

Freight Advisory Council (FAC) Meeting Notes
April 25, 2017

Location: Colorado Motor Carriers Association – 4060 Elati Street, Denver, CO /80216

Date/Time: April 25, 2017, 1:30 pm to 3:30 pm

FAC Chair: Jenyce Houg

Attendees: See Attached

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
Welcome and Introductions (Jenyce Houg, FAC Chair)	<ul style="list-style-type: none"> Jenyce welcomed attendees and thanked people for coming to the meeting. Attendees then introduced themselves. 	
Administration (Jenyce Houg, FAC Chair) <ul style="list-style-type: none"> Adoption of Minutes Future Discussion Items 	<ul style="list-style-type: none"> Minutes from the last meeting were adopted by the FAC. The FAC Steering Committee – a smaller group of FAC members have worked diligently on projects and request attendees please let them know if any future items that need to be added to the list of FAC action items. The FAC Secretary noted that the Multimodal Freight Plan and State Freight and Passenger Rail Plan are wrapping up in fall – think about future conversations. CDOT’s Deputy Executive Director noted that HB 1242 that would provide more funding for transportation in Colorado is on life support. There will be opportunities for the FAC to discuss the results of any legislation that may pass and weigh in on how CDOT responds. 	<ul style="list-style-type: none"> FAC adopted the minutes from the last meeting.
RoadX (Peter Kozinski, CDOT)	<ul style="list-style-type: none"> RoadX is a new CDOT initiative that integrates new technology into the transportation system. There are fantastic opportunities afforded to freight with some of the new technology being developed. In terms of limited hours of service for drivers, new technology can help. <p><i>Hyperloop</i></p> <ul style="list-style-type: none"> Hyperloop is new technology concept- moving people and freight very fast (over 700 mph) from Greeley to Denver International Airport. CDOT is part of a global challenge to determine where to first build and test this technology. This area of Colorado is flat and wide open with an 	<ul style="list-style-type: none"> FAC participation at June 7th inductive charging discussion. CDOT to send FAC formal invitation.

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	<p>intersection with I-76 – a large freight distribution area between Wyoming and Colorado.</p> <ul style="list-style-type: none"> • CDOT partnering with AECOM was in D.C. last week to pitch a plan to develop a test hyperloop link in Colorado. • A propulsion test to occur in Nevada in June/July timeframe for approximately one mile. • In four to six months may have an answer; technology is costly, but for high value items it may be worthwhile. • For hyperloop application – CDOT spent roughly \$40,000 with no future funds identified for this effort. • The CDOT Deputy Executive Director noted that CDOT has been very clear that we are willing to actively participate, but no money is available to invest. • Division of Transportation Development (DTD) Director noted that these types of efforts could be economic development to Colorado by getting other industry partners involved. <p><i>Electrified Roadways</i></p> <ul style="list-style-type: none"> • It is anticipated that a large percentage of future vehicles will be electric. • The concept is to provide inductive charging – cars would potentially absorb charge through the pavement. • There are problem areas for this technology. Electric trucks having power enough to go up hills; consider regenerative energy for trucks as they go downhill. • An event is planned for June 7th in early evening from 4 pm to 6 pm to discuss opportunities for inductive charging; industry representatives will be there. Want to identify partners to work on fleets to test inductive charging technology • Still do not know the impact on fleet operations – If on the trailer or the cab. • Peter requested FAC participation at this event. 	

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	<ul style="list-style-type: none"> • For the inductive charging concept, power companies have expressed interest. • Big issue with electric vehicles is perceived range anxiety – not enough fueling stations for longer trips. Want to understand where is there readiness for industry to jump in. • RoadX is CDOT being at the table, working with industry to identify where early testing can occur. • There is still logistical and legal uses to solve first with technology – CDOT is starting the conversation. • CDOT would not provide a business case for this but other entities could. <p><i>Truck Parking Information and Management Systems (TPIMS)</i></p> <ul style="list-style-type: none"> • Drivers coming off hours of service is an issue and this tool would help drivers identify available parking using variable message signs and an app to allow drivers to plan ahead. • So far CDOT has invested \$1 million on this effort – placing first truck parking sites on-line this summer. • Next steps are using similar technology for chain up areas – where drivers don't often recognize space available in front of stopped trucks – using this technology drivers would be made aware of the additional space available. • FAC Chair noted it is critical to look at new technology and its issues – work to engage FedEx and UPS – Tesla working on electric truck. • Not all pilots are as far reaching as hyperloop, some are practical solutions to everyday problems that are also being addressed. • RoadX considers three classes of projects – hyperloop is class 1, managed motorway with proven success in Australia is class 3, with class 2 somewhere in between. • RoadX is a three-pronged initiative with focus on: <ul style="list-style-type: none"> • Urban mobility • Rural safety 	

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	<ul style="list-style-type: none"> • Freight efficiency • Just concluded a Bike/Ped Challenge to identify new methods to improve bicycle and pedestrian safety – could do a similar challenge for freight. 	
<p>Multimodal Freight Plan Update (Jeff Kraft, Office of Economic Development and International Trade [OEDIT])</p>	<ul style="list-style-type: none"> • CDOT Statewide Planning Manager introduced Jeff Kraft to the FAC. Jeff is the Division Director of Business Funding & Incentives. • CDOT and OEDIT partnered on a survey related to freight and this survey was pushed out to economic development entities throughout Colorado – both in rural and urban areas. • Other sections within OEDIT include – global business development, tourism office, business/region support, creative industries team, and innovation network, to name a few. • This is part of the Governor’s conversation linking economic development to transportation. • Colorado has 14 key industries – one is transportation logistics that facilitates other industries. • Jeff overviewed the survey results – with over 300 responses. • Critical issues statewide identified included: workforce development, transportation system condition, regional connectivity, Broadband (a top concern in rural areas of the state) and congestion. • Responses highlighted were either statewide or all areas of Colorado, leaving out the Front Range. • Results of a CEO survey comparing Colorado CEOs, CEOs Nationwide, and where issues were more or less than national in Colorado. • Top 5 for statewide included: Workforce development, Regional transportation connectivity, Transportation system condition, Broadband availability, and Peak-hour congestion, and Top 5 for State outside of the Front Range included: Broadband availability, workforce development, transportation system condition, Regional transportation connectivity, and Distance of commute for employees. 	<ul style="list-style-type: none"> • Reach Out to Junior Development Programs for education. • Develop freight and passenger rail policies that are flexible enough to adapt to changes. • CDOT to send FAC the meeting presentations. • FAC was asked to think about changes they would want in policy for Colorado. • Help CDOT identify 5 big changes that could be initiated in 5 years.

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	<ul style="list-style-type: none"> • Colorado economy ranked number 1 in the nation in early 2017 – which will attract more people to the state with more transportation needs. • Challenges for freight that were noted included: public education and understanding, need to develop more partnerships, and the need to elevate freight. • Another survey is out with the Farm Bureau –currently have 40 responses. • An update of the Joint Plan Advisory Committee (JPAC) - the group providing strategic direction for the MFP and the SFPRP. • Key messages have been identified that focus on: economy, connecting communities, and improving individuals daily lives; they are: 1) <i>Made in Colorado, Shipped to the World</i>; 2) <i>The Road to the Future is not only a road</i>; and 3) <i>Colorado Delivers</i>. • The Multimodal Freight Plan will use anecdotal stories to convey freight needs, issues and its importance to daily life and the economy. • Corporate tax rates are low; Colorado is top-ranked in the nation for the economy, but transportation is ranked somewhere in the middle nationally, it was noted as businesses grow, they leave Colorado. • Need to tell Colorado’s story and answer key questions: how many grocery store trucks do we depend on daily?, How are shelves at Target are filled?, How did my hotdog at a Rockies game get here? • Be sure to connect with various audiences and perspectives and identify areas of influence. • Determine who has influence over audiences and who should lead this effort. Consider two types of public-facing education programs. • E.g., the public doesn’t like trucks – explain the importance of trucks to them. • Communicate information to address public lack of understanding regarding freight. • Important to get help distributing educational materials. 	

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	<ul style="list-style-type: none"> • Colorado OEDIT is an important connection for communication of this type of information (the link to freight and daily life and the economy). • With bottlenecks occurring shipping companies can't grow. • A FAC Member stressed the importance of developing the Multimodal Freight Plan. • Use tangible examples of how freight impacts lives – what you plug in – how to get items you use every day. • How cow leads to milk or tomato to ketchup. • Successful plans are built on partnerships. • Will establish a broad framework for strategies – near term and long-term. • FAC needs to understand what influence CDOT has to make changes. Legislative access for discussion sessions? • The CDOT DTD Director noted that CDOT can serve as an influencer of change. • The FAC Chair noted that Colorado has a serious growth problem to address – legislation may be more amenable to listening now. 	
<p>National Highway Freight Program (NHFP) (Jason Wallis)</p> <ul style="list-style-type: none"> • FY 16 and FY 17 Project List 	<ul style="list-style-type: none"> • FAC Steering worked on approving projects on the NFHP list for FY 2016 and 2017. • Working on defining what is a freight project; Steering Committee believes we are moving in the right direction. • A Transportation Commission (TC) workshop was held last week and the TC was very supportive of the NFHP FY 2016-2017 Project List. TC was very interested to obtain FAC and Statewide Transportation Advisory Committee (STAC) input on the list. • A resolution to approve the list will be brought to the TC in May 2017. • Key principles were reviewed and it was noted that they need further development to be more concrete. • FAC Chair noted the Steering Committee really focused on projects that were true freight projects. • STAC also requested FAC input on the NHFP project list. 	<ul style="list-style-type: none"> • The FAC passed a motion to write a letter of support for the CDOT NHFP project list for FY 2016-2017. • FAC to provide CDOT with ideas on how to improve the project selection process. • FAC follow up with Michael Finocchio of City and County of Denver regarding interest in partnering on grant applications to test for vehicle to infrastructure (signal timing) technology.

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	<ul style="list-style-type: none"> • There are some projects identified that are studies with zero dollars for cost, because they will be funded by FHWA State Planning and Research (SPR) funds. • In terms of the project selection process for freight projects, a scoring system was recommended. • CDOT also requested help with identifying projects. • CDOT is also working on identifying freight crash hot spots and sending this information to the CDOT Regions to identify improvement solutions. Will leverage funding with projects already in progress to integrate freight improvements. • FAC Chair thanked members of the Steering Committee for their hard work and noted if anyone from FAC is interested in joining the Steering Committee to let them know. • FAC members asked about the status of the studies on the NHFP project list. DTD Director explained that some PEL studies are underway, all are at various stages of environmental clearance. There is a priority to move forward with studies further along in the process. • In order for NHFP projects must be on designated critical freight corridors. • Michael Finochio of the City and County of Denver noted they have opportunities to apply for grants for vehicle to infrastructure - signal timing technology projects – would very much like to engage the FAC members to participate. 	
<p>CDOT Updates and Activities (Jason Wallis, CDOT)</p> <ul style="list-style-type: none"> • FASTLANE Grant Applications • Consideration of Freight Needs <ul style="list-style-type: none"> • Roundabout Charrette • NEPA Process 	<ul style="list-style-type: none"> • FASTLANE Grants – still working on two applications 1) Denver-Greeley and 2) Truck Parking Information Management Systems (TPIMS). • A freight need is to identify how to integrate freight into CDOT’s decision making. • Need internal education for this to occur. • A discussion for next month will be how to integrate freight into the National Environmental Policy Act (NEPA) environmental clearance 	<ul style="list-style-type: none"> • FAC Chair and Secretary to reach out to Dave Malloney as a potential recruit for FAC membership

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	<p>process. Need to identify freight needs in the alternatives analysis and in Planning and Environmental Linkages (PEL) studies.</p> <ul style="list-style-type: none"> • A Roundabout Charrette will occur and be by invitation only – Will invite RTD’s, Tracy from CMCA, and FAC members. • CDOT recently flew drones over 96th Avenue/I-76 roundabout – considered one of the best roundabouts in the state. • Drone reconnaissance noted 15 lane deviations and a speed differential between passenger and commercial vehicles. • Today a drone is flying over Pecos roundabout – where trucks charge 10 cents more a bushel to haul wheat through that area. • • TPIMS – First 100 miles to cover in June 2017 – on I-70 East and Kansas; spent \$1 million on I-70 Glenwood to Vail. • Truck Parking – more to come. • FAC recruitment – Tim Rich who represented the Western Slope has moved to Denver; any recommendations would be welcome to fill this position. • Frances Tinsley recommended contacting Dave Malloney of Rocky Mountain Institute, who lives in Snow Mass. 	
Wrap-up/Next Meeting (Jason Wallis, CDOT)	<ul style="list-style-type: none"> • Next Steering Committee meeting is May 23, 2017. Will discuss - How to integrate Freight into NEPA • Next full FAC meeting is July 25, 2017 	

**Freight Advisory Council (FAC) Meeting Attendance Check List
4-25-2017**

Check (if in Attendance)	Member Last Name	First Name	FAC Member Status
X	Houg	Jenyce	Chair
X	Beedy	Gary	General
X	Cassidy	Sara	General
X	Howes	Brandon	General
X	Lewis	Mike	Ex-Officio
X	Spaulding	Carl	General
X	Steen	Norm	General
X	Tinsley	Frances	General
X	Wallis	Jason	Secretary
X	Perkins-Smith	Debra	Alternate
X	Rickershauser	Pete	Alternate
X	Bustow	Aaron	FHWA
X	Collins	Kathleen	CDOT Statewide Planning
X	Krutsinger	David	CDOT Division of Transit and Rail
X	Scheuerman	Michelle	CDOT Multimodal Freight Plan PM
X	Terranova	Sharon	CDOT State Freight and Passenger Rail Plan PM