

**Freight Advisory Council (FAC) Meeting Notes
10/26/2021**

Location: Virtual Only

Date/Time: October 26, 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
Welcome and Introductions – Mike Ogborn, FAC Chair	<ul style="list-style-type: none"> • Mike Ogborn, the FAC Chair, welcomed FAC members and other attendees to the meeting. The Chair called for any corrections or additions to the meeting minutes as previously distributed for the Q2 meeting. Hearing none he called for a motion to approve the meeting minutes. • Richard Elsner motioned for the approval of the minutes. • Walter Weart seconded the motion. • Chair Ogborn called for those in favor of the motion to say “Aye” and those opposed to say “Nay”. Upon response the minutes were approved. • Chair Ogborn called for any news from council members. • Lisa Nguyen noted that Jeanette Hilaire would be stepping down from her role at DEN, and Lisa would be filling that role on the FAC. Lisa encouraged anyone with questions for DEN to send them to her so she could filter them along. • Chair Ogborn called for any other news 	FAC Meeting Minutes for July 20, 2021 were approved.
Colorado Medium and Heavy-Duty Vehicle Study – Kay Kelly	<ul style="list-style-type: none"> • Mike Ogborn introduced Kay Kelly, CDOT Chief of Innovative Mobility to the FAC. • Kay Kelly thanked the FAC Chair for allowing her to speak to the council and presented an update and next steps for the Colorado medium and heavy-duty vehicle study. • Key Concepts included: <ul style="list-style-type: none"> ○ Medium-duty and heavy-duty vehicles are a critical component of Colorado’s freight sector and the state’s economy. ○ These vehicles are disproportionate emitters of greenhouse gases 22% when they represent only 10% of Colorado on-road vehicles. ○ Colorado Clean Truck Strategy is underway with the hope to have the AQCC make a request for a rulemaking hearing sometime in May 2022. ○ Colorado has a goal to reduce GHG pollution by 12.7 million metric tons (MMT) by 2030, with 6 MMT reduced with low and zero 	<p>Kay Kelly Responded to Commissioner James’ question regarding electric grid capacity to support charging of zero emission medium and heavy duty vehicles via a follow up email.</p> <p>Per information provided by Colorado Energy Office. While sufficient generation capacity is not a concern, local site-level distribution capacity is likely to be challenging in some locations. These are issues that they will</p>

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	<p>emission vehicles, two MMT via utility and public investment in fleet turnover and infrastructure for light-duty zero emission vehicles and collectively the reduction of the remaining 4.7 MMT to use other strategies to reach the goal. The Clean Truck Strategy is one of the other strategies proposed to accomplish this.</p> <ul style="list-style-type: none"> ○ Within Senate Bill 260 (SB260) there is an anticipated \$724 million of new fee revenue that can support three new electrification and charging infrastructure enterprises. ○ A potential zero emission vehicle phase-in plan was shown describing increases in market share phased-in waves by vehicle type as: <ul style="list-style-type: none"> ▪ Wave 1: Transit ▪ Wave 2: Delivery vehicles and School Bus ▪ Wave 3: Medium-duty Freight and Service Vehicles ▪ Wave 4: Heavy-duty Regional Freight Vehicles ▪ Wave 5: Corridor Long-Haul ○ Buses were displayed as the level with the most zero-emission vehicle market share among M/HD vehicles, with electric school buses close behind. ○ Zero Emission Vehicle costs were reviewed as costly upfront as compared to diesel in 2019, but comparable in upfront cost by the end of the 2050 time horizon. ○ Colorado’s vehicle age distribution shows nearly half of M/HD fleet is older than 14 years. ○ Nearly half of the vehicles in the state’s 100 largest fleets (which represent 6% of all fleets) are government owned. ○ Polity and programming opportunities include: <ul style="list-style-type: none"> ▪ Manufacturer sales requirements ▪ Procurement policies and programs ▪ Vehicle incentives and financing ▪ Infrastructure planning and investment ▪ Complementary utility programs 	<p>address in designing programs to support the build-out of infrastructure, and in their ongoing collaboration with utility partners as part of current and future Transportation Electrification Plans.</p> <p>Other information obtained from Excel Energy noted that on the light-duty side, grid capacity is simply part of the on-going management and evaluation of their system. The increase in demand was compared the anticipated increase in electrical demand for EV home charging to the experience that Xcel already has with the increase in air conditioner installation and use over the past two decades in Colorado. As you know the electrical demand will be much greater with medium- and heavy-duty vehicles, but they also have fleet services that work directly with large fleets to strategically build out needed capacity as their EV fleet grows over time. Thankfully, fleets are also doing their homework and aren't planning to suddenly plug in</p>

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	<ul style="list-style-type: none"> <ul style="list-style-type: none"> ▪ Workforce development programs ▪ Other opportunities ○ Kay Kelly reviewed how to stay involved and to submit public comment email cleantruckstrategy@state.co.us • Diego Lopez asked: Do you anticipate additional grants for freight vehicles, besides alt fuel? <ul style="list-style-type: none"> ○ The SB260 funding for the enterprises are specifically for vehicles that are zero emission. Kay Kelly was not aware of grants that wouldn't meet that strict criteria. • Richard Elsner asked: The greenhouse gas initiative has caused a lot of anxiety amongst some of the metro areas, how do you handle situation where there probably won't be a viable electric alternative? For example gravel hauling. <ul style="list-style-type: none"> ○ When we have this discussion, there is a lot of focus on the worst-case scenario hauling. While we don't have the technology for that now, we do want to plan to have out policies, strategies and investments ready for when the market for those vehicles opens. The current focus is on the transit, bus and utility sector. • Scott James asked: there is a lot of talk about electrification, does the capacity exist to support electrification of this sector? Currently, Colorado is an importer of energy, so was this looked at in the study as well? <ul style="list-style-type: none"> ○ That is an area of expertise for the energy office, but those studies are happening now, and Kay Kelly said she would look into it for a more detailed response. (See response in adjoining action.) • Chat: Is Hydrogen being looked at as alternative fuel? <ul style="list-style-type: none"> ○ This has been in discussion, more on the heavy-duty side since batteries are heavy and can offset load capacities whereas hydrogen is lighter. There is language about renewable natural gases, and to the extent that renewable gas can be used it is eligible for funding. • Kay Kelly thanked the council for their time. 	<p>hundreds of these vehicles in the same place at the same time without consulting with their utility, so there can be a phased approach for fleet EVs and local electricity distribution to grow in coordination with one another.</p>

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<p>Commercial Vehicle Safety Trends – Evan Enarson-Hering, Cambridge Systematics</p>	<ul style="list-style-type: none"> • FAC Chair Ogborn introduced CDOT Freight Consultant, Evan Enarson-Hering. • Evan Enarson-Hering thanked Kay Kelly for her presentation and the FAC Chair for his introduction. • Key freight safety concepts included: <ul style="list-style-type: none"> ○ Major decreases in national fatality rates despite growing Truck vehicle miles traveled (VMT) ○ Growing number of crashes involving large trucks, though there is a relatively stable rate of fatal crashes t in Colorado. ○ National highway rail grade crossing incidents have seen a substantial decreased rate of occurrence. ○ In Colorado, relatively stable rail crossing crash rates are experienced (trespassing/crossing incidents) • Evan Enarson-Hering called for questions. • Walter Weart noted that as an Operation Lifesaver presenter they do not get a lot of invitations to present. There is one coming up after Thanksgiving in Loveland, but if anyone wants to reach out to us please do. We have drivers educations and other programs, but people need to reach out. <ul style="list-style-type: none"> ○ Walter Weart was thanked for his comment and it was noted that Mike McCoy would be speaking for Operation Lifesaver as well shortly. • Evan Enarson-Hering introduced Sam Cotton to speak on Short Line Safety 	
<p>Short Line Safety – Sam Cotton Director of Safety Culture Programs</p>	<ul style="list-style-type: none"> • Sam Cotton presented on the Short Line Safety Institute’s purpose – to enhance safety of short line rail operations. • Key Concepts included: <ul style="list-style-type: none"> ○ Introduction to the institute website that can be found at: Short Line Safety Institute and its team members ○ Introduced the Safety Culture Assessment concept that is a voluntary and non-punitive assessment including surveying individuals and meeting with employees. ○ The institute has conducted over 100 assessments in more than 30 states 	

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	<ul style="list-style-type: none"> ○ The Safety Culture Assessment results show there is strength in sharing values, approaching management with safety concerns, coaching and mentoring, and employee empowerment. ○ The Safety Culture Assessment result shows opportunities to enhance safe work practices, conduct hazmat exercises, create a reporting system for safety concerns and communicate the importance of quality and quantity. ○ Next Step Opportunities include: <ul style="list-style-type: none"> ▪ Safety Culture Assessment Follow-Up ▪ Leadership Development Training ▪ Formalized Technical Training ▪ Hazardous Materials Training ○ There is an opportunity to review of the available resources on the website including guides, tips, webinars, articles and more. ○ Recommended a review of the “Safety Train” which features a self-contained mobile training platform for hands on experience. ○ Three areas of focus for SLSI moving forward includes: Communication, Research and Analysis. ● Chair Ogborn noted that this was fully funded through the Federal Rail Administration (FRA) and approved by Congress starting in 2015, and that the anonymity of this program is very important so competitors aren’t able to steal information from one another. FRA has said this is the most successful safety program they have ever funded. ● Karen Gerwitz wanted to know if Sam Cotton would be interested in training some of the World Trade Center companies as well, specifically in the hazmat realm, but others too. <ul style="list-style-type: none"> ○ Absolutely, Sam Cotton noted his contact information is available on the SLSI website. Same can be contacted at: sam.cotton@shortlinesafety.org ● Chair Ogborn introduced Mike McCoy for the Operation Lifesaver presentation. 	

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<p>Colorado Operation Lifesaver State Coordinator– Mike McCoy</p>	<ul style="list-style-type: none"> • Mike McCoy provided a presentation on the Operation Lifesaver Inc. (OLI) program and what it does – save lives at railroad crossings and in train tracks. See Operation Life Saver for more information. • Key concepts include: <ul style="list-style-type: none"> ○ OLI is a non-profit organization committed to preventing collisions, injuries and fatalities on and around railroad tracks and highway-rail grade crossings. ○ OLI goes to and hosts events and can present to any age group on rail safety. ○ 2.5 million people reached in 2019 with 503 new volunteers authorized for programs in 40+ states across the country. ○ The “Safety Near Trains” tab of the website has safety basics and information on things like quiet zones, walking near tracks, driving near tracks, ect. ○ The “Track Statistics” tab of the website allows users to dig into the statistics for every state by type of incident. This tab houses links to data from the FRA and highlights national collision statistics. ○ Colorado has 58 volunteers, and to become a volunteer is simply a one-hour online class, and a half-day in-person training and volunteers are asked to only do two presentations a year – whether in front of a large group or a small office. Information is on the “Volunteer” tab. ○ On the “Request a Safety Presentation” tab you can fill out the online presentation request to have someone come and present to your organization or group. ○ The “Materials” tab has the OLI materials search function and provides all of the materials used by the OLI volunteer presenters. The materials are free to use. ○ Mike McCoy pulled up and reviewed the third presentation of a series that the volunteers present, and some of the statistics that would be shared in this presentation. 	

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	<ul style="list-style-type: none"> • Mike McCoy noted his email was on the website as well for any additional questions. • Chair Ogborn reminded everyone that OLI encourages anyone to reach out for presentations and materials. • Mike McCoy noted the train came in to Colorado recently and its great for families and for anyone shuttling around people to understand rail safety. • Chair Ogborn thanked Mike McCoy for his presentation and introduced Howard Gillespie. 	
<p>Chambers Road Route Innovation – Howard Gillespie, Federal Rail Administration (FRA)</p>	<ul style="list-style-type: none"> • Howard Gillespie introduced himself and thanked the council for having him as a guest speaker. He noted that this exercise is about getting people together and sharing the knowledge and coming up with solutions. He also noted that he only has 20 minutes to speak so anyone can email him with additional questions (email is at the end of his slide show). He then presented on the Chamber Road Route Innovation. • Key concepts presented included: <ul style="list-style-type: none"> ○ The Chambers Road rail crossings sees many trains coming through, specifically Regional Transportation District (RTD) runs anywhere from 90 to 110 trips per day. Additionally, Union Pacific runs a few trains a day on their rail. These needed to be considered in the planning process. ○ Diagnostic Review for Quiet Zone was discussed – and when doing these quiet zone reviews you don’t just look at the quiet zone aspect, but other aspects as well. Additionally, the funds from Section 130 can’t be used on quiet zones. ○ The initial engineering called for three gates and keeping the north median, but the turnaround time was too long so the four-gate design was pursued. ○ When doing a diagnostic review FRA considers the things that may not be seen at the time of the review (i.e. if the review happens in the winter there is a pedestrian component possibly missing). 	<ul style="list-style-type: none"> •

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	<ul style="list-style-type: none"> ○ The RTD line was constructed and they introduced advanced preemption that clears the intersection before the train would otherwise activate preemption. ○ This location had high speed, frequent trains with hazmat traffic mixed together. ○ There are certain challenges that need to be considered. For example, hazmat trucks need to stop before a rail crossing so left turning hazmat vehicles would need to stop during the turn, etc. ○ Howard Gillespie showed images of what the intersection now looks like with the RTD rail addition. ○ Chambers Road integrated extended warning times set to account for interconnected signaling with adjacent traffic lights. It has a 30-second warning dynamic to the speed of the approaching train. ○ FRA has six areas of responsibility: Railroad crossing devices, FRA General Railroad System, Federal Motor Carrier Safety Administration (FMCSA) Commercial Vehicles, Federal Highway Administration (FHWA) Highway System and Colorado Public Utilities Commission (CoPUC) Grade Crossing improvements. ○ Collaboration of entities, from federal to state to local, is critical. Example is the I-70 hazmat reroute. ○ Howard Gillespie reviewed the I-70 hazmat reroute images and how it reduces exposure. ○ Crossing Geometrics is a critical component to safety at grade crossings. The FHWA grade crossing handbook specifies 30 feet from the rail and up or down three inches. ○ Images of grade crossings not in compliance were shared, one of the tell-tale signs is road gouging. Bringing this to FRA's attention is important to provide the correct level of safety design for drivers and train operators alike. <ul style="list-style-type: none"> ● Howard Gillespie thanked everyone and called for questions. 	

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	<ul style="list-style-type: none"> • Tracy Sakaguchi with Colorado Motor Carriers Association asked Howard when the safety group was going to be able to resume their analysis of the rail crossing at Chambers? <ul style="list-style-type: none"> ○ Howard Gillespie was unsure because he does not sit in on that group, but he encourages parties to reach out through email and work together to get it going. • Howard Gillespie noted there is a lot he wasn't able to cover today, and if anyone has any questions he is never too busy to answer. He thanked the FAC for their time. • Chair Ogborn introduced Nathan Anderson for his presentation on the Union Pacific Safety Program. 	
<p>Union Pacific (UP) Safety Program – Nathan Anderson, Senior Director Public Affairs</p>	<ul style="list-style-type: none"> • Nathan Anderson thanked the council for allowing him to speak today and noted that there is a lot to cover so any questions about what is discussed today he is happy to go into greater detail at the end or at another time. • Key concepts included: <ul style="list-style-type: none"> ○ Review of the need for a safety culture – 30,000 employees and making sure they all return home safely, moderating equipment that is not theirs but uses their network, and public impact at grade crossings. ○ Safety Briefing is always the first step in doing any work. ○ “Have a safe day” is the company culture. ○ Courage to Care – encourages staff to speak up when someone is not being safe. ○ Employee Led Initiative – employees have the resources and support to be accountable to each other and not have punitive measures, but rather help and support. ○ UP CARES and Public Safety Initiatives address community outreach and educating children on how to safely engage with trains. ○ UP has a robust security program with comprehensive background checks, 24-hour emergency response, and innovative tech like drones with speaker to prevent people from doing unsafe behavior. 	

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	<ul style="list-style-type: none"> ○ Hazmat training and information is important, and UP has an app to ensure information is widely available for their employees and contractors. ○ UP proudly has 1.9 injuries per 100 employees and 20 times fewer incidents compared to trucks. ○ 95% of rail crossing accidents are the result of risky behavior, and we want to make sure everyone gets home safe, so safe behavior is our focus. ● Nathan Anderson called for questions then welcomed anyone to contact him with any specific questions. ● Chair Ogborn thanked Nathan Anderson and applauded UP’s Safety Program. He then introduced Tracy Sakaguchi with CMCA. 	
<p>Safety Council Activities – Tracy Sakaguchi, Colorado Motor Carriers Association (CMCA) Manager</p>	<ul style="list-style-type: none"> ● Tracy Sakaguchi presented an update on the CMCA Safety Council Activities. ● Key areas of focus included: <ul style="list-style-type: none"> ○ Distracted driving – ensuring truck drivers are not engaging with handheld devices while driving, and asking the industry to monitor and address distracted driving with their trucks and drivers. ○ Driver health and wellness – workforce development is a key component of giving the existing workforce some respite and distributing the burden of driving across more entities. ○ Impairment/Drug and Alcohol Clearinghouse – drivers are tested regularly and results are housed in the clearinghouse so any positive test is submitted to the clearinghouse for employers can utilize this tool for hiring purposes. ○ Entry level training – The new entry level driver training will be implemented on February 7th, and anybody who receives a Commercial Drivers License (CDL) must take a comprehensive training course designed to improve safety and awareness and must receive a score of at least 80% to comply with this new rule. ○ Safe Parking and Safe Infrastructure are often discussed and addressed by the CMCA. 	

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	<ul style="list-style-type: none"> ○ Workforce development is one of the biggest concerns right now, so addressing that is critical. ● Tracy Sakaguchi called for questions then thanked the FAC members for their time. ● Chair Ogborn thanked Tracy Sakaguchi then called on Steve Waymel to present on the Registered CDL Apprenticeship Program. 	
<p>Registered CDL Apprenticeship Program – Steve Waymel, Excel Driver Services, President</p>	<ul style="list-style-type: none"> ● Steve Waymel, Registered CDL Apprenticeship Administrative Sponsor, thanked the FAC for the opportunity to present on the Registered Apprenticeship Program (RAP). ● Key concepts included: <ul style="list-style-type: none"> ○ There is a major need for drivers, and with the new levels of enforcement and requirements, the traditional means of entry to the freight industry workforce are no longer viable, and schools are required to extensively train and certify drivers. ○ Excel saw an opportunity with the apprenticeship program to establish training standards, which includes real world scenarios like mountain and downtown driving, not just passing the CDL test. ○ This effort is in conjunction with the Freight Industry Sector Partnership under the Talent Recruitment and Retention working group. ○ K-12 outreach is not yet involved, but should be involved, with the community engagement driven by the freight industry. ○ The apprenticeship program has a goal of increasing the number of qualified professional truckdrivers in Colorado. ○ Key components of the registered apprenticeship include: <ul style="list-style-type: none"> ▪ On the Job Learning ▪ Related Instruction ▪ Wage progression ▪ National Occupational Credentials ○ For each apprenticeship there is an employer providing on the job learning, an educational provider, a sponsor and a supportive services representative. 	

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	<ul style="list-style-type: none"> ○ Employer Requirements are: <ul style="list-style-type: none"> ▪ Increase in employee salary when able to drive commercial vehicles solo ▪ After receiving their CDL, employer provides additional one-on-one training until the employee can drive solo ▪ Weekly and monthly performance evaluations are part of the program ▪ After 2,000 hours of driver training the program is complete ○ Apprenticeship selection and approval process was reviewed. ○ Benefits for the employer were reviewed and included offset training costs, improved training standards for city and mountain driving, reduced potential liability of training employees to certified standards, and a better chance to match the right people for the job. ○ The program expands to a pool of novice drivers, provides potential funding eligibility and promotes this program across Colorado. ○ The apprenticeship is currently only for Class A CDL, but Class B may be coming. ○ Looking to expand the program. ● Steve Waymel called for questions and displayed the apprenticeship flyer for employers. ● Tracy Sakaguchi asked for a list of limitations or what the apprenticeship is looking for when it comes to employers? <ul style="list-style-type: none"> ○ We like to work with smaller companies because many of the larger companies already have these sorts of training programs built in, but any company that is willing to comply with the requirements and fill out the weekly and monthly performance evaluations is welcome to participate. This doesn't need to be a transportation company, but there does need to be a driving component that the individual apprentice is engaging in. ● Chair Ogborn thanked Steve Waymel for his presentation then asked Evan Enarson-Hering to proceed with the final agenda item. 	

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Next Steps	<ul style="list-style-type: none"> • Evan Enarson-Hering reviewed the Next Steps for the FAC <ul style="list-style-type: none"> ○ Feel free to reach out to CDOT, CMCA and the FAC Chair and Vice-Chair with industry issues or needs. ○ Steering Committee will continue to advance FAC initiatives ○ The next FAC Quarterly Meeting is scheduled for spring of 2022 • Chair Ogborn called for any additional comments or questions. • Walter Weart appreciated the update, particularly on the motor carriers, because he is more on the rail side. It sounds like they're getting closer to what the engineer training course is like. • Grier Bailey requested an update next meeting on PFAST Funding Allocations and what the money is being used for. <ul style="list-style-type: none"> ○ Michelle Scheurman noted she would follow up on this. • Chair Ogborn thanked the speakers and members for joining and adjourned the meeting 	<ul style="list-style-type: none"> • Update next meeting on PFAST Funding Allocations and what the money is being used for.

Attachment A - Freight Advisory Council (
10-26-2021

Check (if in Attendance)	Last Name	First Name
Current FAC Members		
X	Arganbright	David
X	Ash	Rick
X	Bailey	Grier
X	Beedy	Commissioner Gary
	Boyle	Craig
	Buffington	Jack
	Denney	Erica
X	Emery	Jason
	Goetz	Andy
X	Brown	Laurie
X	Anderson	Nathan
	Cristina	Paul
X	Shea	Megan
	O'Dorisio	Steve
X	Elsner	Dicvk
	Fiser	Kristal
	Fulton	Greg
X	Dittman	Leonard
X	Gerwitz	Karen
	Gregory	Steve
X	Nguyen	Lisa
	Hill	Troy
X	Houg	Jenyce
X	James	Scott
	Kiely	Joe
X	Killgore	Jake
X	Lopez	Diego
	White	Rebecca
	Mazzucca	Ozzie
X	Ogborn	Mike
	Rich	Tim
X	Spaulding	Carl
X	Smith	Robyn
	Schurr	Volker
	Sogar	Jeff
	Stevens	Jessica
	Van Schaick	Jeff
X	Weart	Wally

Other Attendees 10-26-20

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Check (if in Attendance)	Last Name	First Name
X	Aragon	Trish
X	Bressler	Dean
X	Bustow	Aaron
X	Collins	Kathleen
X	Cosyleon	Evan
X	Cotton	Sam
X	Driscoll	Richard
X	Enarson-Hering	Evan
X	Andersen	Dan
X	Gillespie	Howard
	Hadley	Peter
X	Hart	Bridget
X	Helfant	Matthew
X	Hurst	Craig
X	Karasko	Becky

FAC) Meeting Attendance Remote

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Organization

Omnitrax

Retired Independent Owner/Operator Truck Driver

CO-WY Petroleum Marketers Assoc.

District 11

Walmart

Denver Transportation Institute DU

Denney Transport, LTD

Excel Driver Services

Denver Transportation Institute DU

Denver Transportation Club

Union Pacific Railroad

BNSF Railroad

BNSF Railroad (for Paul Cristina)

Adams County Commissioner

STAC Member

UPS

Colorado Motor Carriers Association

Colorado State Patrol

Denver World Trade Center

Iowa Pacific/San Luis and Rio Grande Railroad

DEN

FAC Vice Chair, Hill Petroleum

Houg logistics and Transportation

STAC Member

Ports to Plains

Molson/Coors

Northern Colorado Clean Cities

CDOT DTD Director

Werner Trucking

FAC Chair, Ogborn Consulting

Western Slope

Renewable Fiber

May Trucking

Seko Logistics

Amazon

Ryder

Genessee Wyoming Railroad

Retired Railroad Advocate

21 FAC Meeting

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Organization

CSP POE for (Kirstie Nixon)

GVMPO

FHWA

CDOT Statewide Planning

PACOG

Guest Speaker on Short Line Rail Safety

Cambridge Systematics

Cambridge Systematics

Cambridge Systematics

Federal Railroad Administration - Guest Speaker

CDOT Division of Transit and Rail

CDOT Region 1

DRCOG

CDOT OS/OW Permits

NFRMPO
