

Freight Advisory Council (FAC) Meeting Notes
7/20/2021

Location: Virtual Only

Date/Time: July 20, 2021, 1:00 pm to 3:00 pm

FAC Chair: Mike Ogborn

Attendees: See Attachment A – Attendee List

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
<p>Welcome and Introductions – Mike Ogborn, FAC Chair</p>	<ul style="list-style-type: none"> • Mike Ogborn, the FAC Chair, welcomed FAC members and other attendees to the meeting and noted a change to the agenda in which as item 5- Program and Project updates will proceed item 4 - Work Plan Key Items. • Chair Ogborn started the meeting and introduced CDOT Executive Director Shoshana Lew to provide some commentary related to the freight industry in Colorado. 	
<p>Welcome CDOT Executive Director Lew – Mike Ogborn</p>	<ul style="list-style-type: none"> • CDOT Executive Director Shoshana Lew thanked the committee for letting her speak at the meeting, and discussed the state of the freight industry in Colorado from the CDOT perspective, and the changes in freight observed within the state. She noted the last year and a half has been a fascinating one, seeing the challenges and dynamics of the supply chain play out in real time, and the adaptation to major changes in the economy. CDOT has the benefit of working with the freight industry through the CDOT Freight Office and CDOT also has a direct understating of freight challenges, as half of the CDOT organization’s fleet is the truck fleet, so there is an understanding of the Commercial Driver’s License (CDL) “crisis” the industry is facing. The macro-economic changes, that were accelerated by COVID 19, will likely continue as the industry grapples with the changes in the retail economy and the widely fluctuating demand for consumer goods. As an industry, we will need to reconcile with the fact that some of the economic changes we have seen in the last year and a half won’t return to where they were, and we need to determine how this will impact the transportation system and freight industry at large, and what policy practices will be adopted to balance resilience and mobility among competing interests. Director Lew expressed excitement to see the inland ports project on the agenda because this impacts the how freight operates within the state and these are the kinds of conversations that need to happen. Director Lew closed with a discussion of Senate Bill 260 and the creation of the freight branch to help the industry grapple 	

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	<p>with the different considerations that the FAC discusses and puts CDOT at the forefront of states across the nation, in being proactive regarding freight policy.</p> <ul style="list-style-type: none"> • Chair Ogborn called for questions for Director Lew. • Troy Hill, FAC Vice Chair, asked: With the passing of a P-Fast bill, 25% of funds (or roughly \$800,000) would go to freight safety and mobility projects, and this potentially would be used for administrative costs to fund the new Freight Branch. Is this what will be occurring? • Director Lew responded: the way CDOT budgets typically work is they don't, in other cases in the organization, usually allocate dollar for dollar that way in terms of the overhead component of staffing. The first order is to see how much money is actually needed then identify where that comes from in the organizational budget, while trying to be as efficient as possible with staffing dollars so that we can put more dollars into projects on the ground, as is always CDOT's priority. While in the real of possible, she didn't want to commit that CDOT would be pitting specific dollars to overhead. • Vice Chair Hill noted that from a budgeting standpoint that these funds could potentially be used to pay for it. Since it was written to primarily follow the environmental surcharge model, it could be anywhere from two and a half to \$3 million every year once it gets the demand. • Director Lew responded that the first order of business is to develop the Org Chart for the Freight Branch, and start with what issues they are working to solve and get back the resources to pay for what they are trying to deliver. • Director Lew thanked the FAC for their time and also thanked the industry for their leadership throughout the last year and a half, dealing with health and safety issues within the industry in order to ensure the needs of the communities and the country were met. She emphasized that CDOT stands ready to continue partnering with the freight industry and the FAC. 	
<p>Colorado Inland Port Strategy – Karen Gerwitz, Denver World Trade Center and Michelle Scheuerman</p>	<ul style="list-style-type: none"> • Chair Ogborn introduced Karen Gerwitz to provide an overview of Colorado Inland Port concept. • Karen Gerwitz, President of the Denver World Trade Center thanked the Chair and presented on Denver inland port concept for Colorado. 	<ul style="list-style-type: none"> • Make available Karen Gerwitz contact info for those interested in joining the inland port conversation.

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	<ul style="list-style-type: none"> • Key Concepts included: <ul style="list-style-type: none"> ○ Denver area already has a substantial amount of rail, truck and freight cargo. ○ There is a need to position Colorado as a global commerce hub to attract foreign and domestic investment (FDI) and manufacturing to the state. ○ Northeast Denver, and around the Denver airport and space port, has a natural boundary for an inland port with potential for industrial and freight related development. ○ In comparison to other effective inland ports, the Denver inland port concept has comparable or greater potential in terms of population, size, and existing freight infrastructure. ○ Quad Modal concept includes truck, rail, air and space. ○ Several Stakeholders are already interested in inland port. • Chair Ogborn directed individuals with questions/comments to type them into the chat. • Comment: Consider having Diane Gray of CentrePort Canada involved <ul style="list-style-type: none"> ○ Karen’s Response: Diane is currently mentoring Karen and is a great asset. If anyone is going to the summit in Vail next week they can talk more with Karen too. • Question: In terms of Foreign Trade Zones, why create a new zone when two existing zones cover your entire land mass? <ul style="list-style-type: none"> ○ Karen’s Response: We don’t need to necessarily create a new Foreign Trade Zone, but we should activate those zones that have been dormant. We should also create more “general purpose zones” similar to Aspen Distribution. Foreign Trade Zones are underutilized in Colorado and we need to use them more. • Question: In what way is space a mode of freight transport? <ul style="list-style-type: none"> ○ Karen’s Response: This is more in reference to the space port which has large shippers like Lockheed Martin and other aerospace companies shipping cargo and utilizing the space port. This is also a positioning, so it is something we can incorporate now for future potential. 	

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	<ul style="list-style-type: none"> • Some members showed interest in the project and Karen responded by saying this is in the early stages still and we would love to have new partners, but we also want to study this more and make progress on the big picture and hopefully get more detailed and compelling soon. • A Chat question was raised by Dean Bressler of Grand Valley Metropolitan Planning Organization: Hi Karen, At the Grand Valley MPO / Grand Junction, we've begun a GV freight coordination effort that tiers off of other statewide and regional plans but with the goal of utilizing both I-70 and the Union Pacific (UP) railroad line in the most effective way possible. Can you envision how the WTC Denver would benefit Grand Valley shippers and receivers? Could you envision a West Slope hub to WTC Denver? <ul style="list-style-type: none"> ○ Craig Hurst Response: This is in CDOT's scope of "how do we solve some of these freight related historical issues before they become issues, and how do we plan so we don't miss any good opportunities and efficiencies." • Karen thanked CDOT for their support and leadership in this and thanked the FAC members for their time. 	
<p>Legislative and Update</p> <ul style="list-style-type: none"> • SB 260 Impacts and Freight Implications – Executive Director Lew and Rebecca White, CDOT Division of Transportation Development Director 	<ul style="list-style-type: none"> • Chair Ogborn thanked Karen for her presentation, called for Rebecca White, CDOT Director of the Division of Transportation Development (DTD), to give her presentation on Senate Bill 260, and passed the meeting Chair responsibilities to Vice Chair Hill as Chair Ogborn had another previous obligation. • Rebecca White introduced the Colorado State Legislative Liaison, Andy Karsian, to review the big picture of the bill and the enterprises it establishes. • Andy reviewed Senate Bill 260 and what it will accomplish as a funding and policy initiative. • Key Accomplishments include: <ul style="list-style-type: none"> ○ Saves Coloradans money and time spent on the roads. ○ Creates a transportation system that supports a dynamic economy while improving air quality. ○ Establishes a sustainable funding sources for our transportation system. ○ More than \$5.36 Billion in total new funds and expenditures in plan 	<ul style="list-style-type: none"> • Make available the slides for this section.

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	<ul style="list-style-type: none"> ○ Frontloaded 2022 funding with increasing State Highway Fund revenue and Bridge and Tunnel Enterprise revenue starting from 2023. ○ Environmental negotiations were a critical component of the Bill. ● Rebecca reviewed the new planning requirements associated with the Bill with a focus on Section 30 which places requirements on how CDOT selected projects to fund and which projects were chosen. She then reviewed the new environmental study requirements which focus on monitoring and measuring air quality to ensure air pollutants, including particulate matter, do not exceed air quality standards. This also requires a review and update to the Department’s public engagement plan for capacity projects. She noted the decision points and key milestones upcoming for the Department. ● Comment: Vice Chair Hill noted that supporting an increased 85,000 pounds in gross vehicle weight (GVW) in the federal transportation reauthorization act upstream would mitigate a bit of the pressure on both the emissions reduction and driver limitations issues. There are gas and fuel shortages that, under the limited current driver supply, are probably going to keep some stations running out of fuel on a consistent basis through 2022. The additional 85,000 lb permitted per load did provide some relief in the past. Troy Hill also stated it is critical that there is a commitment out of the Central 70 project that it has to resume being a hazmat route otherwise 100% of the loads that go west from Magellan are going to go through Adams County in Commerce City, and that certainly is not an equitable solution. <ul style="list-style-type: none"> ○ Rebecca noted that CDOT is aware of these issues and thanked him for the raising them. These concerns are being evaluated and considered by CDOT. ○ A note in the chat in response was: Commerce City will likely be deemed a disproportionately impacted community. ● Greg Fulton, President of Colorado Motor Carriers Association, thanked the CDOT for their efforts in helping with the Bill. Greg mentioned that for electric vehicles for the first year they had fees that were comparable to what would be paid in fuel taxes, which seemed fair, but 30% of the fees go 	

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	<p>towards the freight area that increase will help address freight projects as we go toward the future, which is important. He also echoed the Vice Chair call for an 85,000 lb allowance, even an emergency allowance for a few months, would help. Greg also wanted Colorado legislators to consider allowing some of the empty fuel tankers coming back through the Eisenhower Johnson Memorial Tunnel would improve the ability service the area.</p>	
<p>Program and Project Updates – Craig Hurst, CDOT Freight Office Manager</p>	<ul style="list-style-type: none"> • Craig Hurst, CDOT Freight Office Manager, reviewed the National Highway Freight Program (NHFP) Project Recommendations. • For the sake of time, Craig invited anyone with questions to email him directly and he could share more information. <ul style="list-style-type: none"> ○ Chat: Can the Monument Area Chain Stations be used for Truck Parking? ○ Greg’s Response: We need to be looking at chain stations as multi-use roadside assets, and there’s regulations and rules surrounding that. We need to make accommodations to make that use/operation successful – other considerations include trash clean up, general maintenance, and other regulations. We do have state partners interested in this and potential solutions we would like to study further to understand what is possible in Colorado. • Vice Chair Hill thanked Craig for the quick update and gave the floor to Dean Bressler from the Grande Valley MPO for an update. • Dean Bressler discussed the need for a meaningful conversation around how to make the best use of both the UP Railroad Line and the I-70 Corridor to benefit local shippers and receivers. Local stakeholders feel that while both are being utilized, the cost and timing associated with getting goods in and out of the Grande Valley are very poor. Dean is looking forward to CDOT support to begin to develop solutions. • Dean noted in the chat: At the GVMPO we have great respect for the staff at the CDOT Regions and at HQ. However, additional coordination with the MPOs 	<ul style="list-style-type: none"> • Make available Craig Hurst’s contact information for any questions.

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	<p>regarding the NHFP projects would be beneficial. Thank you for including us in the FAC.</p>	
<p>FAC 2021 FAC Work Plan and Key Actions (Evan Enarson-Hering)</p> <ul style="list-style-type: none"> • 2021 Work Plan Updates • Key Action and Implementation Discussion 	<ul style="list-style-type: none"> • Evan Enarson-Hering, of Cambridge Systematics, discussed priorities for the FAC Work Plan. • 1. Develop a Business-led Vision and Strategic Plan for Freight, Trade, and Logistics task. • 2. Provide education and communication around importance of freight in decision making. • 3. Support freight data collection, compilation, analysis, and utilization by industry and agencies. • 4. Expand CDOT's freight resilience and infrastructure redundancy efforts. • 5. Advocate for policies that support freight role in economic recovery. • From this list, three actions rose to the top (Numbers 2, 3 and 5 from the list) and a request for a motion to approve these action items was made. • Rick Ash made a motion to approve the FAC Work Plan. • Vice Chair Hill recognized the motion and called for those in favor to say “aye” or waive at the camera and for those opposed to say “nay”. The “ayes” had it and the motion was carried. • Evan Enarson-Hering of Cambridge Systematics, and Michelle Scheuerman, the CDOT FAC Secretary and Freight Planning Manager, noted the materials would be circulated after the meeting, along with the meeting notes as a packet. 	<ul style="list-style-type: none"> • Motion to approve action items 2, 3 and 4 carried.
<p>Next Steps</p>	<ul style="list-style-type: none"> • Vice Chair Hill called for any additional FAC Business from the members then reviewed the Next Steps slide and upcoming events/meetings. • Next FAC Quarterly meeting is scheduled for October 26, 2021, with meeting notice to be sent out in advance. • Michelle Scheuerman noted her team would, probably in September or maybe late August, start to organize these work groups to begin working on implementing your plan. • Craig Hurst thanked everyone for their input and reminded everyone that CDOT staff are always available to address questions and listen to concerns from the industry. • Vice Chair Hill thanked everyone for their attendance and adjourned the meeting. 	<ul style="list-style-type: none"> • Reach out in August/September timeframe to begin developing the FAC work groups for the action items.

**Attachment A - Freight Advisory Council (FAC) Meeting Attendance Remote
7-20-2021**

Check (if in Attendance)	Last Name	First Name	Organization
Current FAC Members			
X	Archaga	Mario	UPS
X	Arganbright	David	Omnitrax
X	Ash	Rick	Retired Independent Owner/Operator Truck Driver
	Bailey	Grier	CO-WY Petroleum Marketers Assoc.
	Beedy	Commissioner Gary	District 11
	Boyle	Craig	Walmart
X	Brown	Laurie	Denver Transportation Club
X	Buffington	Jack	Denver Transportation Institute DU
X	Denney	Erica	Denney Transport, LTD
X	Dittman	Leonard	Colorado State Patrol
	Elsner	Dick	Park County, STAC Rep
	Emery	Jason	Excel Driver Services
X	Goetz	Andy	Denver Transportation Institute DU
	Anderson	Nathan	Union Pacific Railroad
	Cristina	Paul	BNSF Railroad
X	Stoffels	Amber	BNSF Railroad
X	Shea	Megan	BNSF Railroad (for Paul Cristina)
	Fulton	Greg	Colorado Motor Carriers Association
X	Gerwitz	Karen	Denver World Trade Center
	Gregory	Steve	Iowa Pacific/San Luis and Rio Grande Railroad
X	Hilaire	Jeanette	DEN
X	Hill	Troy	FAC Vice-Chair, Hill Petroleum
X	Houg	Jenyce	FAC Chair, Houg Company
X	James	Scott	Weld County, STAC Representative
X	Kiely	Joe	Ports to Plains
X	Killgore	Jake	
X	Lopez	Diego	Northern Colorado Clean Cities
	Mazzucca	Ozzie	Werner Trucking
	O'Dorisio	Steve	Adams County Commissioner
X	Ogborn	Mike	FAC Chair, Ogborn Consulting
	Rich	Tim	Western Slope
X	Spaulding	Carl	Renewable Fiber
X	Smith	Robyn	May Trucking
	Schurr	Volker	Seko Logistics
	Sogar	Jeff	Amazon
	Stevens	Jessica	Ryder
	Van Schaick	Jeff	Genessee Wyoming Railroad
X	Weart	Wally	Retired Railroad Advocate
X	White	Rebecca	CDOT DTD Director
Other Attendees 7-20-2021 FAC Meeting			
Check (if in Attendance)	Last Name	First Name	Organization
X	Lew	Shoshana	CDOT Executive Director
	Nixon	Kirstie	CSP POE

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X	Aragon	Trish	CSP
X	Bressler	Dean	GVMPO
X	Bustow	Aaron	FHWA
	Cady	Tony	CDOT Region 5
X	Collins	Kathleen	CDOT Statewide Planning
X	Cook	Steve	DRCOG
X	Driscoll	Richard	Cambridge Systematics
	Dusil	Ryan	NFRMPO
	Eisemann	Maria	CEO
X	Enarson-Hering	Evan	Cambridge Systematics
	Eussen	Jim	CDOT
X	Gaughan	Marissa	CDOT
	Hadley	Josie	CDOT
X	Hartman	Brian	CDOT Division of Transit and Rail
X	Helfant	Matthew	DRCOG
	Herrmann	Danny	CDOT
X	Hurst	Craig	CDOT OS/OW Permits
X	Karasko	Becky	NFRMPO