

Freight Advisory Council (FAC) Meeting Notes
August 27, 2019

Location: CDOT Traffic Management Center (CTMC), Trail Ridge Conference Room, 425 Corporate Circle, Unit C, Golden, CO 80401

Date/Time: August 27, 2019, 1:30 m to 4:30 pm

FAC Chair: Jenyce Houg

Attendees: See Attachment A

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
Safety Briefing, 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. 	<ul style="list-style-type: none"> • N/A
Approval of Notes and agenda overview and goals (Jenyce Houg)	<ul style="list-style-type: none"> • Jenyce requested a motion to approve FAC notes for January 22, 2019 and May 21, 2019. • The FAC formally approved the meeting notes for January 22, 2019 that were distributed for review and comment on January 30, 2019, and FAC notes for the May 21, 2019 meeting, with notes distributed for review and comment on June 14, 2019. 	<ul style="list-style-type: none"> • N/A – Notes were approved.
New FAC Membership Proposals	<ul style="list-style-type: none"> • Jenyce and Evan presented a list of potential new members for the existing/sitting FAC members to approve. The list included Steve Gregory from Iowa Pacific/San Luis and Rio Grande Railroad, Leonard Dittman of the Colorado Department of Public Safety (CDPS) (Colorado State Patrol [CSP]) and Nathan Anderson of the Union Pacific Railroad to potentially replace Sara Cassidy, who stepped down from serving on the FAC. • The FAC approved all three for invitation to become FAC members. 	<ul style="list-style-type: none"> • FAC Secretary to invite approved potential new members via a letter from the FAC Chair and Vice-Chair.
Announcements	<ul style="list-style-type: none"> • Joe Kiely of Ports to Plains Alliance noted that the Heartland Expressway from Limon to Brush along I-76 has been designated as a High Priority Congressional Corridor; however, no funding has been made available to make improvements along I-76 at this location. • Norm Steen informed the FAC of plans to develop an intermodal freight terminal in Fountain, CO. • Norm Steen recommended that FAC members tour the Transportation Technology Center, Inc. (TTCI) in Pueblo, CO. In March an open house is 	<ul style="list-style-type: none"> • CDOT staff to check into specifics related to TTCL tour and open house on March 11, 2020. https://aar.com/visitor.php

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	<p>planned and Norm recommended folks to check this out. The tour date is March 11, 2020.</p> <ul style="list-style-type: none"> • Tracy Sakaguchi announced the <i>Mountain Rules</i> campaign kicked-off, that is an initiative to encourage truckers to use runaway truck ramps when drivers experience brake failure. Concept is to push this information out of state as the majority of brake failures occur for out-of-state drivers unfamiliar with Colorado’s steep terrain. • Wally Weart recommended publishing this information in the Motor Carriers Road Atlas, which contains grade information. 	
<p>FAC Work Plan and Action Planning (Evan Enarson-Hering)</p>	<ul style="list-style-type: none"> • Laurie Brown asked if results from the sticky note exercise that occurred at the May 21st FAC meeting were considered when draft the FAC Work Plan. • Evan responded that yes the comments from that exercise were considering when drafting this Work Plan. • Copies of the draft FAC Work Plan were distributed to meeting attendees. Jenyce solicited comments on this document, requesting FAC members to please review the documents as comments are welcome. • Evan provided a presentation on the key contents of the draft Work Plan to prompt FAC comments. The Work Plan’s intent is to fulfill the mission of the FAC. Evan explained the Work Plan is a guiding document and action plan for the FAC. It includes an organization of meeting plans, themes and topics for discussion, incorporates member input on priority actions and ideas from the May 21, 2019 FAC meeting and will be continuously updated and refreshed. Contents include introduction and purpose, FAC mission and freight plan goals, FAC membership, FAC calendar and meeting organization, a chapter on priority action items by goal areas, FAC Working Group: Freight Rail. • Pete Rickershauser stressed that this Work Plan is a living document that will be updated frequently to keep it current, and for those reviewing the document for comment to keep that in mind. • FAC members expressed support for the FAC Work Plan concept. 	<ul style="list-style-type: none"> • Check-in with FAC members on their comments on the draft Work Plan.

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CTMC Tour (Rod Mead)	<ul style="list-style-type: none"> • Rod Mead, Manager of the CTMC, provided a presentation to explain context prior to leading the tour of the CTMC. • The first traffic operations center was in a room the size of an old dry-cleaning closet and was co-located with CSP facilities. • Initially work was to update a recorded phone line for traveler information. • Today the focus is on connected vehicles and smart cone zones. New integrated dispatch with maintenance is a new field. • Norm Steen asked about vehicle to infrastructure technology (V2X). • The focus now is on real-time weather information, incident warnings, and curve speed warnings. • Rod explained that fiber optics hubs are centralized here. Variable message signs and info are generated from this CTMC. • Peter Rickershauser asked if information is shared across state lines and tied to private motor carrier feeds and private applications. • Agencies get XML feed data pulling from CDOT data. • A second CTMC location is coming in Greeley. Not certain of when this location will be operational. • The Eisenhower Memorial Johnson Tunnel (EJMT) has a CTMC focus on I-70 and weekend traffic control. • For Colorado Springs the CDOT CTMC takes over after hours. • Cities of Denver and Lakewood have their own traffic operations centers. • CDOT has approximately 600 variable messages signs. • Camera feed is in some instances shared with CDOT from other jurisdictions, and continually grows. • Fiber connections continue to grow beyond Colorado to New Mexico and Wyoming. The end goal is the have a national network. • Pathfinder weather information is national. • No night vision cameras are operational at this point; unmanned aerial vehicles (drones) are used intermittently. 	<ul style="list-style-type: none"> • NA

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	<ul style="list-style-type: none"> • Things cameras look for include: impacts on traffic, abnormalities, debris, potholes, and other issues. • Emergency responders need information related to access and detours. • Information is shared with Regional Transportation District. • No direct interface with railroad crossings occur at this point. • The FAC meeting attendees appreciated and enjoyed the CTMC tour. 	
<p>Emerging Mobility Policy Committee (Andy Karsian and Lisa Streisfeld)</p>	<ul style="list-style-type: none"> • Andy Karsian provided an overview of the impact of congestion and delay in terms of time and cost, and problems we are trying to address in Colorado. Two key problems are traffic congestion and air quality and climate change by promoting zero emission vehicle use by Transportation Network Companies (TNCs) like Uber and Lyft. • SB 19-239: Address Impact of Transportation Changes related to commercial vehicles. It was explained that due to the vehicle weight restrictions (under 14,000 lbs) outlined in the bill that generally heavy freight vehicles are excluded from consideration under this legislature. 1. Lisa Streisfeld, Project Manager of the Emerging Mobility Impact Study (Due to finish on November 1, 2019) outlined the related stakeholder outreach occurring with 27 working group members (specifically mentioned in the bill) along with six subcommittees (Sustainability: Incentivize Vehicle Electrification, Congestion Management: Incentivize Shared Ridership, Social Impact and Equity Analysis, Natural Environment Impact and Emissions Assessment, Fee Structure for Commercial Transportation Vehicles and TNCs, and Safety. . • An overview of fee structure comparisons in other states and cities was described. • Evan Enarson-Hering provided an overview of the three types of commercial providers covered under SB 19- 239: <ol style="list-style-type: none"> 1. Commercial Parcel and Package Delivery (e.g., UPS, FedEx, DHL) 2. Commercial On-Demand Delivery (e.g., 3rd party Delivery Service Partner, establishment-based grocery or food delivery) 	<ul style="list-style-type: none"> • FAC Member to present at Emergency Mobility Stakeholder Working Group – Work with Lisa Streisfeld to prepare.

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	<p>3. Independent Contractor Package and On-Demand Delivery (e.g., Amazon Flex, Grubhub, Postmates, GoShare)</p> <ul style="list-style-type: none"> • Next Emerging Mobility Impact Study Stakeholder Working group is September 26, 2019. Solicited FAC members to attend this meeting and give a FAC presentation. • Laurie Brown noted the importance of being equitable solutions, commercial vehicles are not the causes for congestion and air quality issues. • Rick Ash explained that truckers already pay a number of permitting fees to maintain their operations. For example the Federal Motor Carrier Safety Administration (FMCSA). • Tim Kirby stressed the importance of someone from FAC attending the Stakeholder Working Group to raise this point, and make a case. • Norm Steen cautioned about the potential for overregulation and to get a handle on this – it could result in negative industry impacts “take wind out of sails”. • FAC members want to know if fees charged, then they want to know the money will go. Safeway may make less trips with deliveries to 10 residences vs. ten individual car trips by shoppers. • Consider no fees for linked trips. • If fees make life for businesses too difficult it defeats the purpose. • Ryan Nalty noted that TNCs could use same argument to link trips to avoid fees. • Norm Steen noted that fees are intended to change behavior. • Tim Kirby noted that modeling the commercial environment by an independent contractor to help identify what is going on. • Andy Karsian raised the point that this bill and study are related to emerging technology – Freight trucking is not an emerging form of transport. TNCs are the focus of SB 19-239, not freight. • Norm Steen stressed the importance of revenue streams being shared with locals. 	

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	<ul style="list-style-type: none"> • There are 10 steps to this process and we are only at step 2. • Will send out Homework Information • Jenyce suggested sending out interim information and homework in between FAC meetings when necessary. 	
<p>First and Last Mile Challenges and Practices (Evan Enarson-Hering)</p>	<ul style="list-style-type: none"> • A discussion on the existing regulations, requirements, and costs imposed on carriers and shippers was facilitated, along discussions on significant last mile issues facing freight industry and how industry is finding efficiencies with deliveries and transport. • Jenyce suggested checking in with universities to determine what they are teaching about transportation trends. 	<ul style="list-style-type: none"> • New Texas Transportation Institute (TTI) Study is available, send to FAC • Get Truck Parking Assessment Out to FAC.
<p>CDOT Whole System Whole Safety Initiative and NHFP Funding (Rebecca White)</p>	<ul style="list-style-type: none"> • Rebecca White, CDOT Division of Transportation Development Director, spoke about and provided an overview of CDOT's Whole System. Whole Safety initiative that intends to integrate safety into all activities at CDOT, from employee behavior to planning, design, construction, operations and maintenance of projects. The vision is zero deaths from traffic crashes. • The proposed National Highway Freight Program proposed projects align with this initiative with safety as a top consideration. • Tim Kirby, CDOT Multimodal Planning Branch Manager, explained that truck parking is not yet included in the NHFP project list and more details are being worked out for these improvements. The Colorado Freight Plan was a starting point to use to help identify projects. • Matt Helfant of DRCOG raised concerns that this is the first time to see this list and it becomes awkward when sharing this list with local committees and councils who do not get a chance to review this list before it is finalized. • Tim Kirby explained that a process is in place and information has been shared with Statewide Transportation Advisory Council (STAC), Statewide Metropolitan Planning Organization meetings (SWMPO), etc. 	<ul style="list-style-type: none"> • Draft a memo of the FAC process for NHFP project approvals.

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	<ul style="list-style-type: none"> • Jenyce noted that numerous times FAC meeting attendees have been invited to participate on the FAC Steering Committee, but not much interest beyond the existing group members has been expressed. • Rebecca White recommended that CDOT develop a FAC process memo regarding the NHFP and how decisions and approvals occur. <p>FAC members asked for more information on the snow removal system proposed. The Snow removal process video is available at: https://youtu.be/DDLkPEa95tw</p> <ul style="list-style-type: none"> • Tim Kirby explained that CDOT Rest Areas are in poor condition and asked of FAC members would support spending any savings from these projects on Rest Area improvements. No major concerns from the FAC were raised related to this approach. FAC members reserve the right to review future spending proposals for excess budgeted funds to ensure that options, such as rest areas, have a clear freight connection. • Norm Steen raised a question about the Development Program list status. Tim Kirby explained that the Development Program list has evolved with more types of projects for incorporation into the 10-year pipeline of projects. This list will be produced with input from FAC, STAC and MPOs. • Joe Kiely proposed that Transportation Planning Regions talk before Region Applications are submitted. • DRCOG also wants an opportunity to participate in development of the project list. • The FAC members unanimously voted for moving forward with the proposed NFHP project list. With Norm Steen making a motion and Joe Kiely seconding the motion. • Next steps for NHFP Funding includes: <ul style="list-style-type: none"> - FAC Steering Committee approval (Last week) - FAC review and comments (Today) - Review with Region Directors - STAC approval of projects <p>Projects funded</p>	

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<p>DRCOG Regional Multimodal Freight Plan (Evan Enarson-Hering, Cambridge Systematics, and Matt Helfant, DRCOG)</p>	<ul style="list-style-type: none"> • Matt Helfant introduced the freight element of the DRCOG Regional Transportation Plan and Evan Enarson –Hering went into the specific elements of this document. • Evan explained that CMCA, BNSF and Denver International Airport are advisory committee members for this DRCOG Freight Element. • The outline of the multimodal freight plan element includes six pieces: <ol style="list-style-type: none"> 1. Delivering the Region - planning process, input received, crossing themes and strategies, and Strategic framework, 2. Connecting the Economy – tell the story of freight in Denver and illustrate economic, industry, and consumer connections. 3. Moving the Region – Summarize modal connections, needs, and trends across the region. 4. Focusing on Freight – describe best practices in regional and local freight planning and innovative solutions 5. Coordinating Investments – Identify known needs and issues across the region and potential future investment and improvements. 6. Planning for the Future – Describe freight focus areas and provide a framework for future action and coordination through recommended strategies, actions and next steps. • Rebecca White suggested adding I-270 to maps. • Joe Kiely noted need to address bottlenecks and diversion studies to Ports to Plains. • A consideration is to add more FAC members to the advisory group. • Matt and Evan thanked FAC meeting attendees for their insight 	<ul style="list-style-type: none"> • N/A

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Wrap-up/Next Meeting (Jenyce Houg)	<ul style="list-style-type: none">• Next FAC Steering Committee meetings are September 24, 2019, and October 22, 2019.• Next full FAC meeting is November 19, 2019.	