

**Freight Advisory Council (FAC) Meeting Notes  
November 17, 2020**

**Location:** Remote – On Zoom Platform

**Date/Time:** November 17, 2020, 1:30 m to 4:30 pm

**FAC Chair:** Jenyce Houg

**Attendees:** See Attachment A

| <b>Agenda Items<br/>Presenters/Affiliations</b>  | <b>Discussion Highlights</b>   | <b>Actions</b>  |
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| <b>FAC Business</b> – Welcome, and FAC business (Jenyce Houg, FAC Chair)   | <ul style="list-style-type: none"> <li>• Jenyce Houg welcomed FAC members to the virtual meeting and participant roll call was conducted as a way to announce meeting participants.</li> <li>• Jenyce requested approval of the May FAC meeting minutes. Rick Ash motioned and Laurie Brown seconded the motion to approve the meeting minutes.</li> <li>• Jenyce made mention of the anticipated business closures due to COVID-19 cases increasing in Colorado.</li> <li>• Rick Ash noted Door Dash and other similar services charge 30% for their services and some cities (Lakewood) are passing laws to limit the fees to 15%. This is something for communities to think about to help out restaurants.</li> <li>• Craig Hurst noted that Commerce City just passed an ordinance to do the same.</li> </ul>   | <ul style="list-style-type: none"> <li>• The FAC approved the prior FAC meeting minutes.</li> </ul>   |
| <b>Membership and Elections</b> – FAC membership update, recruitment of new members, charter bylaws, reminder of 2021 elections. (Michelle Scheuerman, CDOT FAC Secretary) | <ul style="list-style-type: none"> <li>• Michelle Scheuerman introduced Erica Denney of Denney Transport as a FAC attendee.</li> <li>• Erica explained that she sits on the Executive Board of CMCA, she is participating in the Freight Industry Sector Partnership and also active in the American Trucking Association (ATA) where she sits on the Communications and Image Policy Committee.. Erica learned last week of an issue that may be of interest to the FAC or even individual members of the FAC. ABC is running a TV series, Big Sky, about a truck driver serial killer. Laurie noted it is airing tonight. ATA has taken a hard stance about this with ABC producers. Conflicting messages about truckers –most recently truckers where viewed as heroes for all the good work they have done during the COVID pandemic an now this show portrays them as villains. ATA is also reaching out to show</li> </ul> | <ul style="list-style-type: none"> <li>• Erica to send more details on the outreach ATA is doing with ABC and their advertisers to Michelle and CDOT will forward to the full FAC.</li> <li>• Diego Lopez to send Michelle Scheuerman the funding information from the Department of Energy that Diego announced.</li> <li>• FAC members bring ideas for membership to Jenyce, Mike or Michelle.</li> </ul> |

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|   | <p>advertisers to have them promote the good side of trucking or lobby to ABC to give ATA air time to promote trucking. Erica has more information to share on this and will pass it along to the FAC in case anyone wants to take action.</p> <ul style="list-style-type: none"> <li>• Both Jenyce and Greg Fulton thanked Erica for being this subject to the FAC's attention.</li> <li>• Michelle noted Colorado Delivers has also been working hard to dispel the negative perceptions of freights.</li> <li>• Diego Lopez, of Northern Colorado Clean Cities, announced that the Department of Energy will be coming out with funding opportunities for infrastructure, including vehicles and buildings, so there could be funding for freight.</li> <li>• Greg noted the supply chain is starting to be stretched again with some panic buying, had fuel issues last week with refinery problems. Trying to ask public to be more patient. Working with King Soopers and Safeway to plan ahead. Office workers and truck drivers in some instances are now starting to get sick with COVID. Big shippers attempting to extend the back Friday and holiday shopping period to help with backlogs. Also potential delays, order holiday shopping early.</li> <li>• Jenyce noted that a surge may come after entities close and hoarding may begin again. This not only affects truck drivers but there has been an increased in grocery staff getting sick as well...the shelve stockers, etc.</li> <li>• May need an hours of service waiver for freight industry to meet needs of the public.</li> <li>• Rick noted that deadlines for holiday deliveries have moved earlier.</li> <li>• Governor may have special session for COVID relief. That may conflict with health guidelines bringing large group together.</li> <li>• Shipping of the vaccine will also be a large effort for the freight community.</li> </ul> | <ul style="list-style-type: none"> <li>• Tracy Sakguchi of CMCA has ideas on lists for new FAC members.</li> <li>• Jason Emery noted he will reach out to associates at Sygma and Waste connections.</li> <li>• FAC members bring forward potential nominees for FAC leadership for spring 2021 elections.</li> </ul> |

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|   | <ul style="list-style-type: none"> <li>• Mike Ogborn submitting to transition team that transportation/logistics workers should be in the third tier to receive the vaccine and that railroad workers are essential worker as well.</li> <li>• Evan Enarson provided an update on FAC members and upcoming elections. Need to ensure FAC represents all industry sectors and clusters. Evan shared a graphic depicting the various freight industry sectors and the number of jobs in each. This is shown in an effort to show context for the industry. In terms of FAC composition, there are currently 38 members, and which sectors they represent was presented.</li> <li>• Evan solicited ideas on how to expand membership and continue the trend of the growth of the FAC membership. Since conducting FAC meetings virtually attendance has improved.</li> <li>• Agenda items need to be of interest to members. Any ideas for new members or brainstorming on representation are welcome.</li> <li>• A few FAC members commented that they believe Erica would be an excellent addition to the FAC.</li> <li>• Jenyce noted that agriculture industry is missing.</li> <li>• Michelle noted that the FAC made a wise decision in revising the charter – identifying two types of members – freight industry reps and those ex-officio members outside of the freight industry which allows the FAC to broaden their membership</li> <li>• Rick asked if there is a target number for membership. Michelle Scheuerman noted that the Colorado FAC is being touted as a national example of what an FAC should be. There is no prescribed target. At this point the more members, the more effective the organization.</li> <li>• Jenyce concurred. The more you engage the more you and we learn.</li> <li>• Evan noted that the last elections in spring of 2019. Elections will occur again in spring 2021. Elections will be held electronically, but we will need nominees for the Chair and Vice-chair first. The Chair leads the FAC meetings and the monthly FAC Steering Committee meetings and</li> </ul> |                |

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|  | <p>decides on agenda items to discuss at meetings. The FAC Vice-chair, fills in when the Chair is not available, and Mike has also made sure the rail freight aspect and mode of transport is represented in decision making.</p> <ul style="list-style-type: none"> <li>• Jenyce added that it amazing how the FAC has evolved. We are committed, and what we are doing is very important to the freight industry and to the state. We have done a good job so far. Please put your names in the hat, as I will also do. Encouraged folks to get involved. We need new leadership to allow the FAC to change and evolve.</li> </ul>  |  |
| <p><b>Mountain Rules Campaign: Update and preview of Truck Safety Video</b> (Craig Hurst, CDOT Freight Office)</p> | <ul style="list-style-type: none"> <li>• Craig provided an overview of the Mountain Rules Truck Safety initiative, that was launched in August 2019 to highlight where brake failures occur and locations of brake check areas and runaway truck ramps (using in-cab warning systems via apps from DriveWyze and Pre-Pass Alliance), distribution of safety tip cards at ports of entry, and development of a truck safety video to acquaint truck drivers unfamiliar with Colorado the challenges of mountain driving.</li> <li>• Next, Craig introduced the truck safety video that was developed and is soon to be released to the public.</li> <li>• Michelle acknowledged Rick and the Truck Safety Focus Group that provided input from industry on the key themes in the video and also thanked Patti Gillette from CMCA for her contributions to the development of the video.</li> <li>• Craig acknowledged Nate McCarthy, another Truck Safety Focus Group member, who narrated and hosted the video.</li> <li>• The video was well-received by the FAC members.</li> </ul> | <ul style="list-style-type: none"> <li>• None – Information only.</li> <li>• Several FAC members chatted and announced their support for the Truck Safety Video and noted is as a job well done.</li> <li>• Jake Killgore requested a link to the video to share with his carrier base at Miller/Coors.</li> </ul> |
| <p><b>Colorado Delivers:</b> Framework update and next steps (Kathleen Collins, CDOT)</p>                          | <ul style="list-style-type: none"> <li>• Kathleen Collins provided an overview of the Colorado Delivers initiative which was an initiative and a separate website developed at the request of freight stakeholders, to promote the importance of freight to the economy and dispel the negative perceptions related to truck traffic and waiting a railroad crossings for freight trains to pass.</li> </ul>  | <ul style="list-style-type: none"> <li>• CDOT staff to work with Sector Partnership members on resuscitating the branding and marketing materials of Colorado Delivers.</li> </ul>   |

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|   | <ul style="list-style-type: none"> <li>• The initial concept was to promote the initiative through partner freight companies who would obtain initiative branding and marketing materials in exchange for getting a quote from them posted on the website. After enlisting three partners, it became clear that a marketing strategy to drive individuals to this separate website was needed. Also challenges with obtaining quotes from partner companies required multiple levels of organizational approval to ensure the Colorado initiative aligned fully with partner company missions and goals.</li> <li>• Three options for the future of the Colorado Delivers website were developed by CDOT Staff and presented to the FAC Steering Committee for their input to get their recommendation.</li> <li>• The three options were: 1) Keep original concept alive with recruiting partners, employ a marketing strategy, and keep the website separate; 2) roll up the Colorado Delivers key messages under a tab in the external CDOT website, that would not fully use the branding and marketing materials and would not require recruitment of partners or the marketing strategy; and 3) Keep separate site and revamp it and use as the FAC website with initiatives and other key information available, that would also require a marketing strategy to drive folks to the separate website.</li> <li>• The Steering Committee recommended option 2 – Roll up Colorado Delivers on the CDOT external website. Although Option 2 would not fully use the branding and marketing materials developed a potential new use for them has been recently identified through the Freight Sector Partnership working groups, in particular the Marketing Development Working Group, where Erica is a member and co-leads this working group. Erica noted both here today previously and at during her work with the Sector Partnership the need to improve the image of the Freight Industry and truck drivers. The idea is that the Colorado Delivers initiative was developed with the intent to do just that, and the Sector Partnership will consider repurposing the branding and marketing materials develop for their use.</li> </ul> | <ul style="list-style-type: none"> <li>• CDOT staff will share the concept for the revised CDOT website freight elements at the next FAC meeting.</li> </ul> |

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|  | <ul style="list-style-type: none"> <li>• Michelle noted that this resuscitation of the Colorado Delivers brand and marketing materials is something CDOT is glad to see happening.</li> <li>• Laurie, the Industry Champion of the Freight Industry Sector Partnership, also noted that all of this looks good and expressed her support for what was proposed for Colorado Delivers.</li> <li>• Karen Gerwitz of the Denver World Trade Center and a member of the Marketing Development working group, also observed that this was a positive decision for the FAC and for the Sector Partnership.</li> </ul>   |   |
| <p><b>Freight Industry Sector Partnership:</b> Update on working group discussions (Laurie Brown, DTC &amp; Michelle Scheuerman, CDOT FAC Secretary)</p> | <ul style="list-style-type: none"> <li>• Laurie provided an overview the Freight Industry Sector Partnership to the FAC. The initial focus is to promote heavy truck drivers, but also eventually expand out to logistics and the freight industry overall.</li> <li>• Three working groups have been formed with great participation. Career Pathways, Marketing Development, and Talent Recruitment &amp; Retention.</li> <li>• Co-Lead have been appointed for each working group. The membership and co-leaders for each working group were presented.</li> <li>• Co-leads are as follows: Scott “Hutch” Hutchings of Waste Management for Career Pathway; Erica Denney, of Denney Transport, and Jack Buffington, of DU for Marketing Development; and Jason Emery of Excel Driver Services, for Talent Recruitment &amp; Retention.</li> <li>• The focus and action items for each working group were also shared with the FAC.</li> <li>• Laurie noted the fact that the working groups will be jointly working tougher on many strategies and actions identified – they are mutually dependent upon each other in their tasks.</li> <li>• Jenyce, expressed her excitement of the broad range of partners involved in this Sector Partnership, and the importance of promoting trades in general. Requested FAC members to get involved if possible.</li> </ul> | <ul style="list-style-type: none"> <li>• None, informational only.</li> </ul> |
| <p><b>National and Colorado Industry Trends</b> – Discussion on market trends and industry dynamics in Q4</p>  | <ul style="list-style-type: none"> <li>• Craig provided an overview of freight industry trends. There is need to look at both pre and post COVID-19.</li> </ul>   | <ul style="list-style-type: none"> <li>•</li> </ul>                           |

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| <p>2020 and outlook for 2021 (Craig Hurst, CDOT Freight Office)</p> | <ul style="list-style-type: none"> <li>• Trends discussed included: energy sources and prices, e-commerce influences, adjustments in commodity prices and demand, changes to federal, state, and local regulations, technology (autonomous and connected vehicles), trade protectionism and trade flow impacts, development of alternative transport (drones, etc.), 3-D printing impacts, rising global security concerns, and new global and domestic shipping routes.</li> <li>• Observations related to COVID-19 via a survey – trip lengths have decreased, some faster travel times, freight is volatile by sector and commodity, commodities matter and consumers keep trucking afloat, detention times are bad and getting worse, generally pleased with government role and response during the pandemic, 35% believed these impacts are temporary.</li> <li>• Response to COVID-19 requires CDOT and trucking industry collaboration with regulatory relief related to weight restrictions, hours of services, among other emergency rulemaking and extension for relevant process requirements.</li> <li>• Craig asked for thoughts from FAC members on what they believe 2021 will bring in terms of challenges, and/or opportunities.</li> <li>• Jason Emery noted that he believes that traffic congestion is returning and already coming back. There is a strong need to recruit and retain more truck drivers – find the right people for the right job. So many drivers are getting ready to retire. Get companies to keep investing in their personnel, when markets correct themselves. We need to teach the industry from the ground up. Teens and Trucks and go to schools and get a positive image and comfort level with trucks. Make legislative changes – look into a three state agreement or variance as one solution.</li> <li>• Craig noted the need to get 18 year olds to drive interstate is important piece of the solution. Need to work with FMCSA to change this.</li> <li>• Jenyce stressed that the Freight Sector Partnership may cascade beyond just freight but even change how to promote the trades.</li> </ul> |                |

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|   | <ul style="list-style-type: none"> <li>• Greg noted that challenges for 2021 – based on people leaving industry, capacity is tightening up and new administration will have an impact and also potential for federal authorization to support transportation and fundamental shifts. Online activity will be changing patterns and the impact on brick and mortar business will be an issue.</li> <li>• Rick noted the uncertainty, but hopefully the vaccine will have a positive impact, but will take some time. Hard to make personal and business decisions in this uncertain environment.</li> <li>• Craig observed there will be some gains and losses during the future and FAC should serve as a resource and forum for folks to work together to get through this.</li> </ul>   |  |
| <p><b>Project Updates: I-270 Corridor –</b><br/>Update on I-270 and Vasquez project development and discussion of freight-related issues (Adam Parks, CDOT)</p> | <ul style="list-style-type: none"> <li>• Adam Parks of CDOT introduced this project update and announced a public meeting for this project to occur on December 3<sup>rd</sup>. See the project website for information. Purpose is to respond with solutions. In summer we gathered input on problems to solve and coming back with potential solutions.</li> <li>• We will explain how the project is accommodating truck movement.</li> <li>• This is an environmental assessment of I-270.</li> <li>• Air quality analysis may impact the schedule a bit, but EA should be completed by end of 2021, and begin construction in 2022.</li> <li>• Presentation included a preview from information compiled for the upcoming public meeting.</li> <li>• Adam overviewed the bridges to be replaced by the project including auxiliary lanes to give space for trucks to climb up hill in both directions.</li> <li>• Pavement problems of settling and this will be fully reconstructions to provide a good subgrade.</li> <li>• Analyzing traffic that eastbound looks good, but westbound traffic requires an additional auxiliary lane. Bring roadway traffic flow to an acceptable modern standard.</li> <li>• Removing exit loops that are problematic. Leave two loops on entrance ramps and allow 1.000 feet to merge into traffic.</li> </ul> | <ul style="list-style-type: none"> <li>• CDOT to keep FAC informed of the Project status related to freight issues.</li> <li>• CDOT look into modeling hazmat use of I-70 would impact traffic along I-270. Would like to get an answer from Rebecca White.</li> <li>• CDOT staff to find out about hazmat permission along Central 70 and I-270.</li> </ul> |

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|   | <ul style="list-style-type: none"> <li>• Continuous auxiliary lanes to the west are a component of the project.</li> <li>• Construction of a new on-ramp from northbound Vasquez Blvd. bridge over Sand Creek and provide wider sidewalk on the bridge.</li> <li>• Provide a sidewalk from Vasquez Blvd. bridge to Eudora Street (crossing under I-270)</li> <li>• Realign and widen 56<sup>th</sup> Avenue to improve truck movement.</li> <li>• Visual depiction of the existing Vasquez Blvd Interchange operations and proposed interchange operations was presented.</li> <li>• The final alternative alignment is still to be determined.</li> <li>• Under a no action alternative for Central 70 the traffic goes to other roadways.</li> <li>• Half of the funding is available to construct this project to date.</li> <li>• Tolling devices and sensors are included in the cost estimate that will be refined further.</li> <li>• Troy Hill asked about hazmat use of I-270; Vasquez interchange is critical to that. Lack of hazmat access on I-70, need attention for that interchange. In the model, for westbound – ¼ of the entire corridor for auxiliary lane or could you make it a commercial vehicle lane? Yes the intent for trucks to use it, and share with other vehicles.</li> <li>• Greg asked if CDOT would do modeling if we have I-70 designated as a hazmat corridor, how that would -affect the traffic on I-270. That is an important piece of information. Would like to see that information modeled.</li> <li>• Tony Meneghetti noted that Central 70 once completed, is not planned to be used as a hazmat route at this point.</li> <li>• Greg expressed major concerns over the concept to not permit hazmat along Central 70. Commitments made way back regarding this project need to be honored with freight stakeholders.</li> <li>• CDOT will find out if a final decision on hazmat along Central 70 is going to be permitted or not.</li> <li>• The cover is not considered a true tunnel per Troy Hill.</li> </ul> |         |

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|   | <ul style="list-style-type: none"> <li>• Craig noted conversations are occurring with stakeholders before a decision is made, and thanked the FAC members for their comments and insights regarding this.</li> <li>• Other concern when freight not permitted as is deemed reasonable, the freight trucks tend to use neighborhoods instead.</li> <li>• Steve O’Diorisio requested that Adams County be involved in any discussions regarding hazmat use of Central 70.</li> <li>• Craig noted that the I-70 viaduct was not open to hazmat or OS/OW in the 1990s.</li> <li>• Greg re-stressed the need to model this situation.</li> <li>• Craig noted staff is working on this now and gathering data on traffic in this area.</li> <li>• Adam noted to check the project website for more information.</li> </ul>   |   |
| <p><b>FAC Work Plan: Priorities and Actions for 2021</b> – Interactive discussion of FAC-directed key actions and potential initiatives for the coming year (Michelle Scheuerman, CDOT FAC Secretary, and Evan Enarson-Hering, Cambridge Systematics)</p> | <ul style="list-style-type: none"> <li>• Michelle provided background on the FAC Work Plan.</li> <li>• Other states recognized the Colorado FAC for their work.</li> <li>• As part of the Lessons Learned Survey that was conducted when Michelle moved into the role of FAC Secretary, the FAC requested structure and organization for the FAC and what they would focus on. At that time, Michelle suggested that CDOT help the FAC develop its first annual work plan.</li> <li>• Michelle presented on the progress made to date and accomplishments of the Work Plan. She noted that a more comprehensive report is available for the FAC members if interested.<br/>The following are highlights of FAC Work Plan Progress Made</li> <li>• At the urging of freight stakeholders, CDOT established its first Freight Office.</li> <li>• Freight issues were highlighted in the CDOT Statewide Transportation Plan, CDOTs Safety Plan and TPR Regional Transportation Plans.</li> <li>• FAC weighed in on National Highway Freight Program project selection.</li> </ul> | <ul style="list-style-type: none"> <li>• Karen Gerwitz data of exports from Colorado</li> <li>• Karen Gerwitz contact at Amazon</li> <li>• Note of Thanks to Norm Steen</li> <li>• Autonomous vehicle presentation from CDOT Staff.</li> <li>• Organize all recommendations for SWOT and questions for FAC and categorize them into tasks for CDOT and FAC Leadership.</li> </ul> |

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|   | <ul style="list-style-type: none"> <li>• New resources for truck parking, data and analytics, and freight movement information has been secured.</li> <li>• FAC is engaged on issues that impact the freight industry – e.g., ZEV working group.</li> <li>• Workforce issues being addressed via the Freight Industry Sector Partnership.</li> <li>• CDOT efforts and initiatives on risk and resiliency, energy, and asset management recognize the role of freight.</li> <li>• FAC wanted to be involved early in the planning and development stages for projects. I-270 Corridor EA and Vazquez Interchange Project are two good examples of where early FAC input made a difference.</li> <li>• Overall, the FAC Work Plan – guides FAC activities and engagement of members, provides clear direction, communication and accountability, ensures meetings cover meaningful and valuable topics, and assists in implementing the Colorado Freight Plan and the State Freight and Passenger Rail Plan.</li> <li>• Today we are requesting FAC input on strengths, weaknesses, opportunities and threats (SWOT) of the FAC to inform an update of the FAC Work Plan.</li> <li>• Strengths identified included: forward oriented, strong support from CDOT on freight issues, Good collaboration and cooperation, strong established partnerships across industry and government, Good inputs from FAC members,</li> <li>• Weaknesses identified included: dimensional restrictions, lack of understanding of future projections, roadway and bridge maintenance background, lack of focus on safety issues, No focus on rail issues, lack of financial resources to repair/maintain infrastructure, lack of good paying outbound freight – add and more need for more manufacturing jobs in Colorado, lack of truck parking, distribution infrastructure for manufacturing, get customers to pay for outbound logistics is a problem, community problems with taxing against manufacturing and tech industries, on wrong side of mountains from ocean ports, better</li> </ul> |         |

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|   | <p>connected multi-modal system in Colorado – disjointed and not a lot of coordination between modes, Air cargo terminal is very small, economic tool use – economic trade zones, etc. or a savvy distribution network, (additional cargo services out by the airport), Establish Colorado as an inland port, package delivery highly congested in urban areas, need more warehousing in Colorado, and lack of funding for infrastructure, logistics and transportation are not sexy topics in Colorado (in economic development circles not much heard about cargo), Energy prices, capacity to refine is low and regulatory environment not help, highway congestion and lack of funding, lack of toll lanes doesn't help – no new capacity</p> <ul style="list-style-type: none"> <li>• Opportunities included: truck parking, new manufacturing, freight routing resilience, hazmat routing expansion, many weaknesses could be translated to opportunities such as inland ports, etc., Additional runaways at airports, lots of available land around to develop near the airport (DEN), e-commerce growth, space port, aerospace business, better use of opportunity zones, trade, <i>Ice-space</i> moving headquarters here, central location for distributions, Canadian inland port Manitoba – thoughts the biggest North American Inland Port (Colorado could do better at this). Entrepreneur environment but growth over the long term is an issue, resiliency for weather, etc., E-470 use more for activities close to airport, smart robotics, detour for freight, BNSF Hudson rail and short line rail too.</li> <li>• Threats noted included: Driver shortage, money shortages being passed over for other states that have better transportation systems, threat of additional toll routing, infrastructure needs- bridges, limited international flights – more so with COVID, E-commerce causing reduced freight volumes, turf and local policies around aero development, UT-WY-KY may capture market activity, additional government regulations, COVID- 19 related budget, not just focus on Denver, but think about all motorists. Less than 5% of businesses export</li> </ul> |         |

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|   | <ul style="list-style-type: none"> <li>• FAC response to industry needs, trends and issues: – set a bold vision, build a collective mindset or collaborate across FAC to stakeholder group, support government initiatives, study connections to markets both domestic and international, be voice private sector and government.</li> <li>• Other things to make happen: rationalize and centralize communications around transportation and industry needs across the state. Be the collector of anecdotes/stories that bring policies to life – a good user story, Governor’s Award working with CMCA to recognition or award out there – make cargo sexy; hazmat routing, adopt a truck driver, workforce development needs, managed lanes – how to manage with logistics, economic development needs, feasibility studies or mapping GIS; more stakeholder input at planning level (unknown non-hazmat route of Central 70 an issue of concern – most freight stakeholders assumed would be a hazmat route for reconstruction – as it is costly project; gaining more freight data, bring in digital solutions for freight – the future of technology for logistics of freight. Role to educate policy makers/legislatures, economic policy makers, understand hierarchy of the FMCSA.</li> <li>• Future meeting topics to consider – themes and topics – Future of Autonomous Vehicles for Freight, Mercedes Benz prototype, Someone from DEN present about air cargo, multimodal opportunities – connectivity between modes, focusing on different regions around Colorado – etc. Grand Valley, SWOT of Colorado vs. other areas of the Country and weakness of freight perspectives – start with neighboring states first, Regional businesses or Chambers of Commerce, etc. National speakers too. Amy Ford recommended as a speaker. CDOT staff could also present on autonomous vehicles, customs and border protection, CAMA/Manufacturer’s Edge and logistics compared to other states, Reps from other FACs from other states, Great inland ports across the nation, Montreal port contact – Karen Gerwitz knows, Hudson Rail development person to present, Dan Green, JA Green</li> </ul> |         |

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|   | <p>warehousing by the airport is a potential speaker, Federal Gov't vaccine delivery for COVID-19, FedEx and UPS, Safety Training – industry specific, employer retention info (sector partnership), workforce logistics around other states, Amazon (but generally not engage) How many FAC's in the nation. Around 50 exist. Karen may have an Amazon contact. Long standing customs broker – what challenges they face, - DEN ship to Chicago for distribution airport. Steam ship lines or international connections, Dept. of Agriculture, Colorado not a big exporter. Exporting via air about air. Karen has data on shipping to share with FAC and DEN. Cargo study on hold at DEN due to COVID-19. Alternative tech and AI and telematics/network, need to learn more about this, Hazmat topic from CSP.</p> <ul style="list-style-type: none"> <li>• Michelle noted we will take all input from meeting today to develop content for a draft FAC Work Plan for your feedback and comment.</li> <li>• Miscellaneous Items: <ul style="list-style-type: none"> <li>- Laurie solicited participation from Sector Partner Working Groups.</li> <li>- Karen recognized Jenyce for her leadership of the FAC.</li> <li>- Norm Steen was recognized his work on the FAC, as his term as a County Commissioner has expired.</li> </ul> </li> </ul> |  |
| <b>FAC Action Items and Next Steps</b>          | <ul style="list-style-type: none"> <li>• Leadership elections to occur next year.</li> <li>• See you at next FAC meetings.</li> <li>• Happy Thanksgiving!!!!</li> </ul>  | <ul style="list-style-type: none"> <li>• Prepare for FAC Elections of 2021.</li> <li>• Send Commissioner Gary Beedy a link to the 11-17-2020 FAC meeting Recording.</li> </ul> |

**Attachment A - Freight Advisory Council (FAC) Meeting Attendance Remote  
11-17-2020**

| Check (if in Attendance)                     | Last Name   | First Name        | Organization                                    |
|--|-------------|-------------------|---|
| <b>Current FAC Members</b>                   |             |                   |   |
| X  | Arganbright | David             | Omnitrax  |
| X  | Ash         | Rick              | Retired Independent Owner/Operator Truck Driver |
| X  | Bailey      | Grier             | CO-WY Petroleum Marketers Assoc.                |
|  | Beedy       | Commissioner Gary | District 11                                     |
|  | Boyle       | Craig             | Walmart   |
|  | Buffington  | Jack              | Denver Transportation Institute DU              |
| X  | Denney      | Erica             | Denney Transport, LTD                           |
| X  | Emery       | Jason             | Excel Driver Services                           |
| X  | Goetz       | Andy              | Denver Transportation Institute DU              |
| X  | Brown       | Laurie            | Denver Transportation Club                      |
|  | Anderson    | Nathan            | Union Pacific Railroad                          |
|  | Cristina    | Paul              | BNSF Railroad                                   |
| X  | Shea        | Megan             | BNSF Railroad (for Paul Cristina)               |
| X  | O'Dorisio   | Steve             | Adams County Commissioner                       |
|  | Fiser       | Kristal           | UPS   |
| X  | Fulton      | Greg              | Colorado Motor Carriers Association             |
| X  | Dittman     | Leonard           | Colorado State Patrol                           |
| X  | Gerwitz     | Karen             | Denver World Trade Center                       |
|  | Gregory     | Steve             | Iowa Pacific/San Luis and Rio Grande Railroad   |
| X  | Hilaire     | Jeanette          | DEN   |
| X  | Hill        | Troy              | Hill Petroleum                                  |
| X  | Houg        | Jenyce            | FAC Chair, Houg Company                         |
| X  | Kiely       | Joe               | Ports to Plains                                 |
| X  | Killgore    | Jake              |   |
| X  | Lopez       | Diego             | Northern Colorado Clean Cities                  |
| X  | White       | Rebecca           | CDOT DTD Director                               |
|  | Mazzucca    | Ozzie             | Werner Trucking                                 |
| X  | Ogborn      | Mike              | FAC Vice Chair, Ogborn Consulting               |
|  | Rich        | Tim               | Western Slope                                   |
| X  | Spaulding   | Carl              | Renewable Fiber                                 |
| X  | Steen       | Norm              | PPACG, Teller County                            |
|  | Smith       | Robyn             | May Trucking                                    |
|  | Schurr      | Volker            | Seko Logistics                                  |
|  | Sogar       | Jeff              | Amazon  |
|  | Stevens     | Jessica           | Ryder   |
|  | Van Schaick | Jeff              | Genessee Wyoming Railroad                       |
|  | Weart       | Wally             | Retired Railroad Advocate                       |
| <b>Other Attendees11-17-2020 FAC Meeting</b> |             |                   |   |
| Check (if in Attendance)                     | Last Name   | First Name        | Organization                                    |
| X  | Aragon      | Trish             | CSP POE for (Kirstie Nixon)                     |
| X  | Bressler    | Dean              | GVMPO   |
| X  | Bustow      | Aaron             | FHWA  |
|  | Cady        | Tony              | CDOT Region 5                                   |
| X  | Collins     | Kathleen          | CDOT Statewide Planning                         |

**Other Attendees11-17-2020 FAC Meeting**

| <b>Check (if in Attendance)</b> | <b>Last Name</b> | <b>First Name</b> | <b>Organization</b>               |
|---------------------------------|------------------|-------------------|-----------------------------------|
| X                               | Enarson-Hering   | Evan              | Cambridge Systematics             |
| X                               | Hartman          | Brian             | CDOT Division of Transit and Rail |
| X                               | Helfant          | Matthew           | DRCOG                             |
| X                               | Hoffman          | Gail              | CDOT                              |
| X                               | Hurst            | Craig             | CDOT OS/OW Permits                |
| X                               | Karasko          | Becky             | NFRMPO                            |