

Freight Advisory Council (FAC) Meeting Notes
January 23, 2018

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

Date/Time: January 23, 2018, 1:00 pm to 4:00 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 Houg, FAC Chair welcomed attendees and thanked people for coming to the meeting. Attendees then introduced themselves. 	N/A
Administration (Jenyce, FAC Chair) <ul style="list-style-type: none"> • Adoption of October 2017 Minutes 	<ul style="list-style-type: none"> • A quorum o FAC members was not met at the meeting; therefore, it was decided to take a vote of attendees and then contact absent FAC members for their vote via email. • Attendees were asked if any amendments to the notes from the last FAC meeting were required. No changes were recommended. Minutes of the meeting were approved by meeting attendees, pending approval of absent FAC members. 	<ul style="list-style-type: none"> • Confirm with absent FAC members Minutes from the October 2017 meeting are adopted by the FAC by a quorum.
Administration (Jason Wallis) <ul style="list-style-type: none"> • Election of Chair and Vice-Chair • Charter Amendments 	<ul style="list-style-type: none"> • 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. • Jason conducted elections for FAC Chair and Vice-Chair with meeting attendees. A new FAC member, Jessica Stevens, nominated herself to run for FAC Chair. The results were Jenyce Houg was elected to continue to serve as FAC Chair and Mike Ogborn, the only nominee for Vice-Chair will continue to serve as FAC Vice-Chair, pending approval of absent FAC members. • Charter Amendments proposed include: removal of alternate member reference text. This will make the one FAC alternate member, Pete Rickershauser, a FAC member. Another amendment will permit remote voting of FAC members on resolutions, and letters of support. The meeting attendees approved the FAC Charter Amendments, pending absent FAC member approval. 	<ul style="list-style-type: none"> • Confirm with absent FAC members that Jenyce Houg is elected as FAC Chair, and that Mike Ogborn is elected as FAC Vice-Chair by a quorum. • Confirm with absent FAC members that proposed Charter Amendments for alternate members and remote voting are approved by a FAC quorum.

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<p>Risk and Resiliency Program (Oana Deselnicu, CDOT)</p> <ul style="list-style-type: none"> • Program History and Overview • Grant Opportunity 	<ul style="list-style-type: none"> • Colorado experience six natural disasters in the past seven years. • Examples are the 2013 floods, 2016 rockfall in Glenwood Canyon, etc. • I-70 Resiliency Pilot assessed the corridors risk to multiple event types for multiple assets. The system used is called criticality analysis. • CDOT desires to use recommendations from the I-70 Resiliency Pilot to institute a statewide resiliency program at CDOT. • Oana Deselnicu will serve as the CDOT lead for this program working in CDOT's Systems Planning. <p>CDOT is in the process of applying for a grant from FHWA that is titled: Resilience and Durability to Extreme Weather Pilot Program. The grant is to address one of three areas related to deploying resilience solutions:</p> <ol style="list-style-type: none"> 1. Integrating resilience and durability into agency practices; 2. Using available tools and resources to assess the vulnerability and risk of transportation projects or systems; or 3. Deploying a resilience solution and monitoring performance. <ul style="list-style-type: none"> • Oana requested a letter of support from the FAC for this grant proposal. • The CDOT resiliency program will eventually assess all CDOT system facilities, depending on available funding. • Statewide resiliency standards developed by CDOT could potentially be adopted by MPOs and other entities. • Resiliency criteria would also eventually be used in project development or selection processes. 	<ul style="list-style-type: none"> • Confirm with absent FAC members they approve providing a letter of support for the FHWA grant application for Resiliency and Durability to Extreme Weather Pilot Program that is due on February 9th.
<p>Major Project Update I-25 South Gap Environmental Assessment (Sean Brewer, CDOT)</p>	<ul style="list-style-type: none"> • A Planning and Environmental Linkages (PEL) Study started along I-25 between E-470 and Monument – 34 mile segment. • Currently starting an Environmental Assessment (EA) for 18 miles of this same stretch of roadway between Castle Rock and Monument where roadway is 2-lane highway. • Assessing adding a travel lane in each direction with alternatives for either a general purpose (GP) lane or an express toll lane (ETL). • It is an expedited schedule with a decision document to be ready by May 2018 and construction to begin in fall of 2018. 	<ul style="list-style-type: none"> • Confirm with Sean Brewer a I-25 Gap project update for next FAC or Steering Committee meeting.

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	<ul style="list-style-type: none"> • Identified traffic is approximately 8.4% freight today, and possibly 11% by 2040. • The corridor is a federally designated High Priority Corridor for freight movement as the El Camino Real Corridor within Colorado (all of I-25) and extending to other states. • Will bring more information on project process at the next FAC (or Steering Committee) meeting. • FAC members are generally opposed to the ETL option. Noted that ETL have marginal benefits and encourage the GP lane option. • Between ETL and GP lanes alternatives the environmental impacts are similar; operational evaluation will cover transit – right now only service is Bustang. • It was also noted that SB 267 funds have been considered as a potential funding source for managed lanes. ETLs are marginally a higher cost to build compared to a GP lane. • A discussion about the target audience for ETLs and the average income of households; main intention of Peak Period Shoulder Lanes (PPSL) is to maximize through put of traffic during high peak travel times. Same analysis that was done for I-70 Mountain PPSL will be conducted for the I-25 Gap project. • Question was raised as to how much freight considerations will be incorporated into the alternatives analysis – they will consider all impacts. • Reliability of travel (Travel Time Index, TTI) will be assessed for all options. Issue is recreational travel over the weekends and commuter traffic. • A FAC member noted the need to include resiliency too. • Consultant for project noted that increased shoulder widths will assist with incident management issues – as currently there are no shoulders along the gap. There will also be wildlife crossings installed as roadkill is another safety and mobility concerns along this stretch of highway. 	

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	<ul style="list-style-type: none"> • Rail was assessment for this area in the PEL study and will be part of the conversation for the EA too. 	
<p>Major Project Update SH 71 (Randy Grauberger, WSP)</p>	<ul style="list-style-type: none"> • A study of alternatives along SH 71 to entice more truck traffic is occurring; several alternatives will be explored and assessed during the study. • Consultant also conducted the Eastern Mobility Study that included all freight modes: truck, rail, air and pipeline. • Idea is to get more truck traffic on SH 71 and less truck traffic on I-25. • SH 71 is the only segment along the Ports to Plains Corridor that is not improved to accommodate trucks, except for another smaller unimproved section in Nebraska (near the Colorado border). Nebraska contends that they will improve their section of SH 71, if Colorado improves their portion. • Study schedule is to finish by April 2018, with stakeholder outreach in March 2018 before plan is finalized. • Various questions about costs differentials of alternatives. • Currently there is a lack of shoulders along this corridor – one alternative includes 8ft shoulders. A FAC members suggested 10-foot shoulder be considered as trucks pulling off the road with 8ft would still be in the travel-way. • Super 2 option with 40ft roadway width would cost between \$1.75 and \$2.7 million per mile, Super 2 with center turn lane would cost between \$2.7 and \$4.2 million per mile and it is estimated that a four-lane divided highway would cost between \$4.8 and \$7.5 million per mile. • Question was raised if a diversion model had been run yet – the answer was no, not yet. 	<ul style="list-style-type: none"> • Consider coming back with update on study results at next full FAC meeting in April 2018.
<p>Major Project Update 25 Central Planning and Environmental Linkages (PEL) Study (Steve Sherman, CDOT)</p>	<ul style="list-style-type: none"> • A PEL study of I-25 from Sante Fe to 20th Street is starting. • There are 14 ramps on this six-mile segment of I-25. Part of the study will evaluate opportunities to consolidate ramps. • Railroad relocation at 6th and Alameda being re-evaluated. 	<ul style="list-style-type: none"> • None, information only.

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	<ul style="list-style-type: none"> • Handout with the following project milestones was distributed to meeting attendees: Identify corridor needs and vision, purpose of improvements, and related goals – Winter 2017; Alternatives Development – Spring/Summer 2018; Evaluation of Alternatives – Fall/Winter 2018; and Prioritization and implementation plan – Spring 2019. • Public Involvement and Stakeholder Engagement will be a key component of this PEL study. • Meeting attendees were invited to sign-up for project updates. Purpose and Need is being developed now. • The study will last approximately 18 months. No alternatives have been ruled out at this point in the process. • CDOT is still working on ramp at Sante Fe to 6th Avenue – it is a four-phased project. Phase 2 may be funded for 2020. • Greg Fulton noted the need to extend accel and decel lanes along this section of I-25. 	
<p>Eisenhower Johnson Memorial Tunnel (EJMT) Pilot Program Proposal (Grier Bailey, Petroleum Marketers Association)</p>	<ul style="list-style-type: none"> • Grier Bailey of the Colorado Petroleum Marketers Association (PMA) has meet with the FAC Steering Committee and meeting with the full FAC for the first time on this matter. • The concern is EJMT not permitting hazmat trucks through the tunnel with Loveland Pass as the approved route. The EJMT permits hazmat trucks when Loveland Pass is closed. • Crash and fatality statistics regarding trucks traversing Loveland Pass was presented to meeting attendees; approximately once every two years a tanker truck is lost on Loveland Pass. • Mr. Bailey is requesting a FAC letter of support for conducting a pilot that allows tanker truck to use EJMT now that fire suppression equipment is installed in the tunnel. PMA provided \$5 million to assist with funding fire suppression in EJMT. PMA would need legislative authorization to conduct the pilot that would phase permitting tanker truck to use EJMT instead of Loveland Pass. CDOT and Colorado State 	<ul style="list-style-type: none"> • Confirm with absent FAC members they vote to approve by a quorum a letter of support for acknowledgement of Loveland Pass issues with safety and the EJMT Pilot proposed by PMA.

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	<p>Patrol have jurisdiction over designation of hazardous materials routes in Colorado. PMA is seeking a petroleum exemption for gasoline and diesel fuel in EJMT. Loveland Pass is the biggest safety concern for PMA trucks.</p> <ul style="list-style-type: none"> • One accident along Loveland Pass can cost over \$700 million and \$630 million of environmental damage. • A Colorado State Patrol (CSP) flow study of Loveland Pass recommended to avoid use during peak hours. • There is no bill now; predetermined EJMT Pilot Enterprise predetermined goals established by legislation. • CDOT and CSP agree to meet intent of pilot if it meets EJMT criteria. • EJMT Oversight Committee will give nod of yes, if local benchmarks met. • Phasing of pilot includes: first 12 months – pilot transponders with trucks placarded; 12 -24 months – Westbound truck access; 24-36 months – all trucks permitted in EJMT. Current fire suppression system cannot put out gas/oil fires – still needs enhancements to do this. • Requested FAC to acknowledge the problem of PMA trucks on Loveland Pass and to support concept of proposed EJMT Pilot. • FAC members noted that improved safety and mobility would not just benefit trucks, but improve for all. • Meeting attendees unanimously agreed to support the PMA proposed EJMT Pilot. 	
<p>National Highway Freight Program Project Selection Process and Instructions (Jason Wallis)</p>	<ul style="list-style-type: none"> • A truck parking survey is underway, a link to a survey related to this study is forthcoming to FAC members. • NHFP is a carve out of highway funds for freight. • FY 2018 there is \$16.2 million to spend. • A total of 19 projects have been submitted. • Five Regions covered and include maintenance, TSM&O, and State Freight Program projects. 	<p>Jason to distribute a link to a truck parking survey to the FAC for FAC members to then distribute out further to get increased participation.</p> <p>Disribute NHFP project evaluation criteria on January 24th, and instructions to fill out projects</p>

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	<ul style="list-style-type: none"> • Two types of projects – Primary freight focus projects, and freight impacted projects. • FAC will be given an opportunity to comment in the near future at a conference call on January 31st. • Other important dates include: February 9th – Evaluations of projects are due to Regions – which will drive Region review. • February 16th modified evaluations due. • February 20th- Staff produces a project list reflecting FAC and Region input. • Invitation to Conference call on the 31st went out today. • The Transportation Commission is anticipated to approve the NHFP project list in March 2018. 	<p>considered as a priority on January 26th, and conduct an open conference call on January 31st.</p>
<p>Draft resolution for a joint CDOT and E-470 Study to encourage more freight traffic on E-470.</p>	<ul style="list-style-type: none"> • Greg Fulton raised the concept of promoting more use of freight on E-470 as it is an under-utilized facility. Only 4% of current traffic is estimated to be freight. • This would serve as an interim approach to provide more capacity for freight before I-25 projects are finished. • Both CDOT and E-470 have expressed support for conducting this study. • Greg submitted a draft resolution for the FAC's consideration. • Meeting attendees unanimously supported supporting this study and the associated resolution proposing it. 	<ul style="list-style-type: none"> • Confirm with absent FAC members they vote to approve by a quorum a letter of support for a resolution for CDOT and E-470 to conduct a study on E-470 to identify how to attract more freight traffic.
<p>Wrap-up/Next Meeting (Jason Wallis)</p>	<ul style="list-style-type: none"> • Next FAC Steering Committee meeting is February 20, 2018. • Next full FAC meeting is April 24, 2018. 	

**Freight Advisory Council (FAC) Meeting
Attendance Check List
1-23-2018**

Check (if in Attendance)	Last Name	First Name
Current FAC Members		
	Beedy	Gary
	Brittin	Doug
X	Brown	Laurie
	Dhuru	Sarod
X	Fiser	Kristal
X	Fulton	Greg
X	Goetz	Andy
	Grambusch	Don
X	Houg	Jenyce
	Kirkmeyer	Barbara
	Lewis	Mike
	Martin	Brian
	Morgan	Jason
	Ogborn	Mike
	Pelton	Rod
	Perkins-Smith	Debra
	Reed	Tom
	Rich	Tim
X	Rickershauser	Pete
	Spaulding	Carl
	Steen	Norm
	Thompson Cassidy	Sara
	Tinsley	Frances
	Wagner	Howard
X	Wallis	Jason
X	Schurr	Volker
X	Stevens	Jessica
X	Van Schaick	Jeff
	Killgore	Jake
	Weart	Wally

Other Attendees 01-23-2018 FAC Meeting

Check (if in Attendance)	Last Name	First Name	Organization
X	Bailey	Grier	Colorado/Wyoming Petroleum Marketers Association
X	Bustow	Aaron	FHWA
X	Sakaguchi	Tracy	CMCA
X	Collins	Kathleen	CDOT

Other Attendees 01-23-2018 FAC Meeting

Check (if in Attendance)	Last Name	First Name	Organization
X	Herrmann	Danny	CDOT
X	Mattson	JoAnn	CDOT
X	Streisfeld	Lisa	CDOT
X	Svitak	Tyler	CDOT
X	Hurst	Craig	CDOT
X	Sherman	Steve	CDOT
X	Taniwaki	Arleen	Arland LLC
X	Helfant	Matthew	DRCOG
X	Dreher	Paul	City & County of Denver
X	Walker-Jones	Delia	CDOT
X	Deselnicu	Oana	CDOT
X	Grauberger	Randy	WSP
X	Bielen	Elise	WSP
X	Wallis	Carrie	Atkins
X	Karasko	Becky	NFR MPO
X	DeVries	Lyle	FHU