

**Freight Advisory Council (FAC) Meeting Notes  
October 24, 2017**

**Location:** Denver Regional Council of Governments, Independence Pass Conference Room, 1290 Broadway, Denver, Colorado

**Date/Time:** October 24, 2017, 2:00 pm to 4:00 pm

**FAC Chair:** Jenyce Houg

**Attendees:** See Attached

<b>Agenda Items Presenters/Affiliations</b>	<b>Discussion Highlights</b>	<b>Actions</b>
Welcome and Introductions (Jenyce Houg, FAC Chair)	<ul style="list-style-type: none"> <li>• Jenyce Houg, FAC Chair welcomed attendees and thanked people for coming to the meeting. Attendees then introduced themselves.</li> </ul>	N/A
Administration (Jenyce, FAC Chair) <ul style="list-style-type: none"> <li>• Adoption of July 2017 Minutes</li> <li>• Reelection of Members</li> <li>• Election of New Members</li> </ul>	<ul style="list-style-type: none"> <li>• FAC members were asked if any amendments to the notes from the last FAC meeting were required. No changes were recommended.</li> <li>• It is the time of the year for election of FAC members and for FAC officers – Chair and Vice-Chair. Please submit nominations to Jason for FAC Chair and Vice-Chair.</li> <li>• The formal election of members will occur in January 2018.</li> </ul>	<ul style="list-style-type: none"> <li>• Minutes from the July 2017 meeting were adopted by the FAC.</li> </ul>
Truck Parking Assessment (Lyle DeVries, FHU)	<ul style="list-style-type: none"> <li>• Lyle DeVries provided a presentation on the Truck Parking Assessment that is ongoing at CDOT.</li> <li>• Eight corridors – I-25, I-70, I-76, US 40, US 50, US 160, US 287 and SH 71 are all part of the assessment.</li> <li>• The focus of this study is to identify truck parking demand now and in the future.</li> <li>• The assessment also includes 9 tasks - Stakeholder involvement, truck parking inventory, demand analysis, corridor closure events and their impact on truck parking demand, detention and staging, solutions, policy framework and Implementation plan, data management and dissemination, and documentation/report development.</li> <li>• A survey of truckers to identify parking facility use patterns.</li> <li>• Corridor level feedback on parking issues and needs is desired.</li> <li>• Bob Wilson noted that in the past CDOT distributed truck parking booklets.</li> <li>• Jason Wallis noted that these booklets are hard to update and we desire a tool that is more user friendly.</li> </ul>	<ul style="list-style-type: none"> <li>• Check into acquiring Independent Contractors' Association data.</li> <li>• Check into information on the National Private Truck Council organization.</li> </ul>

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	<ul style="list-style-type: none"> <li>• Norm Steen asked about the process used to identify truck parking demand.</li> <li>• Lyle responded that GPS information and ATRI for a certain time of day evaluate how long a truck is parked. A slow travel speed for a truck identifies when the search for parking is occurring.</li> <li>• Jason noted that both government and private vehicles are covered in this assessment.</li> <li>• Either need is being filled or identifying opportunities for partnerships. Other states are getting creative and moving towards the spirit of Jason’s Law.</li> <li>• Broad Band /Cellular services has not been discussed yet and is part of the Rest Areas – will put this item on the list.</li> <li>• Andy Goetz noted the scope and scale of the assessment need to be broader as appears only focused on urban areas. The response was this issue of rural is part of task 5 of the assessment; it was noted that the hardest issue to solve is limits placed on rural hours of service.</li> <li>• CDOT has little influence on truck parking – but part of the assessment will be to determine what CDOT can do with locals to help with industry detention/staging for truck parking.</li> <li>• A Parsons representative noted that in terms of determining geographic equity – larger companies can cover longer distances and that physical site visits are very revealing compared to data-set reviews.</li> <li>• Jenyce concurred with the observation pertaining to site visits. Also a good resource for information is the Independent Contractors’ Association. Potential to tailor surveys based on visual inspections too.</li> <li>• Walter Weart pointed to the National Private Truck Council – with representatives from every private carrier in the U.S.</li> <li>• Jenyce explained to new FAC members that their input is important and any ideas they have to share information and resources is welcome and to work with Jason to send or receive available information.</li> </ul>	

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<p>Colorado Freight Plan Overview (Evan Enarson-Hering, Cambridge Systematics)</p>	<ul style="list-style-type: none"> <li>• An overview of the status of the Multimodal Freight Plan – now called the Colorado Freight Plan was provided.</li> <li>• The plan is wrapping up – this plan was shaped and guided by FAC priorities.</li> <li>• All freight modes are covered in the Colorado Freight Plan – with the intention of elevating freight issues with stakeholders and the public.</li> <li>• The plan promotes partnerships, makes the connection of freight to the economy and guides federal and state funding for freight, and positions CDOT to form new partnerships with a strategic focus on key priorities that informs decision making.</li> <li>• The plan is action oriented and is a flexible, living document.</li> <li>• Engagement activities included the participation of over 700 stakeholders. It is a stakeholder-driven plan, e.g., new partnerships have been formed with the Office of Economic Development and International Trade (OEDIT), and the Colorado Farm Bureau.</li> <li>• The FAC Steering Committee has been instrumental in development of this plan including development of the project list for the Freight Investment Plan. A brochure will be developed for use by peers/elected officials, etc.</li> <li>• Implementation and progress reporting will be data-driven and target-based.</li> <li>• Freight will be a key element for inclusion in the 2045 Statewide Transportation Plan.</li> <li>• The Colorado Delivers Campaign – that is a deliverable from the work of the Joint Plan Advisory Committee (JPAC) that provided guidance for the Colorado Freight Plan (CFP) and the State Freight and Passenger Rail Plan (SFPRP) is an open source of materials – video, infographic, and icon for other freight entities and other agencies across Colorado. The FAC members will also be provided the Colorado Delivers campaign materials.</li> <li>• A schedule overview was provided.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide FAC members with Colorado Delivers collateral materials at next Full FAC meeting.</li> <li>• Work with FAC and JPAC to determine protocols for use of Colorado Delivers collateral materials.</li> <li>• Obtain available growth plans from FAC freight carriers if feasible.</li> </ul>

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	<ul style="list-style-type: none"> <li>• Potential exists to wrap trains, planes and trucks with Colorado Delivers.</li> <li>• Norm Steen asked who owns the plan after it is final. It was explained that CDOT would oversee plan implementation, but that key partners identified would be responsible for elements outside of CDOT’s jurisdiction. CDOT would bring parties to the table to coordinate in those instances.</li> <li>• Norm expressed his support for the Colorado Delivers message. Expressed concern over trucks in substandard condition carrying the message. How to handle this?</li> <li>• Kirstie Nixon noted need a process identified to determine when someone can use the Colorado Delivers materials.</li> <li>• Joe Kiely suggested to look to outcomes of public understanding and acceptance of freight and economy and quality of life – can’t come too soon.</li> <li>• Walter Weart noted that coordination with grass roots organizations is helpful. Also mentioned something about a new intermodal CSX rail facility.</li> <li>• Andy Goetz asked about a preview of the Draft Colorado Freight Plan.</li> <li>• A targeted plan review of the CFP is forthcoming.</li> <li>• Jenyce noted that if Evan has not heard from you provide your input on freight needs, issues and priorities.</li> </ul>	
Freight Investment Plan (Jason Wallis)	<ul style="list-style-type: none"> <li>• An overview of the Freight Investment Plan for projects beyond FY 2016-17 was explained to FAC members.</li> <li>• FY 2016-17 focuses on truck parking - \$2.85 million, truck safety - \$16.65 million, and freight mobility - \$15.5 million.</li> <li>• FY 2018-FY 2020 focus areas include: Truck Parking (\$12 million between FY 2018 – FY 2020), Truck Safety (\$27 million between FY 2018 – FY 2020), Freight Mobility (\$26 million between FY 2018 – 2020).</li> <li>• National Highway Freight Program Freight Investment Plan eligibility requirements and evaluation criteria were also explained and provided in a meeting handout.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide FAC members a sample of the project evaluation process for the Freight Investment Plan.</li> <li>•</li> </ul>

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	<ul style="list-style-type: none"> <li>• Core evaluation criteria include: Safety, Mobility, Maintaining the System, Economic Vitality; other considerations include: Project Readiness, Stakeholder Support, and Builds on Funding or Phases/Other Funding.</li> <li>• First two years of funding is set aside for defining data needs via the truck parking assessment and ad hoc projects. Also Truck Parking Information Management System (TPIMS) – to add information management to truck parking facilities will be emphasized in the outer years for FY 2018- FY2020.</li> <li>• For truck safety in outer years – 2018-2020 will continue to refine hotspot analysis method development and take preventative measures e.g., shoulders, pullouts, and determine how to identify the best projects.</li> <li>• For Freight mobility – CDOT to work with the City and County of Denver – pertaining to signal optimization improvements.</li> <li>• Jason asked for any comments or if anything was missing from the proposed Freight Investment Plan for FY 2018- FY 2020. He also explained that final project selection/approval by the TC is anticipated to occur in March 2018.</li> <li>• Will provide CDOT Regions with a map of projects and criteria will also be given to the Regions to rank and score projects in their area.</li> <li>• Grier Baily expressed interest in seeing a sample of what CDOT is evaluating.</li> <li>• Defining a project as a freight project is difficult. Jason explained the process is developed to catch things along the way with a benefit/cost analysis to occur for each project.</li> </ul>	
FAC Framework (Jenyce Houg, FAC Chair)	<ul style="list-style-type: none"> <li>• Jenyce noted that Colorado’s population is anticipated to double by 2050. CDOT has a \$1 billion deficit in funds each year. CDOT has a hard task as 70% of their funds relies on the government. TABOR is an obstacle to get new revenue sources approved – all tax increases need</li> </ul>	<ul style="list-style-type: none"> <li>• Distribute draft HB for consolidated truck routes sponsored by Greg Fulton out to FAC members for review.</li> </ul>

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	<p>to go a ballot for a vote. Taxes have not been raised for transportation since 1991. We need to educate the public on this.</p> <ul style="list-style-type: none"> <li>• Mike Lewis noted that FAC input is important volunteering time is appreciated. Other entities work on transportation. A CDOT freight goal is to get industry at the table. CDOT serves as the go-between and FAC input is fed to the Statewide Transportation Advisory Committee (STAC) and the Colorado Transportation Commission (TC). There will be long-term pay offs from these conversations.</li> <li>• Joe Kiely noted that before this new FAC was formed – freight was just another item to check off the list for projects due to trucks being on the road. More thought is now given to identify projects that are truly beneficial to freight.</li> <li>• The FAC Steering Committee, a subcommittee of FAC with 8 – 10 members does the heavy lifting for the FAC.</li> <li>• Another FAC accomplishment includes a Roundabout Charrette to bring CDOT engineers and truckers together to discuss what works and what doesn't work for roundabouts. Relationships and understandings have been built surrounding this subject.</li> <li>• Jenyce stressed the need for growth plans as more freight moves into Colorado then out, and need to strike a better balance with this.</li> <li>• Jason noted a change to the charter will be to eliminate the alternate member concept.</li> <li>• The FAC produced a letter of support for FASTLANE grants and it is believed this support helped to be successful in acquiring a grant for Colorado.</li> <li>• CDOT Regions now require FAC input and timing to obtain FAC support is improving.</li> <li>• Norm Steen mentioned that interface with FAC is something that works – CDOT is working for the people.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Joe Kiely solicited FAC/freight industry input on the SH 71 Truck Diversion Study – need input regarding the concept of diverting traffic from I-25 to an uncongested corridor.</li> <li>• Jenyce noted how Don Grambusch of Safeway was involved with the work to resolve business disruption impacts along Central I-70; and recommended members, especially new members to reach out to Jason to raise questions or concerns they observe or are experiencing.</li> <li>• Jeff Sudmeier, CDOT Multimodal Branch Manager recently promoted to CDOT Chief Financial Officer expressed his appreciation to the FAC for their invaluable insights noting the FAC is a critical and successful group. There are a lot of dedicated participation and great input has been obtained.</li> <li>• Mike Lewis noted that engagement if this type is critical. It holds CDOT more accountable. Jenyce is a big part of the FAC’s success.</li> <li>• Jason Wallis discussed future discussion items – including moving to plan implementation, conduct a forum for members to bring more ideas to CDOT, in particular a managed lanes discussion is anticipated for January 2018. Jason requested FAC members to please bring any ideas or issues to discuss to the next meeting.</li> <li>• Grier Bailey noted he would like to discuss the Transportation Legislative Review Committee and a consolidated truck route bill. Jason noted that Greg Fulton is sponsoring this bill and a draft is due to be out in November. A North US 85 closure resulted in severe fines for truckers as it was not clear where the approved alternate route was, and drivers also did not know where to park their trucks. For example, in Georgetown a process is in place to consolidate information.</li> </ul>	
Wrap-up/Next Meeting (Jason Wallis)	<ul style="list-style-type: none"> <li>• Next FAC Steering Committee meeting is December 5, 2017</li> <li>• Next full FAC meeting is January 23, 2018.</li> </ul>	

**Freight Advisory Council (FAC) Meeting Attendance Check List**  
**10-24-2017**

<b>Check (if in Attendance)</b>	<b>Member Last Name</b>	<b>First Name</b>	<b>FAC Member Status</b>
X	Houg	Jenyce	Chair
X	Bailey	Grier	General
	Beedy	Gary	General
	Ogborn	Mike	Vice Chair
	Cassidy	Sara	General
	Howes	Brandon	General
X	Lewis	Mike	Ex-Officio
X	Spaulding	Carl	General
X	Steen	Norm	General
	Tinsley	Frances	General
X	Wallis	Jason	Secretary
	Perkins-Smith	Debra	Alternate
	Rickershauser	Pete	Alternate
X	Bustow	Aaron	FHWA
X	Collins	Kathleen	CDOT Statewide Planning
X	Terranova	Sharon	CDOT Division of Transit and Rail
	Kirby	Evan	Felsburg, Holt & Ullevig
X	Kirby	Tim	CDOT MPO and Regional Planning
X	Wilson	Bob	CDOT Communications
	Grambusch	Don	Safeway/Albertsons
X	Helfant	Matthew	DRCOG
X	Enarson-Hering	Evan	Cambridge Systematics
X	Martin	Brian	New Belgium
X	Dreher	Paul	City and County of Denver
X	Sudmeier	Jeff	CDOT Multimodal Planning Branch
	Streisfeld	Lisa	CDOT TSM&O
X	Weart	Walter	Logistics
	Sakaguchi	Tracy	CMCA
	Kirkmeyer	Barbara	Weld County/STAC
	Bressler	Dean	Grand Valley MPO, via Zoom
	Karasko	Becky	NFR MPO
	Wagner	Howard	General
X	Harrigan	Amy	CDOT Intern
X	Walker-Jones	Delia	CDOT Intern
X	Kiely	Joe	Heartland Express
X	Brown	Laurie	Precision Logistics
	Brittin	Doug	Internaional Air Cargo (Retired)
	Fiser	Kristal	UPS
X	Geotz	Andy	DU
X	Killgore	Jake	MillerCoors
X	Schurr	Volker	Direct Truck Stop



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X	Stevens	Jessica	Ryder
X	Van Schaick	Jeff	Genessee & Wyoming Railroad
X	West	Jared	
X	Blanz	Laurie	Consultant
X	Nixon	Kirstie	Colorado State Patrol
X	DeVries	Lyle	FHU
X	Belella	Paul	Parsons
X	Liefheit	Jen	Parsons