

**Freight Advisory Council (FAC) Meeting Minutes
October 11, 2016**

Location: 10-4 Company 4888 Pearl East Circle, Suite 300 W Boulder, CO 80301

Date/Time: October 11, 2016, 1:30 pm to 4:00 pm

FAC Chair: Jenyce Houg

Attendees: See Attached

| Agenda Items Presenters/Affiliations | Discussion Highlights | Actions |
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| Welcome and Introductions (Jenyce Houg, FAC Chair) | <ul style="list-style-type: none"> • Frances Tinsley, the host, welcomed everyone to the meeting. • Jenyce welcomed FAC members to the meeting and had attendees introduce themselves. | N/A |
| Last FAC Meeting Minutes Adoption (Jenyce Houg, FAC Chair) | <ul style="list-style-type: none"> • The notes taken from the June 9, 2016 FAC meeting were approved without modification. | <ul style="list-style-type: none"> • Finalize notes for June 9, 2016 FAC meeting. |
| Election of Members (Jenyce Houg, FAC Chair) | <ul style="list-style-type: none"> • The following FAC members were elected in to serve on the FAC for another two-year term. These Class B members (other members being Class A) were: Jenyce Houg, Bill Dewitt, Joe Kiely, Rod Pelton, Norm Steen, Frances Tinsley, and Kevin Douglas. • Two new members to the FAC elected in are: Don Grambusch of Safeway, and Patrick Courson of HVH Transportation. • Two FAC members resigned: Dennis McCarthy, and David Ruppel. | <ul style="list-style-type: none"> • Adjust the membership list to reflect outgoing and new FAC members. |
| Member Participation (Jenyce Houg, FAC Chair) | <ul style="list-style-type: none"> • FAC members were invited to serve and work with communities to look at opportunities for economic development, and use FAC expertise and knowledge in assessing freight issues. | <ul style="list-style-type: none"> • Jason Wallis to call FAC members to solicit FAC participation in working with local communities on freight issues and identify opportunities for leveraging time and resources. |
| Meeting Schedule (Jenyce Houg, FAC Chair) | <ul style="list-style-type: none"> • The FAC meeting schedule was reviewed with meeting attendees; FAC is to meet quarterly in January, April, July, and October, on the 2nd Tuesday of the month; the FAC Steering committee will be meeting monthly at the same time of the month, when the FAC is not meeting– the 2nd Tuesday of each month. The FAC Steering Committee is to | <ul style="list-style-type: none"> • Jason Wallis to email FAC invitees and post meeting schedule, as agendas and meeting times and locations are confirmed. |

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| | <p>conduct the “heavy lifting” of tasks and coordination, and inform the FAC of their accomplishments.</p> | |
| <p>FAC Focus Areas (Jason Wallis, CDOT)</p> <ul style="list-style-type: none"> • Safety • Truck Parking (Study and TPIMS) • Communication/Education | <ul style="list-style-type: none"> • The FAC identified a total of six priority focus areas to emphasize considering short and long-term tasks. • The six focus areas are: safety, truck parking, education/communication, shoulders & pullouts, weight and/or clearance restricted bridges, and railroad crossings. <p>Safety</p> <ul style="list-style-type: none"> • For safety, the CDOT Highway Safety Improvement Program (HSIP) focuses on general safety, but CDOT has conducted a crash data review to identify locations where commercial vehicles tend to experience crashes at a rate higher rate compared to similar vehicle types on similar type facilities. A total of 436 crash hot spots with these attributed have been identified across Colorado, using a 3-year rolling average of crash data between 2010 –2014. Of these locations only two have had crashes occur at the same location for 5 consecutive years. • Need more trend (10-years or more of data); the Corridors evaluated were those identified as freight corridors in the 2015 State Highway Freight Plan. <p>Truck Parking Study</p> <ul style="list-style-type: none"> • This study will be adding US 287, US 40 and US 160 to the analysis of truck parking. • Jason solicited participation and/or ideas on how the FAC can participate in developing this study. This project is due to begin potentially in January 2017, and end next year. • The Scope of Work for this truck parking plan will be available approximately within one month. <p>Truck Parking Information System (TPIMS)</p> | <ul style="list-style-type: none"> • Next, the Steering Committee will analyze the commercial crash hotspots to identify frequency and clusters of crashes, and present an update of the analysis process to the FAC in January 2017. • Eventually consider the severity of crashes involving commercial vehicles. • Look into citations given to commercial vehicle drivers when crashes occur. • Pete Rickershauser will submit to Jason a list of interested participants for the safety analysis. • Distribute truck parking study information once it becomes available. • Distribute the LinkedIn link. |

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| | <ul style="list-style-type: none"> • For TPIMS – An application to obtain a FASTLANE grant to fund this project occurred, but was not successful; however, CDOT has decided to move forward with this project in Colorado working with other states – using the same consultant retained to develop a similar study for another group of eight states (Michigan to Kansas). It is anticipated that the TPIMS contract to begin this study will be signed over the next couple of weeks. Part of the study will be having conversations with CDOT Regions pertaining to utilities for the 10-12 sites that will be included in the study along I-70. • Next phases for TPIMS will include expanding this study to other interstates – I-76 and I-25, and will include an evaluation of truck chain up areas too. <p>Communication/Education</p> <ul style="list-style-type: none"> • An Op-ed in the Daily Tribune highlighted the fact that freight is important • The FAC has created a LinkedIn site with currently two members – meeting attendees were invited to sign-up on LinkedIn at: https://www.linkedin.com/start/join? (Every time I cut and paste long link the table the table expands beyond the page border for this table column.) | |
| <p>General Updates (Jason Wallis, CDOT)</p> <ul style="list-style-type: none"> • National Multimodal Freight Corridors • Other | <ul style="list-style-type: none"> • Jenyce recognized the extensive planning partner, agency, and public outreach process CDOT conducts, after returning from an Iowa DOT Freight Peer Exchange, where the topic of DOT outreach came up. Jenyce expressed being impressed by CDOT’s extensive public outreach efforts. • Aside from including all interstates, the US DOT has provided each state with a number of miles to designate at NMFCs. | <ul style="list-style-type: none"> • Distribute FASTLANE and TIGER Grant award information. • A FAC subcommittee may be formed to take up more off-line conversation surrounding a response to the rest area comments solicited in the Federal Register. |

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| | <ul style="list-style-type: none"> • The constraints of this corridor designation are artificial and do not consider connectivity, especially north-south connectivity in the western portion of the state. • A FAC member noted that the Ports to Plains is a priority corridor and should be addressed. • CDOT is coordinating with other western states on this subject • Concept of including railroad corridors, e.g., Great Western was suggested. • A FAC member had an article highlighting where FASTLANE grant dollars were distributed. • Jason discussed the Federal Register notice requesting comments on rest areas in particular how to define commercial activities – even more specifically the current definition of a vending machine. Comments will be gathered until December 27th this year. • A FAC member expressed their support for forming partnerships surrounding rest areas and hopes that CDOT also supports this concept. | |
| <p>Freight Planning Update (Michelle Scheuerman, CDOT and Evan Kirby, FHU)</p> | <ul style="list-style-type: none"> • Purpose is to comply with federal regulations in the Fixing America’s Surface Transportation (FAST) Act, and the Passenger Rail Investment and Improvement Act (PRIIA) and outline strategies for priorities for enhancing multimodal freight and passenger rail movement in Colorado. • Nine key steps in the process to develop the Multimodal Freight Plan (MFP) and the State Freight and Passenger Rail Plan (SFPRP) were outlined. See a copy of the presentation attached with the key project steps and schedule. • This is one project with two plans resulting: 1. The MFP and 2. the SFPRP. | <ul style="list-style-type: none"> • Stakeholder list should consider adding: UPS or FedEx, Distribution Centers, grain elevators (obtain from Eastern Mobility Study), include sugar beets, forest products, oil and gas – get comprehensive list with high density trailers included. Include freight rail too. • Identify a distribution center database for Colorado. • Send JPAC invitations to FAC members identified. |

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| | <ul style="list-style-type: none"> • Existing and forecast data will be a component of this project to identify “where are we going?” – The DIA Aerotropolis was an example of a modal profile that will be developed as part of economic development for this project. Each mode will have a modal profile developed for the MFP. • Key milestones of the project schedule were presented. • Shoulder width design standards at 8-feet versus the shoulder width of the average freight truck (8.5-feet) was provided as an example of the <i>Needs and Challenges</i> step that the freight community is facing. • A Joint Plan Advisory Committee (JPAC) will be formed to guide the development of these two plans, provide strategic direction, assist with meeting project challenges and working through issues and sticking points, and acting as liaison and visible champions for this project. • CDOT is purchasing new Transearch Data at a price of about \$300,000. • INRIX data was referenced as source data inputs for identifying vehicle speeds on key freight corridors. • A key component of this project is to identify a framework for project selection, and identify freight improvements and a process for prioritizing projects. • In addition, these two plans will include implementation plans and approaches to monitoring plan success and accomplishments. • The SFPRP plan will include a fiscally constrained list of improvements for the four and 20-year horizon. • STB waybill data for rail movements will be included in project data. • The question was raised if these plans will also fit within CDOT’s STIP. The answer to the question was yes, the STIP, | |

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| | <p>that identifies priorities and assigns dollars to transportation programs, will align with recommendations in these plans.</p> <ul style="list-style-type: none"> • Another question raised regarding whether involvement with Metropolitan Planning Organizations (MPOs) and Transportation Planning Regions will occur. The answer to this is yes – the TPRs and MPOs will be involved. Two of the five MPOs are developing their own freight plans and want to leverage efforts related to this project for their plans. • A representative from North Front Range MPO noted that they have modified their plan schedule (slowed down) to match CDOT’s in order to coordinate their freight plan better with CDOT’s plans. • The JPAC membership was reviewed with the FAC and proposed members from the FAC to serve on the JPAC include: Jenyce Houg (with Greg Fulton serving alternate) for the trucking/motor carrier industry, Pete Rickershauser (FAC alternate) representing the railroads, Gary Beedy representing eastern rural areas of the state, Brandon Howes, representing air freight, Tim Rich representing western rural areas of the state, and Don Grambusch representing shipping. • The question was raised if the public will be engaged too. The answer is yes the public will be afforded the opportunity to comment and plan elements at key milestones during the project as section of the plans will be developed and released for review as they are available. • Next steps for this project includes identification of the critical path schedule. Working groups, the JPAC, are being formed currently. • A draft list of potential trucking industry stakeholders were presented to the FAC. Several comments were received regarding potential additions. | |

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| | <ul style="list-style-type: none"> FAC member asked if this stakeholder list was meant to cover rail stakeholders as well; the team explained that there will be a separate but related list for rail stakeholders that will be provided at the next TRAC meeting | |
| <p>Alternate Fuels (Steve McCannon [Regional Air Quality Council] and Wes Maurer [Colorado Energy Office])</p> <ul style="list-style-type: none"> Alternate Fuels Investment Programs VW Diesel Settlement | <p>Alternative Fuels Program</p> <ul style="list-style-type: none"> An overview of the Alternative Fuels Program was provided. Mapping of the Colorado CNG fueling system was presented. There are 14 pre-existing fueling stations, 14 awarded stations, and 6 awarded and operational stations. Total program is \$15 million, with \$7.3 million awarded and \$7.7 million remaining. Anticipated program conclusion at the end of 2017. A program for technical assistance called Refuel Colorado was explained. Technicians help fleets identify monetary saving and advantages to converting to alternative fuel – services are free and statewide; More information at: www.RefuelColorado.com/refuel-colorado-fleets On track to meet program goals presently Question was raised why electric vehicles not included in this program. Main provider in Boulder of electric vehicles went out of business; costs are more for electric vehicles compared to CNG vehicles. Solicited CDOT to submit an application for alternative fuel vehicles. <p>VW/Audi Diesel Settlement</p> <ul style="list-style-type: none"> EPA and California sued VW, Audit, Porsche – 2.0L vehicles for Jetta, Golf, Passat, Beetle, Audi A3, not covering 3.0L vehicles, other lawsuits are pending. | <ul style="list-style-type: none"> Send CDPHE VW/Audi Settlement Comments at: cdphe.commentsapcd@state.co.us or go to https://www.colorado.gov/pacific/cdphe/VW for more details. Attend meeting on November 7, 2016 from 9:00 am to 11:00 am at: Colorado Department of Public Health and Environment 4300 Cherry Creek Drive South, Sabin-Cleere Room (in building A) Denver, CO 80246 Investigate vehicle emissions parameters identified by RACQ. |

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| | <ul style="list-style-type: none"> • Settlement not effective unless approved by the court. • \$61.3 million initial allocation for Colorado to spend over 3-10 years; return unused funds after 15 years. • Purpose to reduce NOx emissions; eligibility covers multiple vehicle types and activities • Partial settlement now – fall 2016. • State agencies set funding priorities and selection criteria – a public action plan is anticipated for 2017. • A discussion ensued regarding selection criteria and the number of vehicles purchased in each county. Could be non-attainment areas to take precedence – all is still TBD. • Important to submit comments • Programs funded will most likely require performance producing outcomes. • Would need to identify potential gallons displaced and use VMT tracking to calculate emissions impacts; vehicle parameters are identified and can be used – source referenced was Paragon National Labs. • Emissions Settlement Meeting: November 7th, 9am – 11 am at CDPHE Sabin-Cleere Room and Webcast is available. | |
| <p>National Highway Freight Program (Jeff Sudmeier, CDOT)</p> | <ul style="list-style-type: none"> • The National Highway Freight Program (NHFP) overview was provided. • Three major elements of this program include: corridor designation of rural and urban critical freight corridors, criteria identification for projects for FY 16-17, and the process that will identify freight project selection criteria for FY 17-18 and beyond via work done to develop the Multimodal Freight Plan. • The NHFP is currently and will continue to include gathering input from the Statewide Transportation Advisory | <ul style="list-style-type: none"> • A FAC member distributed a list of considerations for CDOT to review regarding FY 2016-2017 freight funds. |

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| | <p>Committee, the FAC, and the 15 Transportation Planning Regions (TPRs) – five urban and 10 rural.</p> <ul style="list-style-type: none"> • The FAC was requested to comment on the initial list of eligibility criteria being considered. • A FAC member requested an explanation regarding how the State Highway Freight Plan (SHFP) and the Multimodal Freight Plan (MFP) are different. • It was explained that more work was identified as needing to be done, along with more coordination with stakeholders, after the SHFP was completed in July 2015. The MFP takes the highway analysis completed and expands analysis and identification of freight strategies to air, rail, and intermodal considerations. • For the first wave of priorities in FY 16-17– safety was identified as a key focus and concern. • The idea of fiscally constrained project lists was supported by the FAC; and keeping all of the eligibility criteria listed on the table. • A FAC member expressed that a broader focus and multimodal efforts be considered as part of the projects. • It was noted that 10% of the discretionary freight funding identified for CDOT – is eligible for funding multimodal projects. | |
| <p>Wrap-up/Next Meeting (Jason Wallis, CDOT)</p> <ul style="list-style-type: none"> • Action Items • Next Meeting: January 10, 2017 • Other | <ul style="list-style-type: none"> • Next meeting will be January 10, 2017 at CDOT HQ, unless another location is volunteered. • The FAC Steering Committee will meet next on November 8, 2016. | <ul style="list-style-type: none"> • Action Items identified included: send out FAC LinkedIn link, email truck parking scope of work, commercial use of rest areas – provide comments, more information on NHFP funds. |

**Freight Advisory Council (FAC) Meeting Attendance Check List
10-11-2016**

| Check (if in Attendance) | Member Last Name | First Name | FAC Member Status |
|---------------------------------|-------------------------|-------------------|---|
| X | Houg | Jenyce | Chair |
| X | Ogborn | Mike | Vice Chair |
| X | Beedy | Gary | General |
| X | DeWitt | Bill | General |
| X | Dhuru | Sarod | General |
| X | Douglas | Kevin | General |
| X | Fulton | Greg | General |
| X | Howes | Brandon | General |
| X | Kiely | Joe | General |
| X | Pelton | Rod | General |
| X | Rich | Tim | General |
| X | Spaulding | Carl | General |
| X | Steen | Norm | General |
| X | Tinsley | Frances | General |
| X | Wagner | Howard | General |
| X | Wallis | Jason | Secretary |
| X | Perkins-Smith | Debra | Alternate |
| X | Rickershauser | Pete | Alternate |
| X | Karasko | Becky | Partner |
| X | Haas | Bill | FHWA |
| X | Collins | Kathleen | CDOT Statewide Planning |
| X | Kirby | Tim | CDOT Regional and MPO Planning |
| X | Krutsinger | David | CDOT Division of Transit and Rail |
| X | Scheuerman | Michelle | CDOT Multimodal Freight Plan PM |
| X | Sudmeier | Jeff | CDOT Multimodal Planning |
| X | Terranova | Sharon | CDOT State Freight and Passenger Rail Plan PM |