

Freight Advisory Council

Date: Thursday, January 14, 2016 1:00 to 4:00 p.m.

Location: Colorado Motor Carriers Association, 4060 Elati St, Denver CO 80216

Welcome and Introductions	1:00	Jenyce Houg
Minutes Adoption – November 12, 2015	1:05	Jenyce Houg
Fast Act Freight Provisions and Programs	1:10	Ron Papsdorf Jason Wallis
CDOT Updates	1:30	Jason Wallis
Freight Planning Activities (CDOT)	1:45	Jason Wallis
<ul style="list-style-type: none"> • Vision Discussion 		
National Freight Advisory Council Update	2:00	Mark Savage
Networking Break	2:15	
Freight Issues and Strategy Identification	2:30	Jenyce Houg
New Items	3:40	
<ul style="list-style-type: none"> • “Fix North I-25” • Other 		Howard Wagner FAC Members
Around the Room	3:50	FAC Guests
Administration	3:55	Jason Wallis
<ul style="list-style-type: none"> • 2016 Calendar • Next Meeting Location 		

**FAC Meeting Minutes
January 14, 2016**

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Date/Time: January 14, 2016, 1:00pm to 4:00 pm

Chair: Jenyce Houg, FAC Chair

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
Introductions	Jenyce Houg, the FAC Chair, welcomed the group and participants introduced themselves	N/A
Last FAC Meeting Minutes Adoption	Request to approve minutes of November 12, 2015 FAC	November 12, 2015 FAC Meeting Minutes Approved.
CDOT Updates (Jason Wallis, CDOT)	<ul style="list-style-type: none"> • Data and new information uploaded to both the Freight Planning Program and the FAC pages of the CDOT website were announced. Linkages to various freight-related information are available. • Checked issue raised by Commissioner McFadyen at last meeting – determined the issue was a bridge re-designated as a subordinate structure that no longer permits Over Size/Over Weight vehicles – weight limit is now 85,000 lbs. • CDOT is working on an update to the Truck Parking Study of 2007 – the first step is conducting an inventory of facilities and their level of use it was noted that Michigan DOT is conducting their own truck parking information study and is assessing technological enhancements – CDOT is looking to this study for ideas. • Colorado needs more truck parking as many trucks are observed parking along on/off ramps to I-70. Emergency parking, which is only available when roads are closed, is not part of the truck parking inventory being conducted in Colorado. • Hazmat Eisenhower-Johnson Memorial Tunnel (EJMT) Assessment: Industry has asked CDOT to investigate 	It was agreed once the inventory and the draft truck parking study was complete it would be brought to the FAC for review and comment.

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	<p>options for expanding hazmat routing to EJMT. Need to change regulations to let through EJMT once fire suppression system installed.</p>	
<p>Multimodal Freight Plan Visioning Exercise (Jason Wallis, CDOT)</p>	<ul style="list-style-type: none"> • Colorado Freight Vision should be identified by freight stakeholders • Started with vision (non-mode specific) of 2015 State Highway Freight Plan. • FAC acknowledged need for Multimodal Freight Plan to identify and document freight priorities and develop a multimodal freight vision, but is more interested in identifying actions CDOT can take to improve mobility and safety of freight. • Vision needs to emphasize freight safety, mobility and economy. 	<p>Agreed that vision does not need to be decided today, will be enhanced and evolve with Multimodal Freight Plan development over time.</p>
<p>Fixing America’s Surface Transportation Act (FAST Act) Summary (Ron Papsdorf, CDOT)</p>	<ul style="list-style-type: none"> • Need to keep in mind much guidance from FHWA is forthcoming and that interpretation of this bill could change with guidance, once it is available • Possibility for guidance to be released in 2017 and guide investment for 2016/2017 freight projects. • Provides for two key freight programs – one grant that is competitive and one that is formula-based (will give Colorado \$85 million over 5 years, or approximately \$15 million annually). • A table in the FACT Act Summary handout includes money obligated to freight programs prior to annual 	<ul style="list-style-type: none"> • FAC requested information on freight projects already in the pipeline for funding – extract a list from the STIP; level of readiness for freight projects are likely to influence their competitiveness. Place funded freight project discussion on agenda for next FAC meeting. • FAC members stressed their desire to not wait for federal guidance, start conversations to identify critical freight corridors now.

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	<p>limits – each freight program has eligibility requirements and stipulations attached to them.</p> <ul style="list-style-type: none"> • Bill identifies a National Multimodal Freight Network – a primary freight network has been identified; States need to identify critical freight corridors for urban and rural areas – mileage of corridors is limited – for Colorado 150 miles to add to system. • For the National Primary Freight Network – Colorado would add 75 miles to the network under current stipulations. • For grants – freight projects that are multimodal and multi-state will rank higher. • FAC to match action/freight project priorities with those more competitive in grants program. • It was noted that the Colorado Transportation Commission (TC) has final approval of how to spend freight funding of the FAST Act, but TC desires input from the FAC on how to spend freight funds prior to making decisions. • Freight rail projects are also emphasized in the FAST Act as eligible under these new freight programs. • Other specific changes to trucking industry were highlighted; 40% match is required for freight programs. • Consider approaches to entice passenger cars off highways via transit enhancements and leave more room on roadways for freight. 	<ul style="list-style-type: none"> • Trans2 Proposal – There is a desire to know what payment to CDOT would be and analysis behind expenditures • Add I-70 West to High Priority Corridors in FAST Act summary

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National Freight Advisory Council Update (Mark Savage of Colorado State Patrol)	<ul style="list-style-type: none"> • Great interactive national freight map is available – recommended to review it. • Major freight trends identified in plan and was the plan’s strength. • Summarized plan’s content in terms of key freight trends and freight recommendations. • Provided information pertaining to comments on the plan and recommended FAC to review and comment – Comment period has no end at this point. Federal Register announcement is schedule to occur in the next two weeks – anticipate deadline to be mid-March 2016. • National FAC had the following comments regarding the National Freight Strategic Plan <ul style="list-style-type: none"> ○ Plan needs a vision ○ Plan should echo more long-term horizon and not current administration desires ○ Increase focus on safety ○ Address funding – many great ideas without identification of implementation strategies. ○ Recommended 80 additional comments be added to document as an appendix. ○ Discuss private industry and more of a future focus – plan did well with conveying current freight infrastructure condition information. ○ Capture more data pertaining to freight • Question was raised regarding other countries where freight systems work better. Areas identified are in the 	<ul style="list-style-type: none"> • FAC recommended to review and comment See national interactive freight map at: https://www.transportation.gov/freight/MFN • the National Freight Strategic Plan is available at: https://www.transportation.gov/freight/NFSP and comments can be submitted online at: https://www.transportation.gov/freight/share-your-ideas • Comment period has no end at this point. Federal Register announcement is scheduled to occur in the next two weeks – anticipate deadline to be mid-March 2016. • CDOT bring FAC examples of other countries with better freight systems identified in the National Freight Strategic Plan.

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	<p>plan, and Brazil and the European Union (EU) were examples recalled.</p> <ul style="list-style-type: none"> • EU has a standardized Oversize and Overweight program – where U.S. is not. • National Freight Strategic Plan – assumes MAP-21 is still applicable – needs to reflect passage of the FAST Act. • CDOT is committed to ensuring all possibilities for obtaining freight funds are pursued. 	
<p>Freight Issues and Strategy Identification (Jason Wallis, CDOT)</p>	<ul style="list-style-type: none"> • Issues worksheet does not include freight rail. • Need to identify quick wins and prioritize freight improvements that are feasible for funding first • FAC requested list of 2015 freight projects accomplished and those occurring or planned for 2016. • Consider freight-specific projects and identify those that benefit freight. • A looming crisis exists regarding finding drivers; involve CDL training industry representative in FAC and work to find solution to this. • Incident on I-70 may only take 20 minutes to clear, but same incident on US 50 in a rural area – could take 4 hours – need to identify means to shorten this type of delay; corridor authorities (like those in Nevada) may be one option. • CDOT has the I-70 connected vehicle pilot project to test technology to improve response. 	<ul style="list-style-type: none"> • Add freight rail issues to worksheet • From STIP extract freight-related projects for discussion of freight improvements that could be completed beyond baseline projects. • Involve CDL training representative on FAC. • Many issues are duplicative and/or strategies – can be rolled into other issues to shorten the list. • Need to consider timeframe/year of project and also project scale for freight improvements when revising issue table. • Add hazmat to oversize and overweight issue in table • Identify roundabouts that have too restricted capacity • Add I-76 and US 85 in Commerce City for bottleneck issue

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	<ul style="list-style-type: none"> • First and last mile issues with intermodal connections – are areas of bottlenecks – e.g. I-76 and US 85 in Commerce City is an example of a problem area. • Need a way to quantify issues – understand the number of occurrences of obstacles to moving freight across the state. • Figure method to identify economic benefits of specific freight improvements – identify delay times and how they are improved. • CDOT is relying on FAC to confirm data and or identify specific areas where freight movement is hampered for CDOT to explore further for improvements. • Vice-Chair identified concept of subcommittees/working groups to discuss in more detail key freight issues to address • Identify locations of roundabouts that can't accommodate cars – and certainly heavy trucks; Iliff in Aurora • Need communities to understand importance of freight – education campaign needed (for development projects). Place freight on public's radar. • Detours – due to emergencies/washouts – do not accommodate heavy/tall trucks – detours need to consider accommodating freight. • Important to keep data on freight improvements 	<ul style="list-style-type: none"> • Take Truck Electrified Parking off the issue list – no longer valid. • Add box culverts in Pueblo area and in Weld County (and in Eastern Plains) as issues • Add ITS-Commercial Vehicle operations technology • Truck parking is issue with trucks using on and off ramps to park. • Add issue with Detours that do not accommodate commercial truck traffic. • Add to issues - need to work with communities on freight issues more to get and keep freight in mind for planning and development projects. • CDOT to get accident data for rail crossings – identify rail and auto conflicts. • CDOT bring freight data and maps to next FAC meeting.

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Administration/Next Steps (Jason Wallis, CDOT)	<ul style="list-style-type: none">• Next FAC meeting is February 11th at University of Denver	<ul style="list-style-type: none">• Form working groups for:<ul style="list-style-type: none">○ Bottlenecks○ ITS Improvements/Technology○ Oversize/Overweight & Hazmat○ National Transportation Policy○ Safety (engage Mark Savage)



COLORADO

Department of Transportation

Office of Policy and Government Relations

MEMORANDUM

TO: COLORADO FREIGHT ADVISORY COUNCIL
FROM: RON PAPSDORF, FEDERAL AFFAIRS AND LOCAL GOVERNMENT LIAISON
DATE: JANUARY 14, 2016
SUBJECT: FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT - FREIGHT HIGHLIGHTS

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act. The FAST Act authorizes Federal highway, transit, and rail programs for five years from 2016 to 2020 and represents the first long-term comprehensive surface transportation legislation since 2005.

The FAST Act is a five year (FY 2016 - FY 2020) \$300 billion highway, transit, highway safety and rail bill. It provides approximately \$225 billion in contract authority over five years for the Federal-aid Highway program, increasing funding from \$41 billion in FY 2015 to \$47 billion in FY 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State DOTs through formula programs. The bill creates a new National Highway Freight program (approximately \$1.2 billion a year) that is distributed to the States by formula and creates a new discretionary program for Nationally Significant Freight and Highway Projects (approximately \$900 million a year). The FAST Act gradually increases the percentage of the Surface Transportation Program that is sub-allocated by population from 50 percent in FY 2015 to 55 percent in FY 2020. The bill also includes a \$7.6 billion rescission of unobligated Federal-aid Highway contract authority in FY 2020.

The FAST Act provides approximately \$61 billion over five years for Federal transit programs including \$48.9 billion in Highway Trust Fund contract authority and roughly \$12 billion in funding from the General Fund. For highway safety the bill provides \$4.7 billion for NHTSA (\$3.7 from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration. The FAST Act authorizes approximately \$10 billion over five years for the Federal Railroad Administration and Amtrak.

For Colorado, the bill increases highway formula funding from \$516 million in 2015 to \$542 million in 2016 and grows to \$592 million in 2020. On the transit side, funding increases from \$111.5 million in 2015 to \$114.6 million in 2016 and grows to \$124.8 million in 2020. A funding summary by program area is attached.

Freight Program Highlights

In general, the FAST Act places additional emphasis on freight planning and freight movement. It creates a National Multimodal Freight Policy, to be administered by the US Department of Transportation Undersecretary for Policy, to improve the condition and performance of the National Multimodal Freight Network (NMFN). The NMFN consists of:

- National Highway Freight Network
- Class I freight railroads
- Ports with annual foreign and domestic trade of at least two million short tons
- Inland and Intercostal waterways
- Great Lakes and St. Lawrence Seaway



- Maritime Administration marine highways
- 50 US airports with highest annual landed weight
- Other assets as identified by the Undersecretary of Policy (i.e., short-line railroads)
- States may seek additional assets on the NMFN with the input of various freight stakeholders, including critical rural freight assets.

The FAST Act encourages States to form State Freight Advisory Committees and mandates that all States receiving National Highway Freight Program formula funds to create a State Freight Plan (SFP) within two years of enactment and updated every five years.

The Act also establishes a National Highway Freight Network (NHFN or NFN) consisting of:

- a primary freight network (PFN) of 41,518 miles already identified by FHWA
- Critical Rural Freight Corridors
 - Must meet minimum criteria
 - No more than 150 miles in Colorado
- Critical Urban Freight Corridors
 - Designated by MPOs over 500,000 in consultation with the State, or
 - By the State in consultation with MPOs with less than 500,000 population
 - No more than 75 miles in Colorado
- any portion of the interstate system not include above

The FAST Act establishes both discretionary grant and formula programs to fund critical transportation projects that would benefit freight movement. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers. \$4.5 billion is authorized over the five years of the Act for the Nationally Significant Freight and Highway Projects discretionary grant program. CDOT will receive approximately \$85 million in formula distributions over the five years of the bill under the National Highway Freight Program.

Nationally Significant Freight and Highway Projects (Grant) (Sec. 1105)

Purpose: Provide financial assistance for projects of national or regional significance.

Goals:

- Improve safety, efficiency, and reliability of the movement of freight and people;
- Generate national or regional economic benefits and an increase in the global economic competitiveness of the US;
- Reduce highway congestion and bottlenecks;
- Improve connectivity between modes of freight transportation;
- Enhance resiliency of critical highway infrastructure and help protect the environment;
- Improve roadways vital to national energy security;
- Address the impact of population growth on the movement of people and freight.

Funding Levels:

2016 \$800m
 2017 \$850m
 2018 \$900m
 2019 \$950m
 2020 \$1,000m



Grant Authority: Except as otherwise provided, each grant shall be at least \$25m.

Eligible Applicants: A State or group of states; MPOs with a population over 200,000; local governments or groups of local governments; political subdivisions of a State or local government; special purpose district or public authority; Federal land management agency; tribal government or group of tribal governments; multistate or multijurisdictional group of any of the above entities.

Eligible Projects:

- Highway freight project on the National Highway Freight Network;
- Highway or bridge project on the NHS;
- A freight project that is:
 - A freight intermodal or freight rail project, or
 - Within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer or access into or out of the facility, or
 - A railway-highway grade separation project.
- Has eligible project costs reasonably expected to exceed:
 - \$100m, or
 - For a project located in one state, 30% of the federal-aid highway apportionment to the State in the most recent FY, or
 - For a project located in more than one state, 50% of the federal-aid highway apportionment to the State with the largest apportionment in the most recent FY.

Limitation: No more than \$500m of the total amount in the program (2016-2020) may be used for a freight project that is an intermodal or freight rail project or within the boundaries of a public or private freight rail, water, or intermodal facility.

Small Projects:

- 10% of grant funding is reserved each fiscal year for projects that do not satisfy the minimum project cost thresholds
- Each small project grant shall be at least \$5m.
- In addition to other applicable requirements, the Secretary shall consider:
 - The cost-effectiveness of the project, and
 - The effect of the proposed project on mobility in the State and region in which the project is carried out.

Project Requirements:

- Generate national or regional economic, mobility, or safety benefits;
- Be cost-effective;
- Contribute to accomplishment of one or more of the national goals described in section 150;
- Based on results of preliminary engineering;
- With respect to non-federal financial commitments:
 - One or more stable and dependable sources are available to construct, maintain, and operate the project; and
 - Contingency amounts are available to cover unanticipated cost increases.



- Cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor;
- Project reasonably expected to begin construction no more than 18 months after date of obligation of funds.

Additional Considerations:

- Utilization of nontraditional financing, innovative design and construction techniques, or innovative technologies;
- Utilization of non-Federal contributions; and
- Contributions to geographic diversity among grant recipients, including need to balance between rural and urban communities.

Rural Areas: The Secretary shall reserve at least 25% of funds (including amount for small projects) each fiscal year for grants in rural areas. Rural area means an area outside an urbanized area with a population over 200,000.

Federal Share: The Federal share of a project assisted with a grant under this program may not exceed 60%. Other Federal assistance may be used to satisfy the non-federal (40%) share of a project except that the total Federal assistance may not exceed 80% of the total project cost.

National Highway Freight Program (Formula) (Sec. 1116)

In General, formula funds are used “to improve the movement of freight on the National Highway Freight Network.” Each State’s formula distribution is based upon the number of Primary Highway Freight System (PHFS) miles in that State relative to all PHFS miles. For States whose formula proportion is greater than or equal to two percent, it may obligate funds to any of the NHFN elements except for interstates that are not part of the PHFS. For States whose formula proportion is less than two percent, it may obligate funds to any segment of the NHFN, including all interstates.

Colorado is a “low primary highway freight system mileage” state so is eligible to use funds for projects on any component of the NHFN and not just the PHFN.

A project is eligible for funding if it:

- Contributes to the efficient movement of freight on the NHFN, and
- Is identified in a freight investment plan included in a freight plan
- Is an intermodal or freight rail project (except that a State can only obligate up to 10% of its total freight apportionment to these projects).

Projects may include, among other things:

- Development, engineering, and analytical activities;
- Construction, reconstruction and rehabilitation of infrastructure;
- ITS systems, including freight ITS;
- Rail-highway grade separation;
- Efforts to reduce environmental impacts;
- Truck specific infrastructure (including truck-only lanes, runaway and climbing lanes, and truck parking facilities);
- Electronic Cargo technologies;
- Diesel retrofits; and
- Additional road capacity to address highway freight bottlenecks.



Additional Freight Provisions

Sec. 1108 Railway-Highway Grade Crossings

- Sets aside \$1.2 billion of HSIP funds over five years for the Section 130 highway-rail grade crossing program.

Sec. 1409 Milk Products

- Fluid Milk products are considered an indivisible load

Sec. 1410 Interstate Weight Limits

- Interstate Weight Limits do not apply to heavy-duty tow trucks that are towing disabled vehicles.
- Provides specific Interstate Highway weight waivers in Texas, Minnesota, Wisconsin, and Arkansas.
- Allows up to 86,000 pounds of gross vehicle weight on Interstates for emergency vehicles.
- Allows for vehicle weight attributable to natural gas propulsion system to be exempt from total vehicle weight calculations.

Surface Transportation Block Grant Program Eligibility

- Includes ferries/terminals, truck parking facilities, rail-grade crossings and intermodal transfer facilities in ports as eligible projects in the new STBGP.

Motor Carrier Safety

- Sec. 5101 Grants to States
 - States will participate in FMCSA's information technology and data systems.
 - Directs State Plans to address national priorities and performance goals.
 - New formula to be created.
- Sec. 5501 Delays in goods movement
 - Direct the Inspector General to submit to the Senate Commerce Committee a report on the average length of time that operators of commercial motor vehicles are delayed before loading and unloading of vehicles and at other points in the pick-up and delivery process
- Sec. 5520 Automobile Transporter
 - An automobile transporter shall not be prohibited from the transport of cargo or general freight on a backhaul, so long as it complies with weight limitations for a truck tractor and semitrailer combination.
- Sec. 5521 Ready Mix Concrete Delivery Vehicles



- Regulations regarding reporting, recordkeeping, or documentation of duty status shall not apply to any driver of a ready mixed concrete deliver vehicle if: the driver operates within a 100 mile radius of the normal work reporting location; the driver returns to the work reporting location and is released from work within 14 consecutive hours; the driver has at least 10 consecutive hours off duty following each 14 hours on duty; the driver does not exceed 11 hours maximum driving time following 10 consecutive hours off duty; and the motor carrier that employs the driver maintains and retains for a period of 6 months accurate and true time records.
- Sec. 5522 Transportation of Construction Materials and Equipment
 - Increases the radius of operations from 50 miles to 75 miles.
 - A State may establish a different radius limitation if the limitation is between 50 and 75 miles and applies only to movements that take place entirely within the State.
- Sec. 5524 Exemptions From Requirement For Certain Welding Trucks Used In The Pipeline Industry
 - For pick-up style trucks owned by a welder, equipped with a welding rig used in the construction or maintenance of pipelines, and having a gross vehicle weight and combination weight rating and weight of 15,000 pounds or less, the vehicle, driver, and employer are exempt from:
 - Requirements relating to registration as a motor carrier;
 - Requirements relating to driver qualifications established under chapter 311 of title 49, USC;
 - Requirements relating to parts and accessories and inspection, repair, and maintenance of commercial motor vehicles;
 - Requirements relating to hours of service of drivers, including maximum driving and on duty time.

Hazardous Materials

- Sec. 7201 National Emergency and Disaster Response
 - Secretary can waive compliance of hazmat in natural and national emergencies



Fixing America's Surface Transportation (FAST) Act Funding Summary for Colorado

Highway Programs	2016	2017	2018	2019	2020	Total
National Highway Performance Program	\$297,705,132	\$304,312,514	\$310,098,755	\$316,507,189	\$323,099,910	\$1,551,723,500
Surface Transportation Block Grant Program	\$137,015,364	\$140,516,942	\$143,558,486	\$146,342,615	\$149,830,157	\$717,263,564
Surface Transportation Block Grant Set-aside	\$10,486,329	\$10,486,329	\$10,703,299	\$10,703,299	\$10,703,299	\$53,082,555
STBGP Set-aside:						
Recreational Trails Program	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$1,591,652	\$7,958,260
Highway Safety Improvement Program	\$29,431,653	\$30,085,816	\$30,649,742	\$31,201,622	\$31,834,485	\$153,203,318
Railway-Highway Crossings Program	\$3,236,539	\$3,308,462	\$3,380,386	\$3,452,309	\$3,524,232	\$16,901,928
CMAQ Program	\$42,132,383	\$43,067,485	\$43,886,376	\$44,689,751	\$45,597,422	\$219,373,417
Metropolitan Planning	\$5,266,924	\$5,373,578	\$5,486,478	\$5,604,275	\$5,734,725	\$27,465,980
National Freight Program	\$15,546,723	\$14,870,779	\$16,222,667	\$18,250,501	\$20,278,334	\$85,169,004
Total	\$542,414,715	\$553,615,574	\$565,579,859	\$578,345,232	\$592,196,236	\$2,832,151,616

Transit Programs	2016	2017	2018	2019	2020	Total
5303: Metropolitan Planning	\$1,807,282	\$1,844,151	\$1,882,878	\$1,922,795	\$1,963,558	\$9,420,664
5304: Statewide Planning	\$372,263	\$379,857	\$387,834	\$396,056	\$404,452	\$1,940,462
5307+5340: Urbanized Area Formula	\$74,345,208	\$75,863,206	\$77,506,323	\$79,505,365	\$81,219,297	\$388,439,399
5329(3): State Safety Oversight Program	\$536,630	\$547,362	\$558,857	\$570,704	\$582,803	\$2,796,356
5310: Enhanced Mobility for Adults and People with Disabilities	\$3,781,419	\$3,857,047	\$3,938,045	\$4,021,532	\$4,106,788	\$19,704,831
5311+5340: Non-urbanized Area Formula	\$11,158,622	\$11,408,398	\$11,674,316	\$11,948,201	\$12,228,030	\$58,417,567
5311(b)(3): RTAP	\$158,456	\$161,625	\$165,019	\$168,518	\$172,090	\$825,708
5311(c)(1): Indian Reservation Formula	\$182,995	\$182,995	\$182,995	\$182,995	\$182,995	\$914,975
High Intensity Fixed Guideway	\$13,880,464	\$14,116,715	\$14,360,514	\$14,607,801	\$14,859,341	\$71,824,835
High Intensity Motor Bus	\$420,108	\$427,258	\$434,634	\$442,121	\$449,735	\$2,173,856
5339: Bus and Bus Facilities Formula	\$6,225,267	\$6,382,263	\$6,550,237	\$6,723,078	\$6,899,443	\$32,780,288
5339: Statewide Allocation	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$1,750,000	\$8,750,000
Total	\$114,620,730	\$116,922,894	\$119,393,670	\$122,241,185	\$124,820,552	\$597,988,941



Freight Advisory Council Key Freight Issues Worksheet

Issue	Issue Description	Status	Relevant Strategy from SHFP	Strategies	Maximum Level of Effort	Priority
Low Bridge Clearance/Box Culverts	Trucks get damaged/delayed due to lack of proper notification when approaching low clearance bridges (e.g., I-25 - 20th and Speer).	Conducting internal discussions on how to expedite more advance notice signage placement for areas experiencing major issues with low vertical clearance bridges.	Bridge Strike Reduction- Identify causes and trends of bridge strike incidents and actions to reduce future bridge strikes.			
Weight Restricted Bridges	Weight restricted bridges limit access for larger and heavier commercial vehicles.					
Promote Vehicle efficiency	Freight vehicles need to be more efficient.		Promote and disseminate information on policy strategies and programs to improve freight vehicle efficiency.			
Truck Parking	Need more facilities for truck parking in Colorado.	Conducting an update to the 2007 truck parking study.	Improve Access to Safe Truck Parking Facilities - Update truck parking facility study and develop action plan for addressing current and future truck needs.			
Connectivity Gaps	Need to improve multimodal connectivity in the freight transportation network, especially last mile to intermodal facilities where lines form and make trucks late to load trains. Need more ability to respond to evolving and shifting needs.		Identify Connectivity Gaps -identify gaps in connectivity of freight infrastructure.			
Improved pullouts	Need more safe pullouts that are more removed from the roadways.					
Signage	Need better signage providing advance notice of low clearance bridges.	Conducting internal discussions on how to expedite advance signage placement for areas experiencing major issues with low vertical clearance bridges.				
Truck Electrified Parking	Need more of these facilities.		Explore opportunities to implement TEP at rest areas and other locations.			
Highway Truck Crash Reduction (Hotspots)	Need to provide improvements to increase safety at commercial multimodal freight vehicle crash hotspots.		Identify corridors and hot spots with truck crash rates higher than the overall crash rate and prioritize improvements for investment.			

Freight Advisory Council Key Freight Issues Worksheet

Issue	Issue Description	Status	Relevant Strategy from SHFP	Strategies	Maximum Level of Effort	Priority
Targeted Crash Type Mitigation	Need to provide targeted improvements to increase safety for freight movement.		Analyze data to identify trends in truck crash types and identify solutions including public outreach to educate drivers concerning factors relating to most common truck crash types.			
Geometric improvements	Identify where geometric improvements are needed to accommodate multimodal freight transport.		Identify segments on Freight Corridors with deficient geometric conditions.			
Intelligent Transportation Systems (ITS)	Need more ITS devices to improve communication of real-time information for freight transporters.		Explore use of all types of ITS enhancements, and develop push notifications for in-cab systems and improve the accuracy and timeliness of personalized traveler information based on individual preferences.			
Roundabouts	Facilities often not large enough to accommodate turning radius of large trucks.					
Bottleneck Assessments	Promote Rail and Trucking industries to work together to identify bottlenecks.		Identify and monitor freight bottlenecks and develop proposed solutions.			
Travel Time Reliability on Freight Corridors	There is a need to improve travel time reliability on the Colorado multimodal freight network.		Further develop the travel time program to include specific freight and commercial vehicles measures and objectives.			
Oversize/Overweight	Need more bridges that accommodate heavy truck to increase connectivity and mobility.					
Enhanced Incident Management	Improve emergency response and roadway clearance when traffic incidents occur.	Division of Transportation Systems Management and Operations (TSMO) is developing a plan that includes the identification of strategies to enhance incident management.	Enhance traffic incident management and response using real-time road information.			
Heavy Tow	Increase heavy tow service to respond when crashes involving heavy trucks occur.	Division of Transportation Systems Management and Operations (TSMO) is developing a plan that includes the identification of strategies to enhance CDOT's heavy tow program.	Continue to implement the heavy tow program for commercial vehicles on I-70 corridor and consider options for expansion to I-25.			
CV Travel Information/Trip Planning resource/ Monitor Local Freight Ordinances	Provide a real-time trip planning resource for multimodal freight transporters to use to ensure awareness of the safest and most efficient routes of travel.		Compile freight trip planning information in one convenient on-line location.			

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Communication Program/General Freight Education	Need better freight communication and education programs in Colorado.					
Monitor Freight Trends	Identify key trends and technologies to improve and support multimodal freight movement. Increase use of prepass technology at ports.		Monitor freight trends to better support freight decision-making.			

Freight Data and Mapping Resources

Freight Advisory Council Meeting – January 14, 2016

FAC Data Resources:

At the November 12, 2015 FAC meeting various pieces of information and mapping were requested to be provided to FAC members. A number of freight resources have been uploaded to the both the Freight Planning Program page (see: <https://www.codot.gov/programs/planning/planning-programs/freight-program>) and the FAC page (see: <https://www.codot.gov/programs/planning/planning-partners-1/freight-advisory-council>) of the CDOT website.

Data Use

The intent of having this information made available to FAC members is to grant the FAC's request for information, and to assist the FAC with making well informed, data-driven decisions for freight, for example in developing strategies and approaches to implementation, along with freight performance measures. In addition, it will provide an opportunity for FAC members to confirm (ground truth) the mapped data for accuracy, due to FAC members having up to date knowledge of freight movement issues and the conditions of freight facilities in the areas and communities where they transport freight.

Please see the list of the freight resources made available, along with their web link, for your convenience:

Freight-related Plans

- 2015 State Highway Freight Plan: <https://www.codot.gov/programs/planning/planning-programs/freight-program>
 - Freight maps and freight data for Colorado are numerous in this plan. Provided below is a list of maps and data related to the data requested at the November 2015 FAC meeting, and the page number where they can be found in the plan.
 - Figure 1: Colorado State Highway System, page 2
 - Figure 2: Colorado Intermodal Connectors, page 4
 - Table 1: Intermodal Connectors, page 4
 - Figure 3: Colorado State Highway Freight Corridors, page 5
 - Figure 5: Federally Designated High Priority Corridors, page 18
 - Figure 6: National Highway System, page 18
 - Figure 7: Hazardous Materials Routes, page 19
 - Figure 8: Colorado Truck AADT, page 20
 - Figure 9: Off-Peak Percent of Truck Traffic, page 20
 - Figure 10: Colorado Freight Corridors, page 21
 - Figure 20: Other Freight Supporting Facilities, page 27
 - Figure 21: Truck Parking Needs, page 27
 - Figure 22: Colorado Rest Areas, page 28
 - Figure 25: Colorado Energy Corridors, page 31
 - Table 2: Percent Increase of All Freight Movement on Highways in Colorado from 2010 Baseline, page 33
 - Table 3: Colorado's Top Commodities Ranked by Tonnage, page 33
 - Table 4: Colorado's Top Commodities Ranked by Value, page 33
 - Table 5: Emerging Issues and Trends, page 35
 - Table 6: Freight Corridor Project Areas and Needs/Issues, page 38
- 2012 State Freight and Passenger Rail
Plan: <https://www.codot.gov/projects/PassengerFreightRailPlan/SPRP-Final>
- 2011 Colorado Aviation Systems Plan: https://www.codot.gov/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view
- 2013 Economics Impact Study of Colorado
Airports: <https://www.codot.gov/programs/aeronautics/Economic%20Impact%20Study>

Bridge Information

- All state highway structures with less than 14'6" vertical clearance may be found at: <http://cdot.maps.arcgis.com/apps/PublicInformation/index.html?appid=c9b75a67b4bf4bc3a213f75b9cd0cbeb>

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- Statewide Bridge Weight Limit Map
at: <https://mail.google.com/mail/u/0/#inbox/15217e4426966417?compose=15218208dbba79bb>

Funded Projects

- Funded Projects Map: see Project Locator at: <http://dtdapps.coloradodot.info/projectlocator/>

Regional Priority Investment Corridors

- See: <http://coloradotransportationmatters.com/statewide-transportation-plan/>