

**Freight Advisory Council (FAC) Meeting Notes
July 25, 2017**

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

Date/Time: July 25, 2017, 2:00 pm to 4:00 pm

FAC Chair: Mike Ogborn, FAC Vice-Chair filling in for Jenyce Houg, FAC Chair

Attendees: See Attached

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
Welcome and Introductions (Mike Ogborn, FAC Vice-Chair)	<ul style="list-style-type: none"> • Mike Ogborn, FAC Vice-Chair welcomed attendees and thanked people for coming to the meeting. Attendees then introduced themselves. 	N/A
Administration (Mike Ogborn, FAC Vice-Chair) <ul style="list-style-type: none"> • Adoption of Minutes 	<ul style="list-style-type: none"> • FAC members were asked if any amendments to the notes from the last FAC meeting were required. No changes were recommended. 	<ul style="list-style-type: none"> • Minutes from the April 2017 meeting were adopted by the FAC.
CDOT Updates and Activities (Jason Wallis, FAC)	<ul style="list-style-type: none"> • National Highway Freight Program (NHFP) projects (14 or 15 projects) for FY 2016 and FY 2017 were reviewed and approved by FAC Steering Committee, and approved by the Transportation Commission in May 2017. Most administrative work has either been completed or is in progress. • Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) Grants –1) US 85 and 2) Truck Parking Information Management Systems (TPIMS) were planned. • Infra – Infrastructure for Rebuilding America - an update was provided by Jeff Sudmeier – this new program has impact on FASTLANE grant program. There will be no large project awards this year, so US 85 project is out. But the TPIMS is in play still. New program under Trump Administration retains much of FASTLANE with large projects > \$100 million and small projects < \$100 million. Total program is \$1.5 billion. Applications are due November 2, 2017. INFRA is also no-longer as freight-focused as FASTLANE was in the past. • Four key objectives of Infra program are: Support economic vitality, Leverage funding (local and private partnerships), Innovation, and Performance & Accountability. May need off-line coordination with FAC 	<ul style="list-style-type: none"> • CDOT to send FAC members pictures of TPIMS installations along I-70 after it is completed. • CDOT to work off-line with FAC members on November 2, 2017 submittal for Infra program.

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	<p>to meet November 2nd deadline. Next full FAC meeting is planned for October 24th – close to the Infra submittal deadline.</p> <ul style="list-style-type: none"> • Volkswagen (VW) Settlement – Debra Perkins-Smith provided an update. Colorado to receive an estimated \$68 million. VW is paying retribution due to cheating on vehicle emissions reporting. As part of being eligible to receive the money, Colorado working with the Colorado Department of Environmental Health and Environment (CDPHE) has developed a Beneficiary Mitigation Plan that is currently under review by the Governor. This plan is due to be released in September for a 45-day public comment period. Relevant to freight – the plan includes covering light-duty and medium-duty vehicles. A Trust Effective Date Finding needs to occur prior to Colorado to receiving the VW funding. Norm Steen stressed the importance of not excluding areas that are in Air Quality Attainment Areas – e.g., Pikes Peak Area Council of Governments. The Mitigation Plan covers Pikes Peak under “Front Range”. • Roundabout Charrette overview – Tracy of CMCA attended the June 19th meeting and noted it was a great. Good to get roadway engineers and truck drivers in the same room. Good communication occurred. Jason invited other FAC members to participate in next steps planned as a result of the charrette. One idea mentioned was inviting highway engineers to the annual truck rodeo, so they can have the experience to drive a large truck through a roundabout. Other event being fleshed out is an activity on mountain passes. A pamphlet is also being developed to educate truck drivers on the expectation of large trucks to drive over the apron provided at roundabouts. A partnership is being considered to talk with industry representatives prior to designing future roundabouts. CDOT’s default guide is NCHRP Report 672 – but has some recommendations not applicable to Colorado that would be recommended to amend in the state legislation. Charles Myer with CDOT Traffic Safety is involved in this activity. Also working with Colorado State Patrol (CSP) on this too. 	

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	<ul style="list-style-type: none"> • Truck Parking Study –anticipate being under contract sometime next month, with FHU as the consultant. Gary Beedy was on the consultant selection panel. Other members of FAC were invited to participate on this project once it is underway. CDOT can also provide periodic updates to FAC on this project. • TPIMS – on I-70 East and Kansas will be installed in two weeks and anticipated to be up and running two weeks after installation; Phase 2 in NHFP covers I-70 Glenwood Springs to Vail. Technology was explained – trucks entering or exiting parking areas are counted and truckers can check remotely on available parking spaces and reserve space in advance. There are both roadside and electronic notifications. A total of 4 locations on Eastern Plains – two are publicly owned and two are privately owned. There is potential to use this technology for chain-up areas also. This is also pending the FASTLANE application for funding. Need \$10 million to cover Colorado Interstates. • Walter Weart noted that Electronic Logging Devices (ELD) Mandate will take effect (December 2017) and strain limits on spaces for the TPIMS program. He noted that paper logs can be cheated, but ELDs are impossible to fool. 	
<p>Multimodal Freight Plan Update (Evan Enarson-Hering, Cambridge Systematics)</p>	<ul style="list-style-type: none"> • Evan Enarson-Hering provided an overview and update of Multimodal Freight Plan progress, including an overview of the strategy identification and development process. A meeting with the FAC Steering Committee went over in detail the proposed strategies and identified five key strategies to emphasize and flesh out in more detail. This would not mean that key ongoing work related to basic strategies would not continue, but that four strategies would be emphasized in the MFP for implementation to manage expectations and direct focus. • The four key strategies include: Prioritize Infrastructure Constraints, Address Urban Freight Issues, Enhance Economic Connections, and Integrate Planning Processes. • Partnerships are a key element to successful implementation and CDOT would not be able to lead all proposed strategies on their own without 	<ul style="list-style-type: none"> • Page 4 of MFP handout – first action item listed – replace Class 1 railroads to freight railroads. • CDOT consider attending Annual Logistics/Freight Conventions to get pulse on fast-paced freight/logistics projects underway. • Consider CDOT Regional Liaisons (RTDs) for partnership with OEDIT and industry. • Consider Emergency Response entities as a partner/resource.

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	<p>jurisdiction on key aspects that influence, e.g., freight rail, and air cargo freight, etc.</p> <ul style="list-style-type: none"> • Each strategy is further fleshed out identifying key actions, potential partners, CDOT role (lead or supporting) Implementation Ideas or Pathways, and Resources, Funding or Support Needed. • FAC members expressed interest in the partnership currently in place with OEDIT and Economic Development Entities. It was explained that these partnerships are currently in development and being established. • Several surveys with industry and economic development groups throughout Colorado were conducted with over 300 responses received with most recent entities of the Colorado Farm Bureau and Colorado Mining. • FAC member wanted to know if plans to be integrated are local plans or regional plans – it was explained that both would be desired to integrate. • It was recommended that the MFP consider a strategy or key action be to attend national freight industry/logistics organization annual events. Industry can move quickly to build facilities – e.g., six months from idea to finish, but supporting transportation is also key. • Question was raised as to who owns the MFP and strategies – it is both CDOT and partner agencies. The MFP is to be considered a State plan and not necessarily a CDOT plan. Need to do more work to flesh out partnerships and entity roles and responsibilities. Local governments may be potential partners too. • Another partner/resource could stem from Emergency Response entities and their plans too. • Industry proprietary information is an obstacle to partnerships in some instances – do not want competitors knowing their business. The potential for CDOT Region Liaisons to work with industry moving in to Colorado or maintaining operations was a concept discussed. Industry needs to somehow convey their needs and timelines. 	

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	<ul style="list-style-type: none"> • Industries have their check list of needs already compiled. Concept of having CDOT Regional Transportation Directors have a link to what OEDIT knows regarding attracting and retaining industry in Colorado. • If FAC is identified as a partner in the strategies of the MFP – their role needs to be understood. Could be a good discussion point at the October FAC meeting. • Use of email/social media for any future FAC comments was recommended by the FAC Vice-Chair. 	
<p>Denver Smart City (Rebecca LaFond and Paul Dreher, City and County of Denver [CCD])</p>	<ul style="list-style-type: none"> • CCD is conducting an Advanced Transportation and Congestion Management Deployment (ATCMTD) grant to test vehicle to vehicle (V2V) and vehicle to infrastructure (V2I) through a grant for \$12 million, with \$6 million being federally funded, and \$6 million from CCD. • Six intersections near the Webb Building and CCD Fleet vehicles will participate and will include pedestrian detection systems. Looking for freight vehicles to participate to also test freight signal prioritization, and other freight-related technology. • Will work through a living lab – what is communicated up to the cloud. • Would like to identify freight priority routes through Denver to avoid neighborhoods and freight vehicles plan for where to find loading zones to help with last mile (last 50 feet) delivery. Would like input from freight industry in identifying freight routes. Streets currently wired for participation are Colorado, Colfax and Federal. • Questions about the 56th Avenue Signal Prioritization project were raised. Is this the only signal prioritization element? 56th Avenue is the only one to have blue tooth technology. • CCD is working with Justin Schmidt of CDOT Region 1 for I-70 and others to find alternative routes. • Is CCD working with ATRI? CCD is working with Peleton right now. • If trucks are given priority – what happens to other passenger vehicles? Has this been considered? CCD is gathering baseline data now and will test how prioritizing freight vehicles will effect traffic patterns. This 	<ul style="list-style-type: none"> • CCD to work with Tracy of CMCA to get a list of potential candidate companies to participate in the pilot for freight. • Determine how to share data with CDOT and FAC from this pilot. • CDOT to discuss US 285 with CCD off-line.

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	<p>technology will work similarly to bus prioritization. Running test off-peak and during peak hours of travel. Hope to deploy technology in late summer 2017.</p> <ul style="list-style-type: none"> • Obtaining the VIN of trucks passing through Denver was recommended. • How to share data with CDOT was also discussed. • CDOT TSM&O mentioned Smart I-25 from University to Lincoln – where it is a feeder to US 285 – more discussion with CDOT should occur off-line regarding US 285. • CCD recognizes the importance of scrubbing data so anonymity is preserved; information shared would be beneficial to all entities participating simultaneously. • Australia and Japan have great loading zone apps in place. • New York City has apps that identify accessible loading zones too. • CCD is also working with Wyoming regarding the grant. 	
<p>National Environmental Policy Act (NEPA) Processes (David Singer, CDOT)</p>	<ul style="list-style-type: none"> • An overview was provided regarding where in the NEPA/Planning and Environmental Linkages (PEL) process FAC members could potentially be involved in project design. • NEPA is a more involved process with 15%– 30% design occurring and PEL is a higher level step evaluating project corridors before NEPA begins. • Steps in both processes are similar – first identify project purpose and need. Part of this is validating purpose and need with the public. • Next develop performance measures to compare alternatives – general purpose lane or express toll lane?, Keep at a high level, may commit to doing other plans in NEPA document – e.g., access management plan. • NEPA is an exercise in balancing values and evaluating trade-offs. • A list of currently ongoing PEL and NEPA studies was distributed to the FAC; noted that I-25 North and some other projects with Decision Documents were not included on the list. 	

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	<ul style="list-style-type: none"> • During design CDOT usually gathers input from CMCA – PEL and NEPA provide an opportunity for the FAC to be involved earlier in project development. • The concept of reaching out to CDOT Regions first was expressed. Regions could also report to the FAC directly regarding projects, or Environmental Programs could provide the FAC periodic updates on ongoing PEL and NEPA projects. • FAC could also work with MPOs regarding their project lists. 	
<p>Wrap-up/Next Meeting (Mike Ogborn, FAC Vice-Chair)</p>	<ul style="list-style-type: none"> • Next FAC Steering Committee meeting is August 22nd. • Next full FAC meeting is October 24, 2017. 	

Freight Advisory Council (FAC) Meeting Attendance Check List
7-25-2017

Check (if in Attendance)	Member Last Name	First Name	FAC Member Status
	Houg	Jenyce	Chair
	Beedy	Gary	General
X	Ogborn	Mike	Vice Chair
	Cassidy	Sara	General
X	Howes	Brandon	General
	Lewis	Mike	Ex-Officio
X	Spaulding	Carl	General
X	Steen	Norm	General
	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