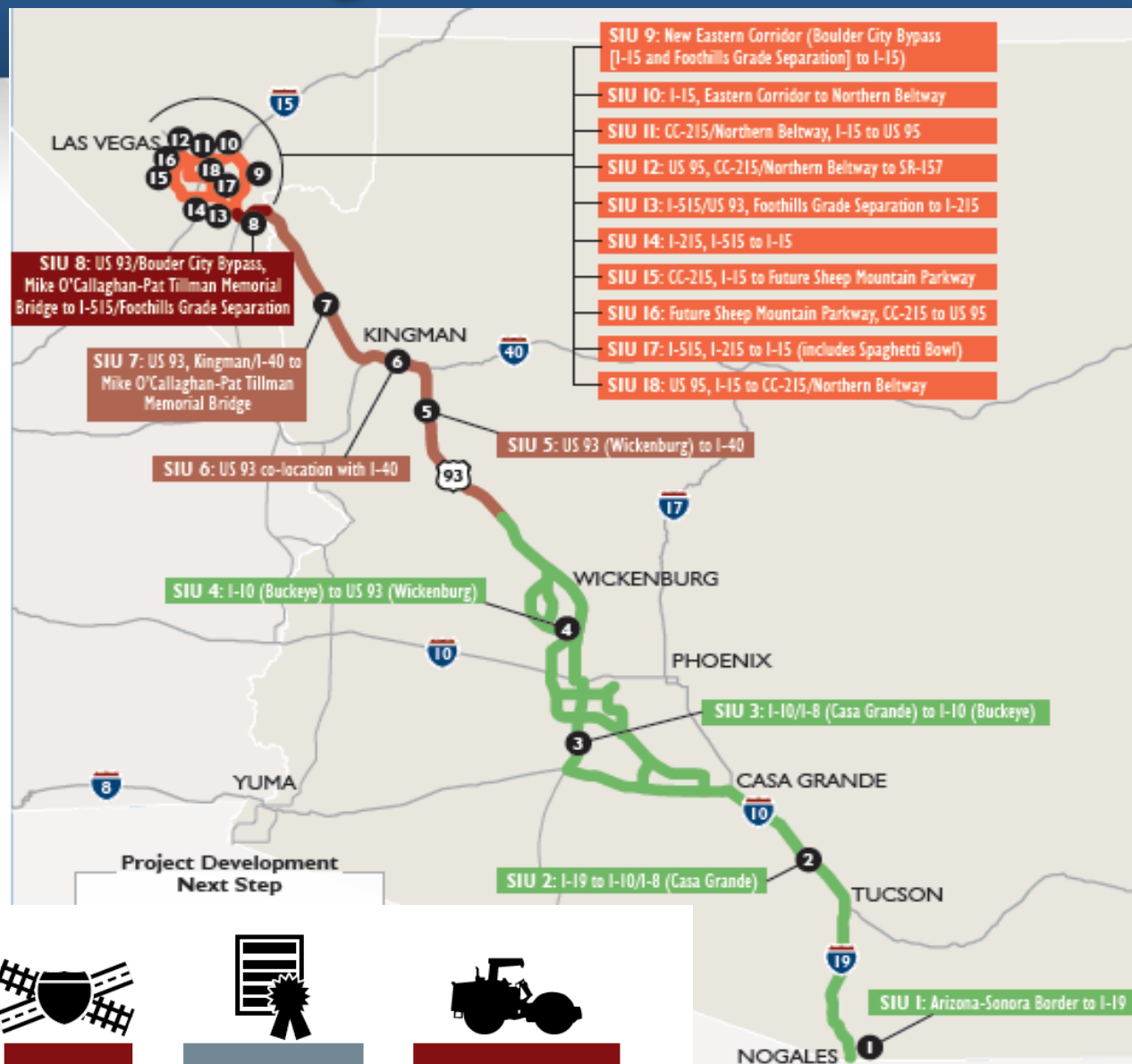
- Technical actions
 - Wide range of corridor improvements required to implement the interim and full build multimodal facilities for the I-11 and Intermountain West Corridor.
 - Public policy actions
 - Broad scale policy actions required by Corridor partners to implement the Corridor from multimodal transportation, trade, economic development, and local community perspectives.
 - Marketing/branding actions
 - Actions to develop the “image” of the multimodal I-11 and Intermountain West Corridor to maintain implementation momentum.
- » *Actions are presented in tables that include timeframe, lead agency, and major partners*





Implementation Program

Identified next steps in project development for segments of independent utility.





Immediate Next Steps: Technical Actions

Action	SIU	Lead Agency Responsible	Primary Partners
Technical Actions			
Improve SR 189 to provide free-flowing and direct access to the Mariposa LPOE – Initiate environmental clearance process for SR 189/Mariposa Road to determine a preferred alignment and corridor plan to close the gap between I-19 and the Mexican border	1	ADOT	FHWA, FRA, regional COGs and MPOs
Initiate preliminary design/environmental clearance process for the Phoenix metropolitan area to determine a preferred corridor alignment between I-10 (Buckeye) and US 93 (Wickenburg)	4	ADOT/MAG	FHWA, FRA
Complete improvements to US 93 to finish construction of a 4-lane divided highway from Wickenburg to I-40 – Complete design studies and right-of-way acquisition, where required	5	ADOT	FHWA
Complete construction of Boulder City Bypass – Award Design-Build contract	8	NDOT/RTCSNV	None
Determine preferred corridor alignment in the Las Vegas metropolitan area – Initiate Advanced Planning Study	9-18	NDOT	FHWA, FRA, and RTCSNV

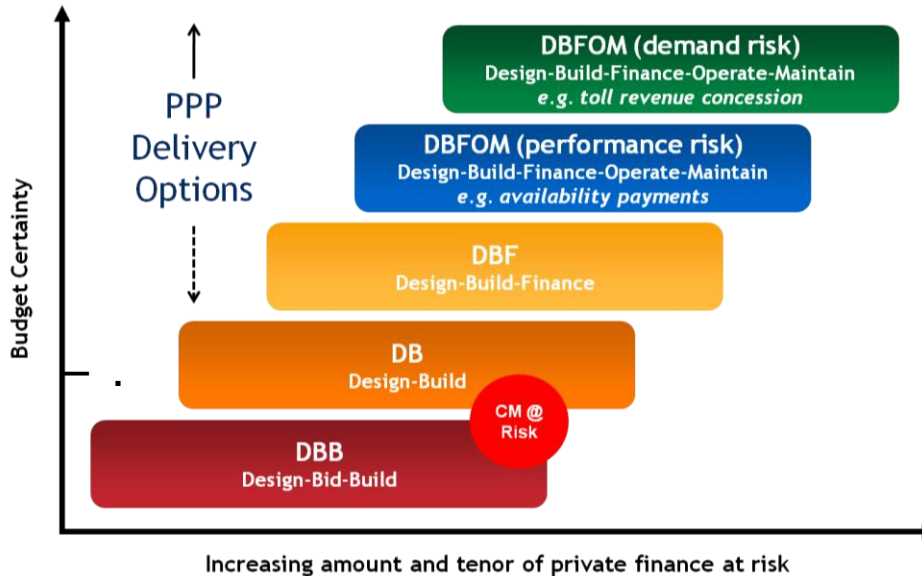


Immediate Next Steps: Multimodal, Policy, and Marketing/Branding

Action	SIU	Lead Agency Responsible	Primary Partners
Multimodal Accommodation			
Coordinate Arizona and Nevada State Freight Plans to ascertain interest, feasibility, and market potential in implementing a continuous north-south trade corridor	All	ADOT/NDOT (with ultimate lead TBD)	FRA, Class I railroads, ACA, GOED
Establish joint Arizona/Nevada State Infrastructure Working Group to ascertain interest and feasibility in co-locating major utility transmission with the I-11 and Intermountain West Corridor	All	ACA, GOED	ADOT, NDOT, DOE, utility industry representatives
Public Policy			
Update Arizona and Nevada long-range transportation plans and state rail plans	All	ADOT/NDOT	FHWA, FRA, MPOs and COGs
Update RTPs, resource management plans, and general/comprehensive plans to incorporate I-11 and Intermountain West Corridor location, to ensure corridor preservation	All	Various state, regional, and local agencies	ADOT/NDOT
Marketing/Branding			
Develop an I-11 marketing and branding strategy, including brand promise/tagline and website	All	I-11 Coalition	ADOT/NDOT
Place I-11 signage along the Corridor upon implementation of improvements and/or along existing corridors where co-location is anticipated	All	ADOT/NDOT	FHWA, COGs and MPOs, DOT district engineering offices

Funding, Finance, and Alternative Delivery

- Funding Sources
 - Current and emerging federal, state, and regional/local sources
- Financing Mechanisms
 - Instruments used in the past several decades (e.g., bonds)
- Alternative Delivery Methods



At the current point in time, there simply is not enough information available to determine the funding, financing, and alternative delivery methods for the vast majority of the improvements envisioned for the I-11 and Intermountain West Corridor.



State, Regional and/or Local Funding Sources

State, Regional or Local Funding Source	Arizona		Nevada	
	Highway	Transit	Highway	Transit
Federal transportation funds	X	X	X	X
Gas taxes (state and/or local)	X		X	
Special fuel taxes	X		X	
General sales tax			X	
General funds			X	
Tolls	X			
Truck and commercial vehicle fees ⁽¹⁾	X			
Vehicle registration or license fees	X		X	
Motor vehicle operator license fees	X			
Lottery		X		
Transit fares		X		X
Impact fees	X		X	
Development tax			X	
Government services tax			X	
Value capture: tax increment districts, assessments	X		X	

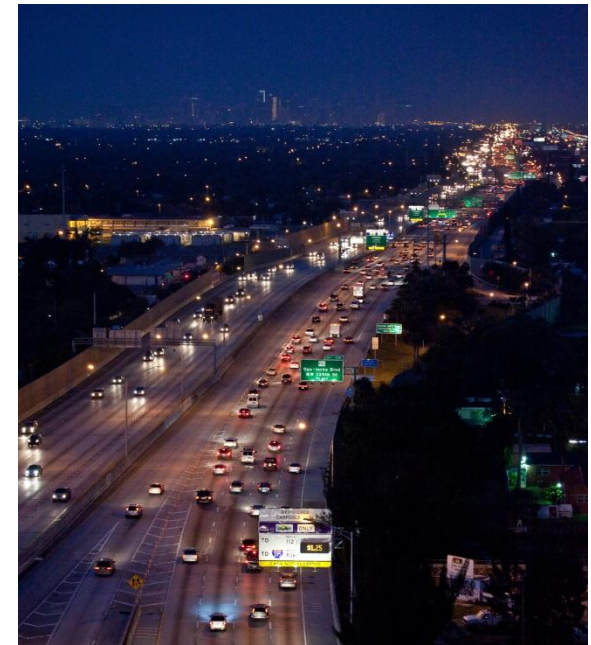
Note: Not all funding sources are applied in the same manner at the state and regional/local levels; many stipulations exist on several sources noted above (e.g., temporary provisions, only can be used in conjunction with other measures, etc.)



Emerging Funding Sources

- Availability of current transportation funding sources likely inadequate to meet future demand
- Potential sources that can apply to the I-11 and Intermountain West Corridor include, but are not limited to:
 - Dynamic tolling
 - Truck only toll lanes
 - Managed lanes
 - Fuel tax indexing
 - Traffic impact fees
 - Mileage-based user fees
 - Occupancy fees from road and non-road users of the corridor
 - Sale taxes on motor fuels
 - Area congestion charging

** Changes to state laws may be required to implement some sources mentioned above.*



I-95 Express Managed Lanes, Miami, FL



Additional Slides - Business Case



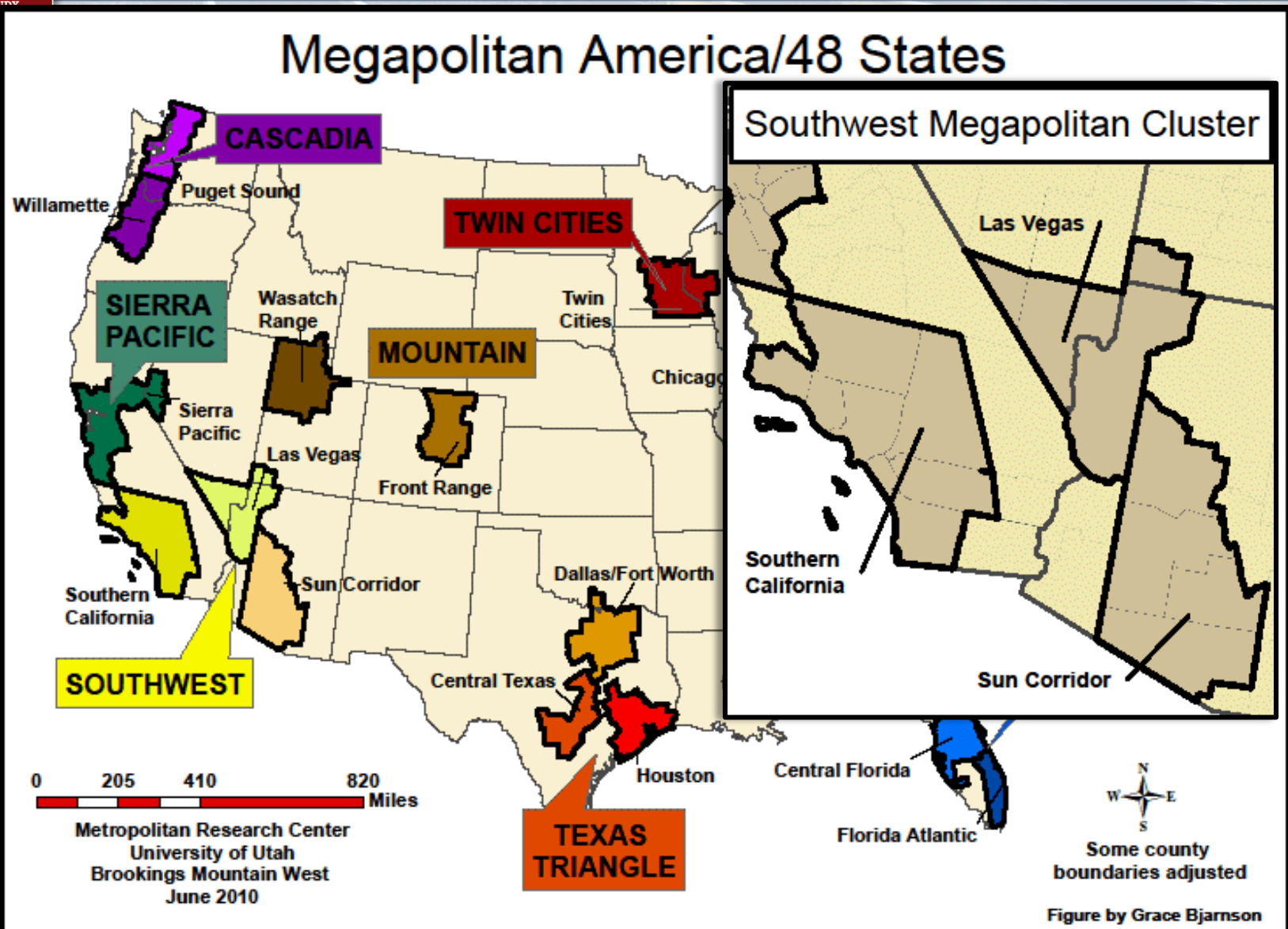
The Return on Investment (ROI) will be Significant

- Connect regional economies to each other and to global markets
- Create opportunities for integrated manufacturing
- Advance the economic development plans of Arizona and Nevada
- Improve efficiencies at Arizona's international borders





Connect Regional Economies to Each Other and to Global Markets





Improve Efficiencies at Arizona's International Borders

- Efficient LPOEs are key to integrated manufacturing
 - Crossing times must be short and predictable
- As evidenced in other regions, opportunities for cross-border trade are significant
 - About 75% of U.S.-Mexico bilateral trade by value crossed through LPOEs in 2011 (Less than 10% of it flowed through Arizona)

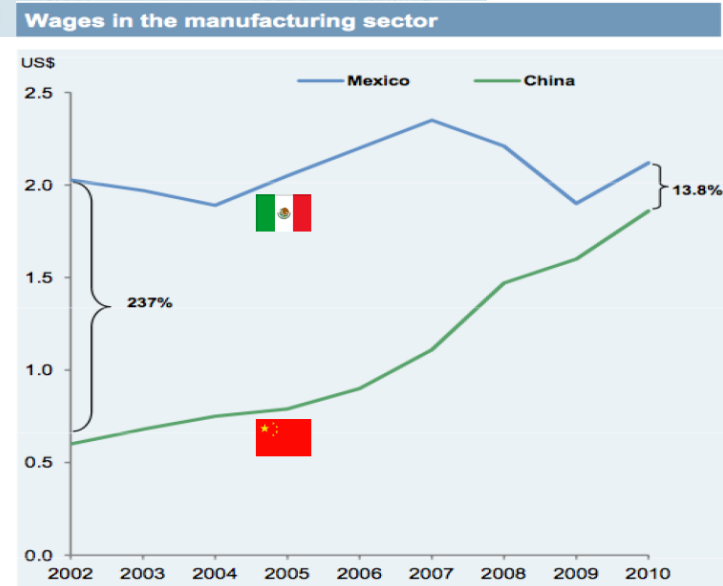
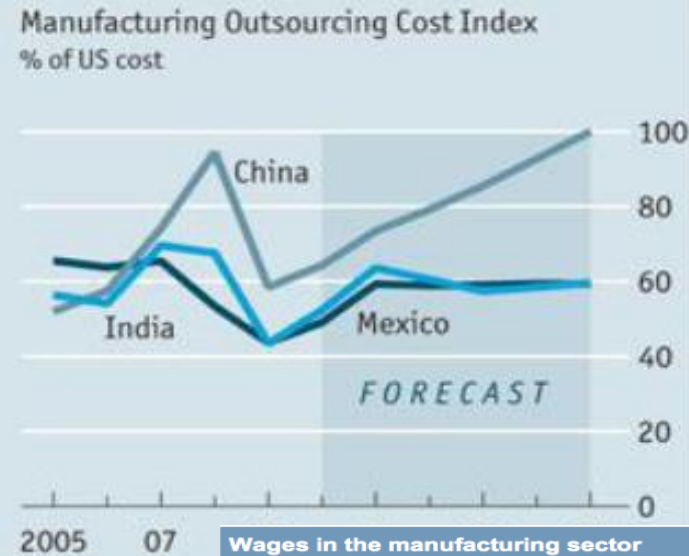




Create Opportunities for Integrated Manufacturing

Mexico more competitive for manufacturing outsourcing

- GDP grew 5.4 percent in 2010
- \$35 billion increase in purchases from the U.S.
- 14th largest economy in the world
- China's labor cost advantage shrunk to 14%
- Close proximity to U.S.

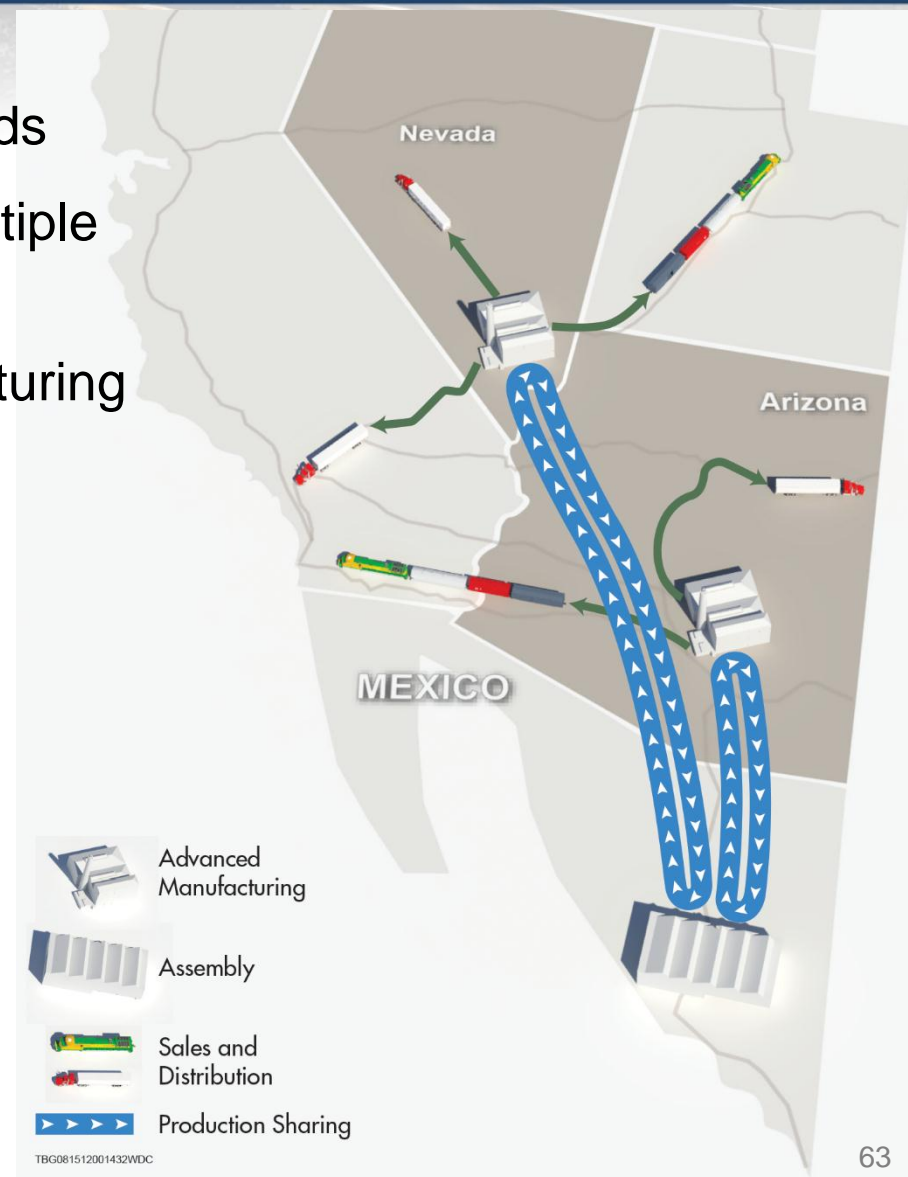


Source:
Thunderbird
School of Global
Management.
n.d.
Arizona-Mexico
Supply Chain
Landscape
Analysis: A
Nearshoring
Study.



Create Opportunities for Integrated Manufacturing

- Work together to produce goods
- Components cross border multiple times during production
- Results in significant manufacturing employment
- Attracts industries: auto, aerospace, medical device appliances, machinery....
- Only feasible with adequate infrastructure in place





Additional Slides - Other



Resolutions/Statements - Northern NV

Support for Western Route

Carson City RTC

Carson City

City of Fallon

City of Reno

City of Sparks

Churchill County

Churchill Economic Development Authority

Mineral County

Nye County

Pershing County

Reno-Tahoe Airport Authority

RTC of Washoe County

Town of Tonopah

Washoe County

Support for Eastern Route

Lincoln County

White Pine County

Idaho Transportation

Department**