

# Freight Advisory Council

Date: Thursday, February 11, 2016 1:00 to 4:00 p.m.

Location: University of Denver, Joy Burns Center, 2044 East Evans Ave., Denver, CO 80208

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Welcome and Introductions	1:00	Jenyce Houg
Minutes Adoption – January 14, 2016	1:05	Jenyce Houg
Host Welcome: Denver Transportation Institute	1:10	Bill DeWitt
Administration	1:20	Jenyce Houg
<ul style="list-style-type: none"> <li>FAC Member Terms (2.3.2)</li> </ul>		
FHWA Freight Roundtable	1:25	Aaron Bustow
Updates	1:30	
<ul style="list-style-type: none"> <li>Hazmat/EJMT</li> <li>Rest Area Study</li> <li>Current Freight Related Projects</li> </ul>		Grier Bailey Jason Wallis Jason Wallis
Freight Planning Activities (CDOT)	1:40	Tim Kirby
<ul style="list-style-type: none"> <li>From Plan to Project (intro to STIP and funding sources)</li> </ul>		
Fast Act Implementation: Timeline and Approach	2:00	Jason Wallis
<ul style="list-style-type: none"> <li>National Highway Freight Network</li> <li>Formula Program</li> <li>Discretionary Program</li> </ul>		
Networking Break	2:30	
Issues and Strategies	2:45	Break-out Groups
<ul style="list-style-type: none"> <li>Prioritization discussion and exercise</li> </ul>		
New Items	3:30	FAC Member
Around the Room	3:50	FAC Guests
Wrap-up	3:55	Jason Wallis
<ul style="list-style-type: none"> <li>Next Meeting Date and Location</li> </ul>		

**FAC Meeting Minutes  
February 11, 2016**

**Location:** University of Denver (DU), Joy Burns Center, 2044 East Evans Ave., Denver, CO 80208

**Date/Time:** February 12, 2016, 1:00pm to 4:00 pm

**Chair:** Jenyce Houg, FAC Chair

**Attendees:** See Attached

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
<b>Welcome and Introductions (Host: Bill Dewitt and FAC Chair: Jenyce Houg)</b>	<ul style="list-style-type: none"> <li>• Bill Dewitt the FAC Host welcomed attendees and provided an overview of the Transportation Management Program at DU; Jenyce Houg, the FAC Chair, welcomed the group and participants introduced themselves</li> </ul>	N/A
<b>Last FAC Meeting Minutes Adoption</b>	<ul style="list-style-type: none"> <li>• Request to approve minutes of January 14, 2016 FAC</li> <li>• It was noted that there is no deadline from FHWA on comments regarding the online national freight map mentioned at the last FAC meeting that is found online at: <a href="https://www.transportation.gov/freight/MFN">https://www.transportation.gov/freight/MFN</a></li> </ul>	<ul style="list-style-type: none"> <li>• January 14, 2016 FAC Meeting Minutes Approved.</li> </ul>
<b>Administration (Jason Wallis, CDOT)</b>	<ul style="list-style-type: none"> <li>• FAC member Terms (length of time served on FAC) – two-years staggered; A and B were assigned to members alternating alphabetically where A would expire in 1 year and B would expire in 2 years.</li> </ul>	<ul style="list-style-type: none"> <li>• Member terms as submitted were approved by the FAC members.</li> </ul>
<b>FHWA Freight Roundtable (Aaron Bustow, Federal Highway Administration [FHWA])</b>	<ul style="list-style-type: none"> <li>• Announcement that FAC members are invited to an FHWA Freight Roundtable. The FHWA Administrator from Washing D.C. is to attend.</li> <li>• Date of event is April 4<sup>th</sup> from approximately 1pm to 3pm at the Denver Metro Chamber of Commerce in downtown Denver at 1445 Market St, Denver, CO 80202. Invitations to go out soon.</li> </ul>	<ul style="list-style-type: none"> <li>• FAC members appreciated the opportunity to hold FAC on same day as FHWA Freight Roundtable. Will hold next FAC meeting on April 4<sup>th</sup> in the morning in Denver at the Denver Metro Chamber of Commerce at 1445 Market St, Denver, CO 80202.</li> </ul>

	<ul style="list-style-type: none"> <li>• Jason mentioned the concept to piggy-back on this event by holding the next FAC meeting at the same location in the morning.</li> </ul>	
<b>Updates (Jason Wallis)</b>	<ul style="list-style-type: none"> <li>• Hazmat and Eisenhower/Johnson Memorial Tunnel (EJMT) – work is being done to assess the tunnel for permitting hazmat trucks to pass through with new fire suppression system installed. Legislation affecting the tunnel is being re-evaluated now. Unofficial hazmat route evaluation is also going on and will finish in approximately 3 months. Changing legislation and hazmat route evaluation will take place over the next six months and will require a public hearing. Greg Fulton is one of the team members participating in the tunnel’s hazmat evaluation. It was noted that using Loveland Pass, the existing hazmat route, is a challenge and a safety concern (especially during winter storms).</li> <li>• Rest Area Study – this rest area study is not assessing all truck parking facilities in Colorado, but truck parking that exists only at rest areas. CDOT is in the process of identifying a scope of work for an update to the 2007 truck parking study now.</li> <li>• Current Freight Related Projects – The consultant selection process for the development of the Multimodal Freight Plan (MFP) and the State Freight and Passenger-Rail Plan (SFPRP) is still ongoing.</li> </ul>	<ul style="list-style-type: none"> <li>• FAC will be periodically updated on the hazmat assessment of the EJMT</li> <li>• Proposed draft elements of a truck parking study update scope of work will be discussed with the FAC at the next meeting.</li> <li>• Ensure the 2007 Truck Parking Study is made accessible to FAC members.</li> <li>• Develop a draft Truck Parking Plan Scope of Work for FAC review at next meeting.</li> <li>• The final consultant selection for freight plans (MFP and SFPRP) is anticipated to occur in March with the plans initiating development in April 2016.</li> </ul>
<b>Freight Planning Activities (Tim Kirby, CDOT)</b>	<ul style="list-style-type: none"> <li>• From Plan to Project Presentation – Tim Kirby of CDOT presented on the planning process and programs for project selection. Currently projects are not categorized as freight-specific, but the FAST Act requires CDOT identify a process for the identification and selection of freight-specific projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Obtain from BNSF more information pertaining to their timeline and process for project selection.</li> <li>• CDOT to provide more information and deadlines associated with their project selection process so FAC and CDOT have a greater understanding of where and when key project decisions (project selection) occurs at CDOT and for railroads.</li> <li>• Part of development of the MFP will include developing a framework for freight project identification and selection.</li> </ul>

	<ul style="list-style-type: none"> <li>• BNSF Representative provided an overview of the programming and project selection process for BNSF.</li> <li>• It was noted that CDOT's and the BNSF process have similar components and identifying where they may potentially feed into one another would be helpful to the FAC.</li> <li>• A FAC member noted that more freight involvement is needed for development of the next Regional Transportation Plans and Statewide Transportation Plan (SWP).</li> <li>• Concept of pulling together freight information from FAC consideration for next set of plans to fold freight into the planning process more.</li> <li>• Acronyms in planning can be intimidating to the FAC; take a more expeditious approach to planning – FAC members have limited time to participate. Want input on shorter planning horizons (2-5 years, not 20-30 years)</li> <li>• A FAC member recommended to bring transit mode into SWP – do not do separate plans next time.</li> <li>• Rail considerations include: BNSF representative appointed to work with the public for Sect 130 railroad crossings –engineering focus; network strategy area focus work now and increasing for public involvement; steady growth of passenger rail in freight rail corridors</li> <li>• Need to identify where in the planning process when railroads can provide input and where railroads can contribute to mutual benefits.</li> <li>• CDOT needs to obtain from Rail/Trucking industry planned intermodal facilities to bring state highways up to levels needed to support these freight-related facilities and accommodate resulting traffic flows.</li> </ul>	<ul style="list-style-type: none"> <li>• The next STIP for 2017-2020 will incorporate freight program as stipulated by the FAST Act.</li> <li>• Bring Development Program to FAC for review and comment on how these projects influence freight.</li> </ul>
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	<ul style="list-style-type: none"> <li>• FAC should involve shippers and carriers more – e.g., I-70 Bridge project needs to consider truck access and work with industry stakeholders.</li> </ul>	
<p><b>FAST Act Implementation: Timeline &amp; Approach (Jason Wallis, CDOT)</b></p>	<ul style="list-style-type: none"> <li>• National Freight Highway Network is 800 miles</li> <li>• Need to obtain FHWA’s blessing on the Primary Freight Network</li> <li>• For urban corridors – coordination with Metropolitan Planning Organizations will be necessary.</li> <li>• Critical rural corridors designation will be more data-driven – CDOT will identify corridors based on their data-driven eligibility and present them to the Statewide Transportation Advisory Committee (STAC) for consideration and then bring STAC input and corridor information to the FAC.</li> <li>• For the FAST Act Formula-based freight funds – anticipated starting the program from scratch. Will look to the Highway Safety Improvement Program first and evaluate safety on corridors</li> <li>• Will then come to FAC with questions on corridors in terms of freight safety and mobility</li> <li>• CDOT and FAC will work together to identify a freight planning process and project selection criteria</li> <li>• Projects eligible for the Formula-based funds need to be on the National Freight Highway Network, which also includes Interstates. The National network will include: Primary Freight Highway Network, Critical Urban and Rural freight corridors, and Interstates.</li> <li>• There will be roughly \$25 million of discretionary funds that are competitive-based.</li> </ul>	<ul style="list-style-type: none"> <li>• Interest in obtaining the status of projects provided in the State Highway Freight Plan- although it was noted that the FAST Act affects many of the projects – as many do not occur along the eligible freight network corridors currently identified, and to be determined.</li> <li>• CDOT intends to also leverage safety funds to spread freight funds further.</li> <li>• Next is for CDOT to work with FAC and MPOs to identify Colorado’s critical urban and rural freight corridors</li> <li>• Anticipate getting critical freight corridors initially identified in next three months. <ul style="list-style-type: none"> <li>• FHWA recommended to review FAST Act sheets that are public-friendly documents that highlight FAST Act regulations and their impact on various programs including freight. –see: <a href="https://www.fhwa.dot.gov/fastact/factsheets/">https://www.fhwa.dot.gov/fastact/factsheets/</a> go the 6<sup>th</sup> one down on the list to the National Freight Highway Program pdf for more information on freight-related items.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• FAC member pointed out to potentially balance freight projects selected – do not list formula-based projects on competitive list.</li> <li>• Multi-state projects including CDOT may be more competitive for national evaluations.</li> </ul>	
<b>Issues and Strategies (Breakout Groups)</b>	<ul style="list-style-type: none"> <li>• See Attached documents that summarize the three breakout groups Chatty, Alpha, and Highwides) and their discussions.</li> <li>• General comments from breakout group (sessions highlighted the following as priorities for freight: Highway railroad crossings, Weight and Clearance restricted rail lines, clearance restricted bridges, safety, truck parking, communication, education &amp; partnerships, Consider combining –safety, pullouts, and truck parking, signage and system efficiency. See formal results tallied in attached handout.</li> <li>• Distance between rail lines for long trucks was raised as an issue.</li> <li>• FAC needs to pay attention to transportation funding discussions as they occur. Urban areas can pull from funds for Regional Transit Authorities via</li> </ul>	<ul style="list-style-type: none"> <li>• Next FAC meeting with cover a sampling (approximately top 3) of these priorities</li> <li>• A calendar of when other topics are scheduled to be discussed will be developed. <ul style="list-style-type: none"> <li>• FAC Chair and member strongly recommended FAC members read the State Highway Freight Plan. See: <a href="https://www.codot.gov/programs/planning/planning-programs/freight-program">https://www.codot.gov/programs/planning/planning-programs/freight-program</a> and click on “State Highway Freight Plan” highlighted in blue text in the third paragraph on this page.</li> <li>• Seethe 2007 I-70 Truck Parking Guide attached below (click on the icon to open)</li> </ul> </li> </ul> <div style="text-align: center;">  <p>I-70 Truck_Parking_Guid</p> </div>

	<p>taxes when formed - Freight needs to be considered more for transportation.</p> <ul style="list-style-type: none"> <li>• FAC would like an opportunity to provide input on RoadX pilot project priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Peter Kozinski, CDOT's RoadX Project Manager, can be scheduled to speak to the FAC at a future meeting.</li> </ul>
<b>Wrap-up (Jason Wallis)</b>	<ul style="list-style-type: none"> <li>• Survey regarding meeting effectiveness was distributed to meeting attendees to fill out and submit to Jason.</li> </ul>	<ul style="list-style-type: none"> <li>• Next Meeting for FAC is scheduled for April 4<sup>th</sup> in the morning at the Denver Metro Chamber of Commerce.</li> </ul>



**COLORADO**

Department of  
Transportation

Freight Advisory Council Meeting Attendees  
April 4, 2016

<b>Name Last</b>	<b>Name First</b>	<b>FAC Member Type/Agency</b>
Bailey	Grier	General
Bailey	Grier	General
Beedy	Gary	General
DeWitt	Bill	General
Dhuru	Sarod	General
Douglas	Kevin	General
Fulton	Greg	General
Goetz	Andy	General
Houg	Jenyce	Chair
Howes	Brandon	General
Kiely	Joe	General
Lathrop	Mason	General
Perkins-Smith	Debra (for Mike Lewis)	Ex Officio, CDOT
Rich	Tim	General
Spaulding	Carl	General
Thompson Cassidy	Sara	General
Wagner	Howard	General
Wallis	Jason	Secretary
Karasko	Becky	Ex Officio
Rickerhauser	Pete	Ex Officio
Streisfeld	Lisa for (Ryan Rice)	CDOT
Scheuerman	Michelle	CDOT
Sudmeier	Jeff	CDOT
King	Michael	CDOT
Kirby	Tim	CDOT
Greco	Aaron	CDOT
Bustow	Aaron	FHWA
Krutsinger	David	CDOT
Riger	Jacob	DRCOG
Helfant	Matt	DRCOG
Terranova	Sharon	CDOT



**COLORADO**  
Department of  
Transportation

# Freight Advisory Council

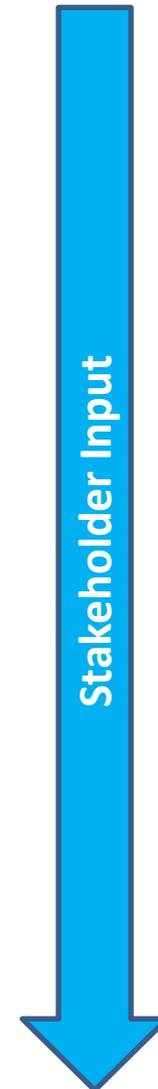
February 11, 2016

**Tim Kirby**  
CDOT Regional and MPO Planning Manager





# Plan to Project Process





## Plan to Project Process

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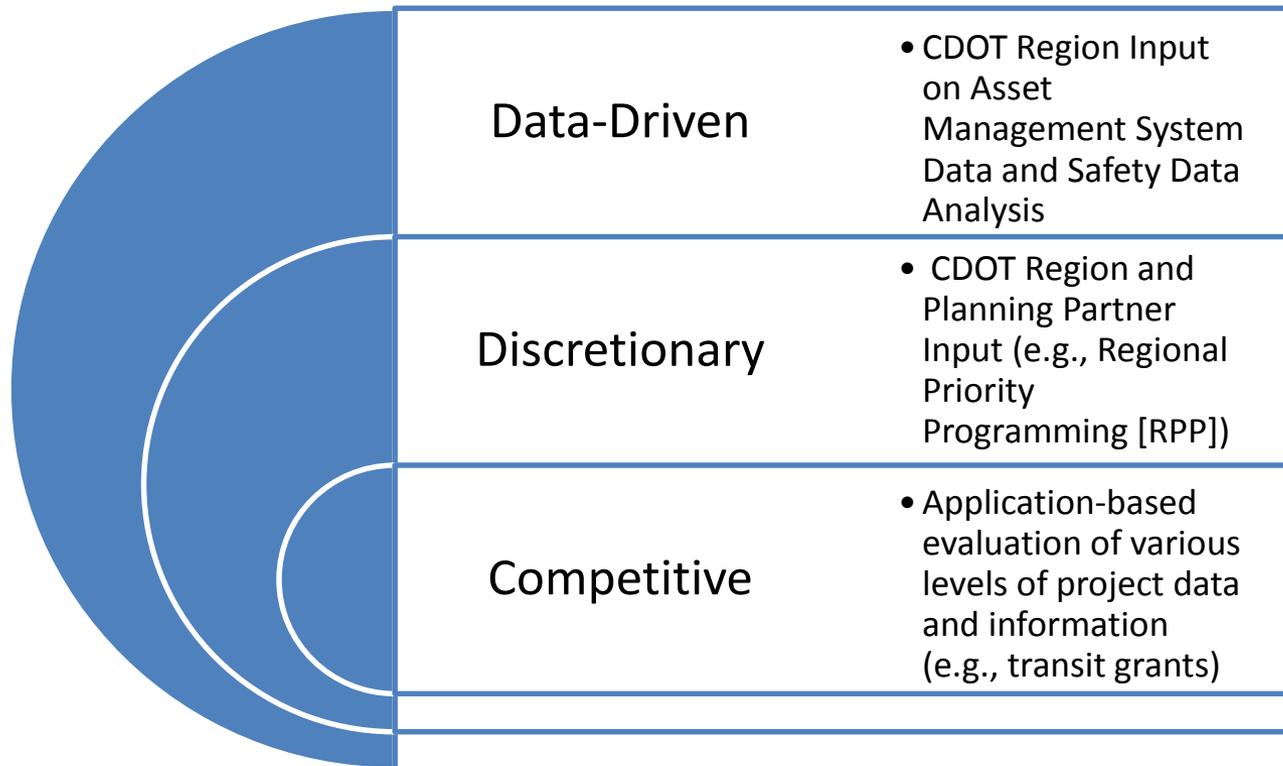
### Project Types:

- Asset Management
- Safety
- Mobility
- Operations (ITS)
- Transit
- Bicycle & Pedestrian
- Aviation
- Freight (new due to FAST Act)



# Plan to Project Process

## Project Selection Approaches and Inputs:



**Note:** CDOT's project selection criteria include a balance of: data-driven analysis, stakeholder input, and consideration of applicable federal and state regulations.



## Plan to Project Process

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### **Statewide Transportation Improvement Program (STIP):**

- Federally required
- STIP looks forward for a 4-year planning horizon
- Is a rolling program with annual updates
- Current window is 2016-2019
- Next STIP will cover 2017-2020



# FAC Comments and Questions

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**Comments/Questions????**

Freight Advisory Council  
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Clearance Restricted Rail Lines	Major intercity freight rail corridors unable to handle high-cube double stack container shipments due to overhead clearance restrictions limit freight rail accessibility to present and future freight rail users served by such lines.	<ul style="list-style-type: none"> <li>•Overhead Roadways</li> <li>•Tunnels</li> <li>•Other</li> </ul>	✓				
Commercial Vehicle Communication	The efficient movement of freight requires shippers and carriers to make decisions regarding the best routes, times, and other factors. More reliable information can help industry make better decisions to improve the movement of goods in the state.	<ul style="list-style-type: none"> <li>•CoTrip</li> <li>•Push Notifications</li> <li>•Manuals/Handbooks</li> <li>•Regulation/Ordinance Monitoring</li> </ul>	✓	✓	✓		
Communication, Public Education, and Partnerships	Need for better understanding of freight issues and concerns among the general public and when planning and designing transportation improvements, or considering traffic operation plans.	<ul style="list-style-type: none"> <li>• Municipal Interaction</li> <li>• Potential Partnerships</li> <li>• Public Education Campaigns</li> </ul>				✓	
Highway/ Rail Crossing	Need to improve safety and mobility at highway/rail crossings.	<ul style="list-style-type: none"> <li>•Section 130 Program</li> <li>•Other</li> </ul>	✓	✓			
Highway Safety	As a whole, commercial vehicles have lower crash rates than the general population. However, there are locations and causalities which are higher. Actions could be taken to address the conditions unique to commercial vehicles which lead to these safety issues.	<ul style="list-style-type: none"> <li>•Crash Type Mitigation</li> <li>•Hotspots</li> </ul>	✓	✓		✓	

Freight Advisory Council  
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Industry Issues	Need to address changing economic factors and market conditions affecting freight industry.	<ul style="list-style-type: none"> <li>• Worker/Driver Shortage</li> <li>• Logistic Changes</li> <li>• Market Changes</li> <li>• Changing Economic Factors</li> </ul>			✓	✓	
Low Bridge Clearance/Box Culverts	The are currently 7 bridges in Colorado with a clearance below the legal requirement of 13'6" and more which do not meet current design standards. Commercial vehicles are required to reroute in order to avoid striking these bridges.	<ul style="list-style-type: none"> <li>• Replacement of Infrastructure</li> <li>• Vehicle Rerouting</li> <li>• Signage/Notification</li> </ul>	✓	✓	✓		
Operational Improvements	Roadway efficiency can be improved by using operational strategies to better control the flow of traffic or improve conditions which lead to congestion and delay.	<ul style="list-style-type: none"> <li>• Heavy Tow/Courtesy Patrol</li> <li>• Incident Clearance</li> <li>• Intelligent Transportation Systems (ITS)</li> <li>• Signal Timing</li> <li>• Signal Priority</li> </ul>	✓	✓			
Planning	Need to develop plans, performance measures, and conduct research and analysis of transportation system needs, and economic and demographic conditions in order to identify investment priorities and support data-driven investment decisions.	<ul style="list-style-type: none"> <li>• Multimodal Freight Plan</li> <li>• State Freight and Passenger Rail Plan</li> <li>• Corridor Studies</li> <li>• Research</li> <li>• Performance Measures</li> <li>• Other</li> </ul>			✓	✓	
Pullouts/Shoulders	Pullouts and shoulders provide a safer space for travelers away from active traffic lanes. These facilities are needed for emergency situations, adverse conditions, or routine operations of law enforcement	<ul style="list-style-type: none"> <li>• Connected Vehicle (CV) Inspection Sites</li> <li>• Emergency Parking</li> </ul>	✓	✓	✓		

Freight Advisory Council  
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Signage	At times roadway infrastructure may be different than anticipated by a driver. Improved signage at specific locations can inform the traveling public and/or commercial drivers of unique characteristics of infrastructure or the environment of which they should be aware. EB I-70 heading toward Denver is an example of signage communicating specifically with commercial drivers.	<ul style="list-style-type: none"> <li>•Better communicate infrastructure configuration</li> </ul>	✓	✓			
Special Loads	Commercial drivers carrying special loads have stricter requirements than other carriers. Unusual issues and challenges can arise from these additional requirements.	<ul style="list-style-type: none"> <li>•Oversize/Overweight Issues</li> <li>•Oversize/Overweight Corridors</li> <li>•Hazmat</li> <li>•Other</li> </ul>	✓	✓	✓		
System Efficiency	The cost of transportation has a direct financial impact on communities, industries and businesses. Addressing the inefficiencies in the transportation system may improve economic competitiveness.	<ul style="list-style-type: none"> <li>•Travel Time Reliability</li> <li>•Land Use</li> <li>•Last Mile</li> <li>•System Efficiency</li> </ul>	✓	✓	✓	✓	
Truck Parking	In 2007 CDOT conducted a statewide truck parking inventory finding a lack in truck parking in many areas of the state. As the population and freight movement have increased so has the need for improved truck parking.	<ul style="list-style-type: none"> <li>•Location Identification</li> <li>•Service needs/gap</li> <li>•Identify Partnerships</li> </ul>	✓	✓	✓		

Freight Advisory Council  
Freight Issues and Strategies Table

Issue	General Concept	Subtopic/Strategies	Topic Category				Notes
			Infrastructure	Safety and Mobility	Regulatory and Policy	Other	
Weight Restricted Bridges	Currently there are numerous bridges in Colorado which do not meet legal limits, meaning some compliant loads may not be able to use the bridge or a portion of the corridor. Maintaining all bridges to minimum statutory requirements would allow for more efficient goods movement.	<ul style="list-style-type: none"> <li>•Bridge Replacements</li> <li>•Rerouting</li> </ul>	✓	✓	✓		
Weight Restricted Rail Lines	Freight rail lines incapable of handling 286,000 lb. loads (car and lading) limit rail freight accessibility to present and future freight rail users served by such lines.	<ul style="list-style-type: none"> <li>•Locations of lines not capable of carrying 285K gross weight</li> </ul>	✓	✓			

Freight Advisory Council  
Freight Issue Priorities Worksheet

Issue	General Concept	Priority Level		
		High (H)	Medium (M)	Low (L)
<b>Instructions: Please rank issue by priority and circle H (high) M (medium) or L (Low). Select no more than six (6) in each category.</b>				
Clearance Restricted Rail Lines	Major intercity freight rail corridors unable to handle high-cube double stack container shipments due to overhead clearance restrictions limit freight rail accessibility to present and future freight rail users served by such lines.	H	M	L
Commercial Vehicle Communication	The efficient movement of freight requires shippers and carriers to make decisions regarding the best routes, times, and other factors. More reliable information can help industry make better decisions to improve the movement of goods in the state.	H	M	L
Communication, Public Education and Partnerships	Need for better understanding of freight issues and concerns when planning and designing transportation improvements, considering traffic operation plans.	H	M	L
Highway/ Rail Crossing	Need to improve safety and mobility at highway/rail crossings.	H	M	L
Highway Safety	As a whole, commercial vehicles have lower crash rates than the general population. However, there are locations and causalities which are higher. Actions could be taken to address the conditions unique to commercial vehicles which lead to these safety issues.	H	M	L
Industry Issues	Need to provide a transportation system that supports all economic climates for freight movement.	H	M	L
Low Bridge Clearance/Box Culverts	The are currently 7 bridges in Colorado with a clearance below the legal requirement of 13'6" and more which do not meet current design standards. Commercial vehicles are required to reroute in order to avoid striking these bridges.	H	M	L
Operational Improvements	Roadway efficiency can be improved by using operational strategies to better control the flow of traffic or improve conditions which lead to congestion and delay.	H	M	L
Planning	Having a better understanding of the transportation system and economic and demographic conditions in which it exists is critical for making the right investment decisions. Having this understanding is gained through planning and research efforts	H	M	L
Pullouts/Shoulders	Pullouts and Shoulders provide a safer space for travelers away from active traffic lanes. These facilities are needed for emergency situations, adverse conditions, or routine operations of law enforcement.	H	M	L

Freight Advisory Council  
 Freight Issue Priorities Worksheet

Issue	General Concept	Priority Level High (H) Medium (M) Low (L)		
<b>Instructions: Please rank issue by priority and circle H (high) M (medium) or L (Low). Select no more than six (6) in each category.</b>				
Signage	At times the roadway infrastructure may be different than what would be anticipated by a driver. Improved signage at specific locations can inform the traveling public and/or commercial drivers of unique environmental characteristics of which they should be aware. EB I-70 heading toward Denver is an example of signage communicating specifically with commercial drivers.	H	M	L
Special Loads	Commercial drivers carrying special loads have stricter requirements than other carriers. Unusual issues and challenges can arise from these additional requirements.	H	M	L
System Efficiency	The cost of transportation has a direct financial impact on communities, industries and businesses. Addressing the inefficiencies in the transportation system may improve economic competitiveness.	H	M	L
Truck Parking	In 2007 CDOT conducted a statewide truck parking inventory finding a lack in truck parking in many areas of the state. As the population and freight movement have increased so has the need for improved truck parking.	H	M	L