

**Freight Advisory Council (FAC) Meeting Notes
April 24, 2018**

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

Date/Time: April 24, 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 January 2018 Minutes 	<ul style="list-style-type: none"> Voting members of the FAC are now distinguished by those having yellow name tents. January 2018 FAC meeting minutes were approved by FAC members. 	N/A
Updates (Jason Wallis) <ul style="list-style-type: none"> National Highway Freight Program Truck Parking Assessment Colorado Freight Plan Colorado Delivers Colorado Mobility Project Legislative Activities (memo) 	<ul style="list-style-type: none"> Planning on a workshop on April 26th with CDOT Regions to discuss using MODA to compare freight projects for eventual selection. Will keep FAC posted on results. Will provide an overview of entire projects for incorporation into Colorado Freight Plan. Truck Parking Assessment – collecting data on truck flows to and from Denver; facility definitions have been identified; completed a Colorado survey – will send FAC results to date soon. The Colorado Freight Plan is 95% complete and CDOT will submit the plan to FHWA sometime in July 2018. Colorado Delivers – CDOT is collaborating with New Belgium Brewery to hold a Brewery Consortium in November focused on sustainability regarding logistics and vehicle fleet. More details will follow as they evolve. Greg Fulton asked if they are working with EPA Smart Way and noted this is a worthwhile program. Noted that Tracy is available to help if desired. Texas Transportation Institute is partnering with CDOT for the Colorado Mobility Study – new approach to measuring mobility at a statewide level. From the analyses both the value of delay for commercial vehicles 	<ul style="list-style-type: none"> Send Truck Parking Assessment information when it is available. Distribute Colorado Mobility results once it is available.

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	<p>and hours of delay will be estimated. Anticipate having these number in August 2018. The specific freight hot spot will are also still a key consideration.</p> <ul style="list-style-type: none"> • A legislative memorandum is included in the handout packet and is available for review. • Per Greg Fulton – Senate Bill 1 will be heard next week and the Denver Chamber is supporting this. It will be tough to get through the legislature – Takes \$495 million for 2 years and \$250 million annually for next 20 years, vote will occur next November. Tier 1 project bonds passed the Senate. There will be challenges in the House. • Agricultural products SB 18-197 – to die in house, passed measure third party regulation – IRP. • Passed human trafficking and associated occupational accident insurance. • Per Debra Perkins-Smith, final ballot list is on the CDOT website, and noted that this list is not a CDOT list. Used Development Program as foundation and ballot list was approved by the Colorado Transportation Commission and the Statewide Transportation Advisory Committee. Another funding source is that the Joint Budget Committee agreed to set aside \$495 million to go to transportation if SB 1 does not pass, but is a one-time payment. • Joe Kiely noted that the Truck Diversion Study for SH 71 there was a update at CDOT Region 4 with RTD and staff where model run results were presented. The project technical advisory committee is meeting in two weeks. 	
<p>Steering Committee Updates (Jenyce Houg and Jason Wallis)</p> <ul style="list-style-type: none"> • Volunteers for Steering Committee • Rail Committee • FAC Meeting Format 	<p>Freight Steering Committee</p> <ul style="list-style-type: none"> • Jenyce provided a Steering Committee update; noted that voting member of FAC now have yellow name tents; Solicited members to ask questions and feel free to comment on issues or needs they have. • Barbara Kirkmeyer and Rod Pelton have both resigned from participating on the FAC Steering Committee – need other members to step in to fill their place. 	<ul style="list-style-type: none"> • Determine process for how FAC can be more involved in providing input prior to CDOT final decisions being made. • Continue to coordinate on Engineers in truck cabs.

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<ul style="list-style-type: none"> • Future Discussion Items 	<p>Rail Committee</p> <ul style="list-style-type: none"> • Jason Wallis and Sharon Terranova noted that a Rail Committee for freight is being established. Will want FAC rail representatives on this committee. CDOT currently has the Transit and Rail Advisory Committee, but this committee is more focused on transit. Need a committee focused on rail freight. Will get back with FAC with further details as this committee comes together. <p>FAC Meeting Format</p> <ul style="list-style-type: none"> • Now that the Colorado Freight Plan and State Freight and Passenger Rail Plans are wrapping up, the FAC meetings will spend more time on current issues related to freight vs. providing input for these two freight-related plans. • The idea is to have meaningful discussion on freight issues of the day – providing members reading materials to review and then discuss at meetings, or bring in freight subject matter experts to present on current freight trends and issues. Other ideas could be to tour freight facilities – Walmart and/or Smuckers are examples, etc. • Andy Goetz and Pete Rickershauser both brought up the proper time in the planning process for FAC to provide input – which is before final decisions are made at CDOT. • Jenyce solicited other comments or questions from FAC members. • Presenting information on CDOT’s Safety (e.g., roundabout projects) TSM&O project lists along with Division of Highway Maintenance list to FAC was something to consider. • Engineers in truck cabs – CMCA’s Tracy Sakaguchi and CDOT working on this – things are moving on this. • Engage FAC is Oversize/Overweight Planning Meetings. • Jason noted that CDOT is in partnership with OEDIT in terms of assisting OEDIT with transportation elements of proposals submitted to perspective companies looking into locating in Colorado. 	<ul style="list-style-type: none"> • Invite FAC members to OSOW Planning Meetings. • Send out pre-meeting reading list and ideas for topics of conversation. • Look into OEDIT attending future FAC meetings. • Consider a CDOT Resiliency Plan Presentation to FAC

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	<ul style="list-style-type: none"> • Pete Rickershauser suggested inviting OEDIT to attend future FAC meetings and participate as a member if they are interested. Joe Kiely noted that OEDIT changes to staff can be an obstacle to consistent OEDIT participation. • Jenyce noted soliciting presentations from other subject matter experts outside of the FAC was something to consider. • Greg Fulton requested a Resiliency Plan presentation. • Debra Perkins-Smith noted that Oana Deselnicu, an economist, is leading the new Resiliency Program at CDOT. 	
CRISI Grant (Sarod Dhuru)	<ul style="list-style-type: none"> • Sarod presented on a BNSF project being considered for a Consolidated Rail Infrastructure and Safety (CRISI) Improvements Program grant. • Hudson Rail Service Industrial Park – BNSF has purchased property at the north end of town. SH 52 is the current best access; there is desire to reroute truck traffic out of the downtown area to alleviate traffic. • Looking into a grade-separated – either over or under at CR 49 – currently there is no access to travel south – CR 49 could provide a line to A-Train to DIA. • CMCA expressed their support for this project. • Project is in coalition phase right now to identify who will write the grant. 	<ul style="list-style-type: none"> • Sarod share information on the CRISI grant application with a visual presentation.
Major Project Update Central 70 (Rebecca White)	<ul style="list-style-type: none"> • Rebecca White, Deputy PM of Central 70 project provided an overview of the project and background. • CDOT’s largest project – over \$1 billion and will take 5-6 years to build. • 10-mile stretch along I-70 with 1,200 businesses within a quarter-mile of the project. • Two key reasons for the project are: 1) Viaduct, built in 1964 is in disrepair, and 2) alleviate congestion. • Average of 8-10 hours of congestion daily and long-range planning anticipates it will increase to 12 hours. 	<ul style="list-style-type: none"> • Distribute Central 70 links and emails to FAC members. • Look into Heavy Tow service on Central 70 project. • Find out about toll discounts for low income/minority populations residing in the neighborhoods along Central 70.

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	<ul style="list-style-type: none"> • Environmental Impact Statement (EIS) document took 14 years to complete. Elyria Swansea neighborhood is impacted the most by the original building of I-70 along this stretch. • Will take highway below grade by approximately 30 feet with a four-acre cover/park at grade. • Most funding will come from the Bridge Enterprise due to the viaduct replacement. • Consultants team retained for this project is Kiewit Meridiam Partners (KMP). • A review of the key milestones for the project schedule was shared. • Hunter Sydnor of KMP provided a construction process overview; is a design build project that will be difficult to build while maintaining access to the interstate. When the viaduct is taken down (in 2020) there will be a few closures. • West end needs the most lowering and the most amount of work, with the middle section needing the mid-range of effort and the eastern edge needing the least amount of work. • East is the first design package anticipating construction to start in September – November 2018. • Project website with notification on closures and other information is available on the CDOT website. • FAC member wanted to know if hazmat were included for reroutes when closures occur – the answer was yes. • Joe Kiely noted that truckers originating outside of Colorado also need to kept aware of Central 70 closures and rerouting. It will be key to have notifications at ports of entry to Colorado. • Pete Rickershauser recommended installing more Visual Message Signs during Central 70 closures. • Andy Goetz and Volker Schurr both expressed concerns with reroutes to 270/276 as they are already congested. 	

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	<ul style="list-style-type: none"> • Jenyce asked if use of E-470 would be incentivized – Rebecca noted not yet but that will be explored. • Pricing of express toll lanes (ETLs) has not been established yet. They are anticipated to be HOV 3+ lanes like other ETLs. • Lisa Streisfeld asked of Heavy Tow service will be used along this segment of corridor during construction. The answer was no, but Debra Perkins-Smith indicated that CDOT staff will look into whether or not CDOT can provide this. • Questions about how to accommodate lower income populations in the neighborhood can be assisted with ETL fee reductions. A transponder credit is one potential approach. • Central 70 project team will come back to FAC periodically to provide updates. 	
<p>Connected Freight Technology (Tyler Svitak)</p>	<ul style="list-style-type: none"> • Tyler Svitak provided a presentation regarding connected vehicle technology and their relationship to freight. • Safety concerns on roadways have increased substantially since 2011 – fatalities have increased by 55% between 2011-2017. • Air Quality is also an issue in the Front Range area. • CDOT has learned we can't build our way out of congestion. • Colorado is experiencing rapid population growth. • Now infrastructure is digital and not large structures • CDOT has created Connected and Autonomous Vehicle Program to bring about better awareness and a quicker response to adapting to this technology. • Connected vehicles are not necessarily autonomous vehicles. • Understand what CDOT needs to mitigate and what we would want to adapt. • New terms – Roadside unit (RSU), Basic Safety Message (BSM – (from all CVs) among others. • Areas where CVs connect – awareness of speed – of a vehicle 10 cars ahead or if they are slamming on breaks; work zones, signal timing, 	<ul style="list-style-type: none"> • Have Tyler return to update FAC on CV and RSUs along I-70.

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	<p>freight priority for signals, variable speed limits, dynamic rerouting, notifications for chain laws, truck parking availability, road closures, etc.</p> <ul style="list-style-type: none"> • WYDOT conducting a CV freight pilot; approximately 400 vehicles-partnership with freight carriers, to capture – weather, closures, parking, work zones and stopped vehicles. • Look for automakers coming out with notifications that all new vehicles to have CV technology. • Bandwidth preservation for this technology has been on hold for 20 – years – now FCC is threatening to take reserved bandwidth for vehicle safety and redirect to entertainment. CDOT and others speaking out to preserve this important element needed for CV tech and related safety enhancements. • I-70 to be outfitted for \$72 million over the next five years with 120 RSUs along 90 miles from Golden to Vail as a result of a partnership with Panasonic and CDOT. • Eventually the idea is that CV communication will be circular with trucks communicating with each other and the roads and the other vehicles and roads sending back information to trucks. • Phases include – 0) Planning, 1) listen to vehicles, 2) Infrastructure to Vehicle Communication, 3) and 4) OEMs to Colorado prioritize and by 2021 system is fully operational. This will involve 2,500 vehicles initially and the hope is to get up to 10,000 or more vehicles. • 2021-2022 – design network – internet of roadways (IOR) or ecosystem; Nevada is interested too. • Outfitting of existing vehicles to make them connected costs about \$1,000 – \$2,000 – hope costs will get down to \$100 to \$200. • OEMs/auto manufacturers need to establish standard BSM for CVs. – Obama Administration mandated all new vehicles need to be CV by 2021. • Greg Fulton noted that electric trucks and Amazon’s two-hour grocery deliver service would impact freight too. 	

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Next Meeting (Jason Wallis)	July 24, 2018 – New CDOT HQ East Auditorium	<ul style="list-style-type: none">• Confirm reservation of East Auditorium; Send FAC invitation and pre-meeting information and materials.

**Freight Advisory Council (FAC) Meeting
Attendance Check List
4-24-2018**

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

Other Attendees 04-24-2018 FAC Meeting			
Check (if in Attendance)	Last Name	First Name	Organization
X	Wallis	Jason	CDOT, FAC Secretary
X	Perkins-Smith	Debra	CDOT DTD Director
X	Bustow	Aaron	FHWA
X	Sakaguchi	Tracy	CMCA
X	Collins	Kathleen	CDOT
X	Wilson	Bob	CDOT
X	Mattson	JoAnn	CDOT
X	Streisfeld	Lisa	CDOT
X	Svitak	Tyler	CDOT
X	Terranova	Sharon	CDOT

Other Attendees 04-24-2018 FAC Meeting

Check (if in Attendance)	Last Name	First Name	Organization
X	Hurst	Craig	CDOT
X	Helfant	Matthew	DRCOG
X	McAllister	Matthew	City & County of Denver
X	Dreher	Paul	City & County of Denver
X	Grauberger	Randy	WSP
X	Nalty	Ryan	CS
X	Karasko	Becky	NFR MPO