

Freight Advisory Council

Date: Thursday, February 11, 2016 1:00 to 4:00 p.m.

Location: University of Denver, Joy Burns Center, 2044 East Evans Ave., Denver, CO 80208

Welcome and Introductions	1:00	Jenyce Houg
Minutes Adoption – January 14, 2016	1:05	Jenyce Houg
Host Welcome: Denver Transportation Institute	1:10	Bill DeWitt
Administration	1:20	Jenyce Houg
• FAC Member Terms (2.3.2)		
FHWA Freight Roundtable	1:25	Aaron Bustow
Updates	1:30	
• Hazmat/EJMT		Grier Bailey
• Rest Area Study		Jason Wallis
• Current Freight Related Projects		Jason Wallis
Freight Planning Activities (CDOT)	1:40	Tim Kirby
• From Plan to Project (intro to STIP and funding sources)		
Fast Act Implementation: Timeline and Approach	2:00	Jason Wallis
• National Highway Freight Network		
• Formula Program		
• Discretionary Program		
Networking Break	2:30	
Issues and Strategies	2:45	Break-out Groups
• Prioritization discussion and exercise		
New Items	3:30	FAC Member
Around the Room	3:50	FAC Guests
Wrap-up	3:55	Jason Wallis
• Next Meeting Date and Location		

**Draft FAC Meeting Minutes
January 14, 2016**

Location: Colorado Motor Carriers Association, 4060 Elati Street, Denver, CO

Date/Time: January 14, 2016, 1:00pm to 4:00 pm

Chair: Jenyce Houg, FAC Chair

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
Introductions	Jenyce Houg, the FAC Chair, welcomed the group and participants introduced themselves	N/A
Last FAC Meeting Minutes Adoption	Request to approve minutes of November 12, 2015 FAC	November 12, 2015 FAC Meeting Minutes Approved.
CDOT Updates (Jason Wallis, CDOT)	<ul style="list-style-type: none"> • Data and new information uploaded to both the Freight Planning Program and the FAC pages of the CDOT website were announced. Linkages to various freight-related information are available. • Checked issue raised by Commissioner McFadyen at last meeting – determined the issue was a bridge re-designated as a subordinate structure that no longer permits Over Size/Over Weight vehicles – weight limit is now 85,000 lbs. • CDOT is working on an update to the Truck Parking Study of 2007 – the first step is conducting an inventory of facilities and their level of use it was noted that Michigan DOT is conducting their own truck parking information study and is assessing technological enhancements – CDOT is looking to this study for ideas. • Colorado needs more truck parking as many trucks are observed parking along on/off ramps to I-70. Emergency parking, which is only available when roads are closed, is not part of the truck parking inventory being conducted in Colorado. • Hazmat Eisenhower-Johnson Memorial Tunnel (EJMT) Assessment: Industry has asked CDOT to investigate 	It was agreed once the inventory and the draft truck parking study was complete it would be brought to the FAC for review and comment.

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	<p>options for expanding hazmat routing to EJMT. Need to change regulations to let through EJMT once fire suppression system installed.</p>	
<p>Multimodal Freight Plan Visioning Exercise (Jason Wallis, CDOT)</p>	<ul style="list-style-type: none"> • Colorado Freight Vision should be identified by freight stakeholders • Started with vision (non-mode specific) of 2015 State Highway Freight Plan. • FAC acknowledged need for Multimodal Freight Plan to identify and document freight priorities and develop a multimodal freight vision, but is more interested in identifying actions CDOT can take to improve mobility and safety of freight. • Vision needs to emphasize freight safety, mobility and economy. 	<p>Agreed that vision does not need to be decided today, will be enhanced and evolve with Multimodal Freight Plan development over time.</p>
<p>Fixing America’s Surface Transportation Act (FAST Act) Summary (Ron Papsdorf, CDOT)</p>	<ul style="list-style-type: none"> • Need to keep in mind much guidance from FHWA is forthcoming and that interpretation of this bill could change with guidance, once it is available • Possibility for guidance to be released in 2017 and guide investment for 2016/2017 freight projects. • Provides for two key freight programs – one grant that is competitive and one that is formula-based (will give Colorado \$85 million over 5 years, or approximately \$15 million annually). • A table in the FACT Act Summary handout includes money obligated to freight programs prior to annual 	<ul style="list-style-type: none"> • FAC requested information on freight projects already in the pipeline for funding – extract a list from the STIP; level of readiness for freight projects are likely to influence their competitiveness. Place funded freight project discussion on agenda for next FAC meeting. • FAC members stressed their desire to not wait for federal guidance, start conversations to identify critical freight corridors now.

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	<p>limits – each freight program has eligibility requirements and stipulations attached to them.</p> <ul style="list-style-type: none"> • Bill identifies a National Multimodal Freight Network – a primary freight network has been identified; States need to identify critical freight corridors for urban and rural areas – mileage of corridors is limited – for Colorado 150 miles to add to system. • For the National Primary Freight Network – Colorado would add 75 miles to the network under current stipulations. • For grants – freight projects that are multimodal and multi-state will rank higher. • FAC to match action/freight project priorities with those more competitive in grants program. • It was noted that the Colorado Transportation Commission (TC) has final approval of how to spend freight funding of the FAST Act, but TC desires input from the FAC on how to spend freight funds prior to making decisions. • Freight rail projects are also emphasized in the FAST Act as eligible under these new freight programs. • Other specific changes to trucking industry were highlighted; 40% match is required for freight programs. • Consider approaches to entice passenger cars off highways via transit enhancements and leave more room on roadways for freight. 	<ul style="list-style-type: none"> • Trans2 Proposal – There is a desire to know what payment to CDOT would be and analysis behind expenditures • Add I-70 West to High Priority Corridors in FAST Act summary

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National Freight Advisory Council Update (Mark Savage of Colorado State Patrol)	<ul style="list-style-type: none"> • Great interactive national freight map is available – recommended to review it. • Major freight trends identified in plan and was the plan’s strength. • Summarized plan’s content in terms of key freight trends and freight recommendations. • Provided information pertaining to comments on the plan and recommended FAC to review and comment – Comment period has no end at this point. Federal Register announcement is schedule to occur in the next two weeks – anticipate deadline to be mid-March 2016. • National FAC had the following comments regarding the National Freight Strategic Plan <ul style="list-style-type: none"> ○ Plan needs a vision ○ Plan should echo more long-term horizon and not current administration desires ○ Increase focus on safety ○ Address funding – many great ideas without identification of implementation strategies. ○ Recommended 80 additional comments be added to document as an appendix. ○ Discuss private industry and more of a future focus – plan did well with conveying current freight infrastructure condition information. ○ Capture more data pertaining to freight • Question was raised regarding other countries where freight systems work better. Areas identified are in the 	<ul style="list-style-type: none"> • FAC recommended to review and comment See national interactive freight map at: https://www.transportation.gov/freight/MFN • the National Freight Strategic Plan is available at: https://www.transportation.gov/freight/NFSP and comments can be submitted online at: https://www.transportation.gov/freight/share-your-ideas • Comment period has no end at this point. Federal Register announcement is scheduled to occur in the next two weeks – anticipate deadline to be mid-March 2016. • CDOT bring FAC examples of other countries with better freight systems identified in the National Freight Strategic Plan.

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	<p>plan, and Brazil and the European Union (EU) were examples recalled.</p> <ul style="list-style-type: none"> • EU has a standardized Oversize and Overweight program – where U.S. is not. • National Freight Strategic Plan – assumes MAP-21 is still applicable – needs to reflect passage of the FAST Act. • CDOT is committed to ensuring all possibilities for obtaining freight funds are pursued. 	
<p>Freight Issues and Strategy Identification (Jason Wallis, CDOT)</p>	<ul style="list-style-type: none"> • Issues worksheet does not include freight rail. • Need to identify quick wins and prioritize freight improvements that are feasible for funding first • FAC requested list of 2015 freight projects accomplished and those occurring or planned for 2016. • Consider freight-specific projects and identify those that benefit freight. • A looming crisis exists regarding finding drivers; involve CDL training industry representative in FAC and work to find solution to this. • Incident on I-70 may only take 20 minutes to clear, but same incident on US 50 in a rural area – could take 4 hours – need to identify means to shorten this type of delay; corridor authorities (like those in Nevada) may be one option. • CDOT has the I-70 connected vehicle pilot project to test technology to improve response. 	<ul style="list-style-type: none"> • Add freight rail issues to worksheet • From STIP extract freight-related projects for discussion of freight improvements that could be completed beyond baseline projects. • Involve CDL training representative on FAC. • Many issues are duplicative and/or strategies – can be rolled into other issues to shorten the list. • Need to consider timeframe/year of project and also project scale for freight improvements when revising issue table. • Add hazmat to oversize and overweight issue in table • Identify roundabouts that have too restricted capacity • Add I-76 and US 85 in Commerce City for bottleneck issue

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	<ul style="list-style-type: none"> • First and last mile issues with intermodal connections – are areas of bottlenecks – e.g. I-76 and US 85 in Commerce City is an example of a problem area. • Need a way to quantify issues – understand the number of occurrences of obstacles to moving freight across the state. • Figure method to identify economic benefits of specific freight improvements – identify delay times and how they are improved. • CDOT is relying on FAC to confirm data and or identify specific areas where freight movement is hampered for CDOT to explore further for improvements. • Vice-Chair identified concept of subcommittees/working groups to discuss in more detail key freight issues to address • Identify locations of roundabouts that can't accommodate cars – and certainly heavy trucks; Iliff in Aurora • Need communities to understand importance of freight – education campaign needed (for development projects). Place freight on public's radar. • Detours – due to emergencies/washouts – do not accommodate heavy/tall trucks – detours need to consider accommodating freight. • Important to keep data on freight improvements 	<ul style="list-style-type: none"> • Take Truck Electrified Parking off the issue list – no longer valid. • Add box culverts in Pueblo area and in Weld County (and in Eastern Plains) as issues • Add ITS-Commercial Vehicle operations technology • Truck parking is issue with trucks using on and off ramps to park. • Add issue with Detours that do not accommodate commercial truck traffic. • Add to issues - need to work with communities on freight issues more to get and keep freight in mind for planning and development projects. • CDOT to get accident data for rail crossings – identify rail and auto conflicts. • CDOT bring freight data and maps to next FAC meeting.

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Administration/Next Steps (Jason Wallis, CDOT)	<ul style="list-style-type: none">• Next FAC meeting is February 11th at University of Denver	<ul style="list-style-type: none">• Form working groups for:<ul style="list-style-type: none">○ Bottlenecks○ ITS Improvements/Technology○ Oversize/Overweight & Hazmat○ National Transportation Policy○ Safety (engage Mark Savage)

Colorado Freight Advisory Council
Proposed Classes and Terms

Member			Class	Term Ends
Bailey	Grier		A	December 31, 2016
Beedy	Gary		B	December 31, 2017
DeWitt	Bill		A	December 31, 2016
Dhuru	Sarod		B	December 31, 2017
Douglas	Kevin		A	December 31, 2016
Fulton	Greg		B	December 31, 2017
Goetz	Andy		A	December 31, 2016
Houg	Jenyce	Chair	A	December 31, 2016
Howes	Brandon		B	December 31, 2017
Kiely	Joe		A	December 31, 2016
Kirkmeyer	Barbara	Ex Officio, STAC		NA
Lathrop	Mason		B	December 31, 2017
Lewis	Mike	Ex Officio, CDOT		NA
McCarthy	Dennis		A	December 31, 2016
Morgan	Jason		B	December 31, 2017
Ogborn	Mike	Vice Chair	B	December 31, 2017
Pelton	Rod		A	December 31, 2016
Rich	Tim		B	December 31, 2017
Ruppel	David		A	December 31, 2016
Spaulding	Carl		B	December 31, 2017
Steen	Norm		A	December 31, 2016
Thompson Cassidy	Sara		B	December 31, 2017
Tinsley	Frances		A	December 31, 2016
Wagner	Howard		B	December 31, 2017



COLORADO
Department of
Transportation

Freight Advisory Council

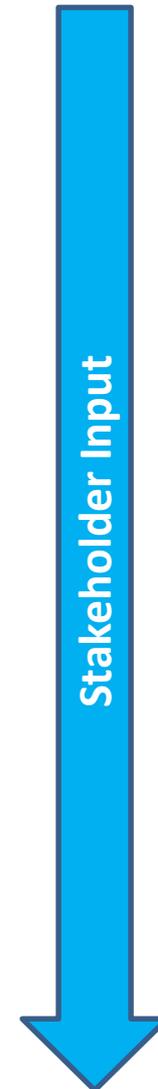
February 11, 2016

Tim Kirby
CDOT Regional and MPO Planning Manager





Plan to Project Process





Plan to Project Process

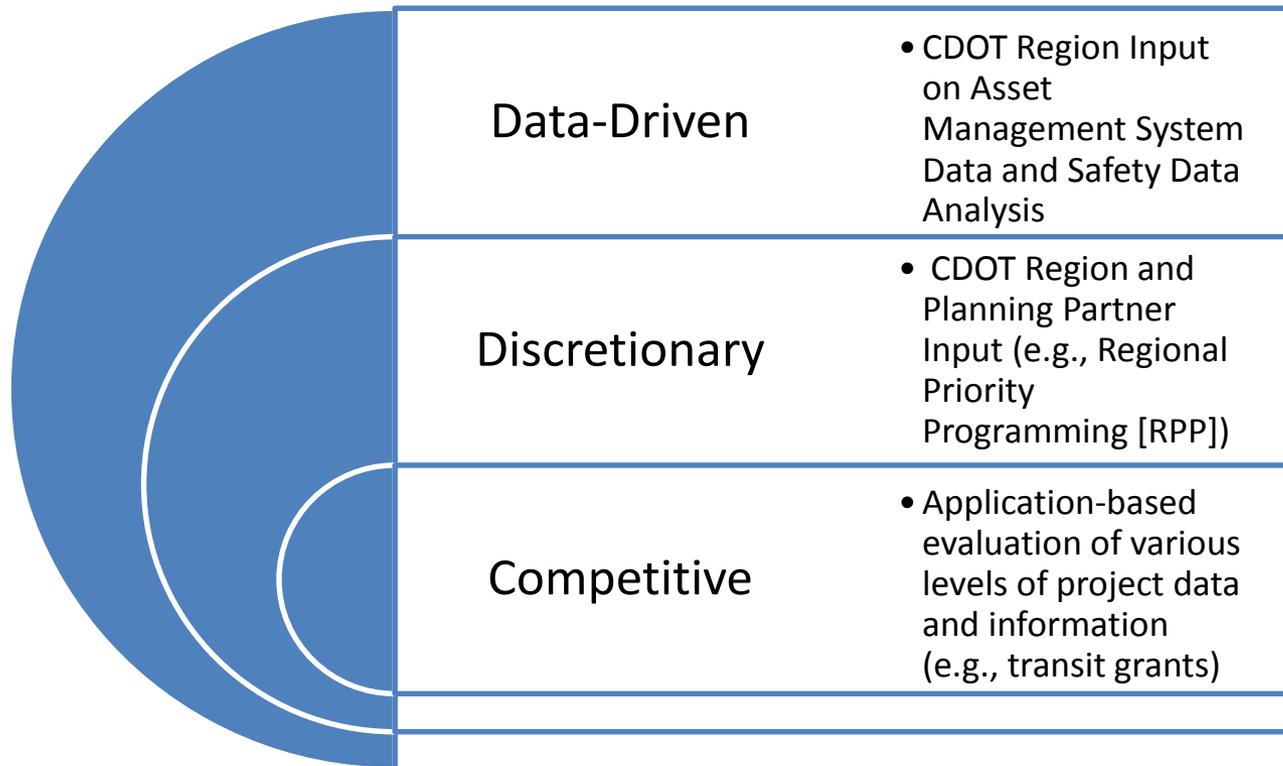
Project Types:

- Asset Management
- Safety
- Mobility
- Operations (ITS)
- Transit
- Bicycle & Pedestrian
- Aviation
- Freight (new due to FAST Act)



Plan to Project Process

Project Selection Approaches and Inputs:



Note: CDOT's project selection criteria include a balance of: data-driven analysis, stakeholder input, and consideration of applicable federal and state regulations.



Plan to Project Process

Statewide Transportation Improvement Program (STIP):

- Federally required
- STIP looks forward for a 4-year planning horizon
- Is a rolling program with annual updates
- Current window is 2016-2019
- Next STIP will cover 2017-2020



FAC Comments and Questions

Comments/Questions????

Freight Advisory Council
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Clearance Restricted Rail Lines	Major intercity freight rail corridors unable to handle high-cube double stack container shipments due to overhead clearance restrictions limit freight rail accessibility to present and future freight rail users served by such lines.	<ul style="list-style-type: none"> •Overhead Roadways •Tunnels •Other 	✓				
Commercial Vehicle Communication	The efficient movement of freight requires shippers and carriers to make decisions regarding the best routes, times, and other factors. More reliable information can help industry make better decisions to improve the movement of goods in the state.	<ul style="list-style-type: none"> •CoTrip •Push Notifications •Manuals/Handbooks •Regulation/Ordinance Monitoring 	✓	✓	✓		
Communication, Public Education, and Partnerships	Need for better understanding of freight issues and concerns among the general public and when planning and designing transportation improvements, or considering traffic operation plans.	<ul style="list-style-type: none"> • Municipal Interaction • Potential Partnerships • Public Education Campaigns 				✓	
Highway/ Rail Crossing	Need to improve safety and mobility at highway/rail crossings.	<ul style="list-style-type: none"> •Section 130 Program •Other 	✓	✓			
Highway Safety	As a whole, commercial vehicles have lower crash rates than the general population. However, there are locations and causalities which are higher. Actions could be taken to address the conditions unique to commercial vehicles which lead to these safety issues.	<ul style="list-style-type: none"> •Crash Type Mitigation •Hotspots 	✓	✓		✓	

Freight Advisory Council
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Industry Issues	Need to address changing economic factors and market conditions affecting freight industry.	<ul style="list-style-type: none"> • Worker/Driver Shortage • Logistic Changes • Market Changes • Changing Economic Factors 			✓	✓	
Low Bridge Clearance/Box Culverts	The are currently 7 bridges in Colorado with a clearance below the legal requirement of 13'6" and more which do not meet current design standards. Commercial vehicles are required to reroute in order to avoid striking these bridges.	<ul style="list-style-type: none"> • Replacement of Infrastructure • Vehicle Rerouting • Signage/Notification 	✓	✓	✓		
Operational Improvements	Roadway efficiency can be improved by using operational strategies to better control the flow of traffic or improve conditions which lead to congestion and delay.	<ul style="list-style-type: none"> • Heavy Tow/Courtesy Patrol • Incident Clearance • Intelligent Transportation Systems (ITS) • Signal Timing • Signal Priority 	✓	✓			
Planning	Need to develop plans, performance measures, and conduct research and analysis of transportation system needs, and economic and demographic conditions in order to identify investment priorities and support data-driven investment decisions.	<ul style="list-style-type: none"> • Multimodal Freight Plan • State Freight and Passenger Rail Plan • Corridor Studies • Research • Performance Measures • Other 			✓	✓	
Pullouts/Shoulders	Pullouts and shoulders provide a safer space for travelers away from active traffic lanes. These facilities are needed for emergency situations, adverse conditions, or routine operations of law enforcement	<ul style="list-style-type: none"> • Connected Vehicle (CV) Inspection Sites • Emergency Parking 	✓	✓	✓		

Freight Advisory Council
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Signage	At times roadway infrastructure may be different than anticipated by a driver. Improved signage at specific locations can inform the traveling public and/or commercial drivers of unique characteristics of infrastructure or the environment of which they should be aware. EB I-70 heading toward Denver is an example of signage communicating specifically with commercial drivers.	<ul style="list-style-type: none"> •Better communicate infrastructure configuration 	✓	✓			
Special Loads	Commercial drivers carrying special loads have stricter requirements than other carriers. Unusual issues and challenges can arise from these additional requirements.	<ul style="list-style-type: none"> •Oversize/Overweight Issues •Oversize/Overweight Corridors •Hazmat •Other 	✓	✓	✓		
System Efficiency	The cost of transportation has a direct financial impact on communities, industries and businesses. Addressing the inefficiencies in the transportation system may improve economic competitiveness.	<ul style="list-style-type: none"> •Travel Time Reliability •Land Use •Last Mile •System Efficiency 	✓	✓	✓	✓	
Truck Parking	In 2007 CDOT conducted a statewide truck parking inventory finding a lack in truck parking in many areas of the state. As the population and freight movement have increased so has the need for improved truck parking.	<ul style="list-style-type: none"> •Location Identification •Service needs/gap •Identify Partnerships 	✓	✓	✓		

Freight Advisory Council
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Weight Restricted Bridges	Currently there are numerous bridges in Colorado which do not meet legal limits, meaning some compliant loads may not be able to use the bridge or a portion of the corridor. Maintaining all bridges to minimum statutory requirements would allow for more efficient goods movement.	<ul style="list-style-type: none"> •Bridge Replacements •Rerouting 	✓	✓	✓		
Weight Restricted Rail Lines	Freight rail lines incapable of handling 286,000 lb. loads (car and lading) limit rail freight accessibility to present and future freight rail users served by such lines.	<ul style="list-style-type: none"> •Locations of lines not capable of carrying 285K gross weight 	✓	✓			