



Northern Colorado Truck Mobility/ SH 14 Relocation Study

Meeting Notes

Meeting: Trucking Industry Issues Workshop

Date: March 6, 2001

Location: CMCA Offices
4060 Elati Street
Denver

Attendees:

Mark Jackson (City of Fort Collins)
R.A. Plummer (PBS&J)
Carrie Cloud (PBS&J)
David Millar (PBS&J)
Carla Perez (Carter & Burgess)
Chris Horn (FHWA)
Teresa Lawser (CDOT)
Teresa Carrillo (CDOT)
Scott Hersh Jr (Hersh Trucking)
Greg Miller (HVH Transportation)

Steve Woodward (Fort Collins Feed)
Alan Rutledge (Department of Revenue)
Bob Parish (Colorado State Patrol)
Bob Thorne (Don Ward Transport)
Jay Gould (WYDOT)
Norm Carter (Don Ward Transport)
Rick Peterson (Wy Patrol/POE)
George Woods (Wy Patrol/POE)
Art Ballah (Ballah & Associates)
Greg Fulton (CMCA)

Agenda:

- I. Welcome
- II. Study History and Parameters
- III. Study Structure and Committees
- IV. Study Process and Schedule
- V. Truck Origin and Destination Study
- VI. Existing Conditions
- VII. Proposed Improvements
- VIII. Non-Route Based Strategy Discussion
- IX. Other

I. Welcome

Greg Fulton introduced the involvement of the trucking industry in the study. Introductions were made by all in attendance. Each person discussed the interests they represent, and knowledge they have with this study.

II. Study History and Parameters

Mark Jackson, City Project Manager for Fort Collins, discussed the history of the project. The white paper was discussed that details the project history since 1966. The project was initiated by Ballot Initiative 200 and includes three elements. The first phase looks at non-route based strategies to encourage through truck traffic to use the Interstate Highway System (I-25 and I-80). Through traffic is classified as trucks that access SH 14 from I-25 and use the SH 14 and US 287 route to get to I-80 in Laramie. The strategies will be developed and refined by working closely with the trucking industry, various stakeholders, and affected agencies. The second element focuses on developing and analyzing alternate truck routes. As stated in Ballot Initiative 200, the alternate truck route must be located at least two miles north of the Fort Collins Growth Management Area. This requirement means that the southernmost alternate route that is eligible for evaluation in this study is County Road 58. Alternate truck routes will be developed through the alternative evaluation process with input from the various stakeholders. The third element deals with developing a funding plan for study recommendations and evaluating next steps that need to be taken. Funding may include a combination of regional, state, Federal, and innovative sources.

III. Study Structure and Committees

R.A. Plummer (consultant project manager) presented the following teams and committees involved with the study:

- Project Management Team
 - City of Fort Collins
 - Larimer County
 - Upper Front Range Regional Planning Commission
 - CDOT Region 4
- Policy Advisory Committee
 - Fort Collins City Council
 - Larimer County Commissioners
 - City of Cheyenne
 - CDOT Region 4
 - WYDOT
 - Upper Front Range
 - Town of Wellington
 - City of Laramie
 - North Front Range MPO
- Stakeholders Committee - Various representatives from affected agencies and the public
- Trucking Industry Workshops will be scheduled to determine non-route based strategies
 - Colorado Motor Carriers Association
 - Ports of Entry
 - Law Enforcement
 - Private Trucking Firms
 - American Trucking Association
 - Railroad Industry Representatives
 - WYDOT
 - City of Cheyenne
 - City of Laramie
 - Local Agencies
- Other public/agency outreach will include:
 - Elected Official Presentations
 - City of Fort Collins Transportation Board
 - Larimer County Commissioners
 - City of Fort Collins City Council
 - Others
 - Special Group Presentations (HOA's)
 - Public Open Houses

- Other ways to stay informed include:
 - Project Web site (www.sh14truckingstudy.com)
 - Newspapers (Fort Collins Coloradoan and North Forty News)
 - Public Meeting Advertisements
 - Public Meeting Announcements and Informational Inserts
 - Contact Study Team
 - R.A. Plummer (Consultant Project Manager)
(800) 497-5529
 - Mark Jackson (City Project Manager)
(970) 416-2029

IV. Study Process and Schedule

Attendees were briefed on the project's historical background, structure, and anticipated schedule. R.A. explained the study process discussing both the overall study process and the alternative evaluation process. These processes are highlighted in the attachments to those notes. The schedule for the study was also discussed, and is currently scheduled for completion in November 2001.

V. Truck Origin and Destination Study

R.A. discussed the preliminary results of a comprehensive Truck Origin & Destination Study performed in November and December 2000, the purpose of the study, and how the results will be used. The purpose of this study was to clearly define through truck volumes that could be served by non-route based strategies or an alternate route. The results will serve as a means of evaluating the cost /benefit of various strategies and alternate routes. This data was collected through a license plate survey during daylight hours and vehicle descriptions during night. Vehicle classification counts were collected to supplement O&D data collected. The classification information was grouped into three categories; passenger vehicles such as cars and motorcycles, single unit vehicles such as two axle delivery vehicles, and multiple axle vehicles that consisted of any trucks with three or more axles. Two handouts were discussed, the first consisted of the origin and destination preliminary results along with a figure of the locations data was collected. The second packet included figures of average daily traffic (ADT) vehicle classification information averaged over five days (both weekdays and weekends) and line charts that showed average daily traffic by location and time. Preliminary analysis of the data shows approximately 20-25 percent of northwest bound truck trips and 25-30 percent of southeast bound truck trips are through trips. This equates to approximately 550 to 625 existing external to external daily truck trips that could possibly be diverted from the existing route. Attendees were also briefed on results of this effort compared to previous City, State, and citizen-led Origin & Destination efforts.

VI. Existing Conditions

The existing traffic and conditions in the regional area was discussed:

- A large percentage of the truck traffic in the Owl Canyon area is from the cement plant, 50% uses Owl Canyon/50% goes into Fort Collins, expect a 50% increase in the summer
- Budweiser may be going from 300-600 trucks per day, some go west and do use 287
- Construction beginning on I-25 from the state line to Cheyenne over the next 5 years
- 3000 trucks westbound on the weekend, 3000 trucks Tuesday thru Thursday eastbound in Cheyenne
- 500-600 trucks in the Summer in each direction at Laramie
- 10% pre-pass usage in Cheyenne, 20% in Fort Collins
- Low percentage of overweight permits on 287 at port
- Existing VMS coming out of both Cheyenne and Laramie
- CDOT website for weather and traffic information (cotrip.org)
- Wyoming weather and traffic site (wydotweb.state.wy.us)
- Wind speed problems on I-80, headwinds, less on US 287
- Accident rates are similar along both routes

VII. Proposed Improvements

- Four lane construction on selected roads beginning throughout Wyoming
- CDOT expected to have 3-4 more VMS in place north of Fort Collins
- Corridor study underway on US 287 from Laramie to state line

VIII Non-Route Based Strategy Discussion

Discussion of the Triangle Project and the strategies and issues:

- Education
 - Cost to public vs. industry
 - Where cost is going to come from (local tax to address industry cost)
- Business implications
 - Competition with other carriers
 - Tax credit
 - Get shippers to pay for additional miles
 - Financial incentives for companies
- Marketing approach
 - Radio
 - Publications
 - Truck stops
 - Target both owners and operators/drivers
 - VMS
 - Multi-faceted
 - Paycheck info
 - Safety meetings
- Vigorous enforcement
 - Inspections on US 287
 - Speed enforcement (all vehicles)
 - Enforce 5-mile radius from POE
 - Speed limits (differential)
 - Mobile POE/weigh station
 - City enforcement of Jake Brake law
 - Profiling
- Traffic devices
 - Stoplights and signs
 - Toll road
 - Increased weight limits/restrictions
 - Remove all state and federal facilities in Fort Collins
 - Relocate SH 14 to alternate route
 - Utilization of existing resources, not new
- New funding
 - Sales tax increase for city
- Safety information
 - Low-tech wind socks
 - VMS alerts for weather, high winds
 - Noise barriers

IX. Other

Many other issues were discussed by the participants. The city has to respond to what the community wants, incentives/disincentives may have a small impact on shipping in looking at the relatively flat curves of the truck traffic volumes. Kiosks in truck stops and port of entry in the region have been brought up for weather information. The percent of traffic increase in the urban area seems to be more for passenger vehicles than for trucks. The mileage difference between the two routes needs to be given a dollar amount including the mileage, time, gas, and competition that would not be using the alternate route. The speed limit differential in Ohio was brought up as a major deterrent that would keep truckers away. The percentage of trucks that currently use the Interstate system may be much greater than on US287.

Distribution: Trucking Industry Issues Workshop List

Please contact R.A. Plummer with PBS&J if there are any changes or questions with these meeting notes. These notes will be considered final, unless comments are received within seven days of distribution. Although comments will be incorporated, as appropriate, only major meeting-note revisions will be redistributed.



Northern Colorado Truck Mobility/ SH 14 Relocation Study

Meeting Notes

Meeting: Trucking Industry Issues Workshop #2

Date: May 10, 2001

Location: CMCA Offices
4060 Elati Street
Denver

Attendees:

Mark Jackson (City of Fort Collins)
R.A. Plummer (PBS&J)
Carrie Cloud (PBS&J)
David Millar (PBS&J)
Jay Gould (WYDOT)
Brian Rantala (Intermountain)
Patti Olsgard (CMCA)
Teresa Carrillo (CDOT)

Alan Rutledge (Department of Revenue)
Sharon Nichols (WHI)
Bill Copley (FMCSA)
Carla Perez (Carter & Burgess)
Hank Hersh (Henry Hersh Trucking)
Bob Thorne (Don Ward Transport)
Steve Woodward (Fort Collins Feed)
Greg Fulton (CMCA)

Agenda:

- I. Welcome
- II. Meeting Purpose
- III. Evaluation Criteria Finalization
 - A. Non-Route Based Strategies
 - B. Alternate Routes
- IV. Unrealistic Screening of Strategies
- V. Strategy Feasibility Discussion
- VI. Other

I. Welcome

Greg Fulton introduced the involvement of the trucking industry in the study. Introductions were made by all in attendance. Each person discussed the interests they represent, and knowledge they have with this study.

II. Meeting Purpose

The purpose of the meeting was to eliminate unrealistic non-route based strategies and to discuss the pros and cons of the various strategies.

III. Evaluation Criteria Finalization

The list of evaluation criteria was distributed to the group. Evaluation criteria was separated by non-route based strategies and alternate routes. Criteria gathered from many different sources was combined to form the list that was approved by the Project Management Team, Policy Advisory Committee, and Stakeholder Committee. The criteria is summarized below:

Non-Route Based Strategies

- Safety
- Cost
 - Implementation/Capital
 - Ongoing/Maintenance
 - Benefit/Cost
- Strategy utilization
- Legality
 - Interstate commerce

Alternate Routes

- Safety
 - Design standards
- Cost
 - Capital (includes right-of-way, design, environmental studies, construction services)
 - Benefit/Cost
 - Social
- Traffic operations
- Route utilization
- Environmental resources
 - Prime farmland
 - Wildlife
 - Wetlands
 - Noise
 - Historic sites
 - Water resources
- Right-of-Way/Relocations
- Directly affected properties
- Community planning/Land use
- Length of route

Each of the individual criterion was given a measure of effectiveness, phrased in question form, that was used to assess each of the routes and strategies. Criteria from each list were then divided based on whether they were for the unrealistic alternative screening or comparative screening. The first phase of screening is referred to as unrealistic alternative screening and is used to eliminate alternatives from the list that do not need to be evaluated on a comparative level. Unrealistic criteria are measures that would make a route or strategy unfeasible/unrealistic and eliminate impractical alternatives. The second phase of screening is comparative screening which is used to do more of a route-to-route or strategy -to-strategy comparison to determine the most feasible option.

- A.** Criteria used to screen unrealistic non-route based strategies were legality and safety. If any of the strategies violated legality or safety issues, they were removed from further consideration. Comparative screening will involve cost issues in starting and maintaining different strategies, and strategy utilization.
- B.** Criteria used to screen unrealistic alternate routes were safety and length of route. If any of the routes violated established design criteria or added excessive miles to the existing route, they were removed from further consideration. Comparative screening will involve cost issues, traffic operations, route utilization, environmental resources, right-of-way relocations, directly affected properties, community planning/land use, and length of route.

A copy of the revised list of evaluation criteria is attached to these notes.

IV. Unrealistic Screening of Strategies

The non-route based strategy list was distributed to the group. Strategies that were eliminated from the list based on unrealistic screening were:

Regulatory Enforcement Strategies

- Profiling – Profiling was eliminated because of legality. A through truck cannot legally be singled out and treated any differently than any other trucks.
- Speed limits – Differential speed limits was eliminated because of safety. Lowering speed limits only for trucks on a primarily two-lane roadway would create safety hazards with smaller passenger vehicles trying to pass.
- Weight limits – Increasing weight limits on the Interstate was eliminated because it is not contributing to what the strategies are trying to accomplish.

Physical Strategies

- Scenic-by-Way – The idea of a scenic-by-way was eliminated from further consideration because there are no specific truck traffic regulations for this type of route.
- Traffic control devices – Added traffic signals were eliminated mainly because of safety reasons. Additional signals have to be warranted, not just put into place to stop the flow of truck traffic and make them find a different route.
- Pre-pass in Laramie – Pre-pass in Laramie was also eliminated because of the idea that a pre-pass at this location would encourage truck traffic on US 287 since the port in Laramie is located on the 287 portion of the highway.
- Bypass in Cheyenne – The idea of a bypass in Cheyenne was eliminated because it would not help to encourage the trucks to bypass Fort Collins, and also because there are not significant traffic issues in Cheyenne.

Financial and marketing/informational strategies remained on the list for further consideration. Strategies that were added to the list in the in this workshop were billboards, video, weather stations, and an emergency bypass. Strategies removed from the list in this workshop include inspections on US 287, mobile weigh stations, and relocation of the port of entry.

V. Strategy Feasibility Discussion

Additional comments made about the non-route based strategies included:

Financial strategies

- Approximate cost of \$1.75 per mile due to drivers wages, insurance, and fuel
- Does the cost of reimbursement have to be the full amount, or will a portion of this amount be enough to move some traffic to the Interstate
- Food Coupons good for up to \$5 at restaurants along the northern portion of I-25
- How will the drivers be differentiated from I-25/US 287, auditing would be difficult
- Reverse toll
- City would not be in approval
- Would cars get the same incentives
- Fund availability for incentives, would they be eventually withdrawn when money is short
- Mileage difference between the two routes is between 17-19 miles depending on the study
- High utilization if it can be made to work

Marketing /Informational Strategies

- VMS to read that the Interstate route is faster
- That kiosks could be set up in truck stops as well as Port-of-Entry's to catch independent drivers that do not use the pre-pass system
- To put up posters by fueling stations that advertise the advantages of using the Interstate such as time savings
- Information could be put up as far away as Evanston, Casper, Limon/Lamar
- Radio ads should be played frequently to start the program, then be only played as reminders
- Safety meeting reminders will only be affective if it is mandated by the company, getting the company to buy off on Interstate use is the key
- Convincing the larger companies of the benefits will eventually spill over to the smaller companies
- Publications to target for articles and advertising: The Trucker, Overdrive, RPM, Truck stop guy, State Association newsletters, Landline, and AGC

- Additional VMS are being added on I-80 in Nebraska, and South of Cheyenne
- State agencies are not likely to put advertisements on VMS boards
- Use billboards as advertisement of Interstate route, businesses on the existing route would not be happy with advertisements to not use SH 14
- Video with clock to show the congestion while driving through Fort Collins and virtually no traffic on the Interstate route
- Advertise on websites such as cotrip.org, ooida.com (owner/operator site)
- Increase in the number of HAR's in the area needed, with flashing lights on signs to make public tune in
- To add additional information to PC miler such as congestion areas
- Cost of stop and go traffic including fuel and wear and tear

Regulatory enforcement

- Increased inspections on US 287 are discriminatory and targeting (targeting violates interstate commerce), only safety based inspections happen legally
- Inspectors have to be trained specially, no manpower from federal or state agencies would be performing inspections, which would then be a liability for the city
- 99% of trucks are not avoiding the Port, some do not have to stop if they have special permits for local business
- Laramie Port is weighing 100% of the vehicles traveling through
- Compression brake violations are \$500, the city has the power to write these tickets
- Increased weigh stations would cause more traffic problems and would have no impact on through trucks who are checked at the Port on I-25 and the Port in Laramie
- Less than 1% of Port violations on the Interstate are for overweight, and 6% violations for destination traffic within the city
- Continue the use of mobile weigh stations, not increased
- That increased weight limits be added back onto the list of regulatory enforcement strategies, it can be used a long-term recommendation for the state to support at a national level.
- To lower speed limits north of Colorado Lien to 55 mph

Physical strategies

- To add the idea of an emergency bypass to the list, a bypass that would be capable of handling truck traffic in closure situations but not on a regular basis.
- Adding more windsocks to the routes could also have negative impacts increasing traffic on 287
- Add additional weather stations
- Many additional VMS in the works for the study area
- \$250,000 per VMS
- Relocating the POE from SH 14 and I-25 to north of this location would encourage the use of 287
- Increased signage needs to have a purpose and
- What would changing the designation of SH 14 involve
- Change signage entering Fort Collins to not direct traffic through town
- 300 companies have local travel permits in Fort Collins

A revised list of non-route based strategies is attached to these notes.

VI. Other

There will be another workshop held in mid-summer to get an update on alternate routes and to review strategy cost and implementation.

Distribution: Trucking Industry Issues Workshop List

Attachments: Evaluation criteria, Non-route based strategies

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Northern Colorado Truck Mobility/ SH 14 Relocation Study

Meeting Notes

Meeting: Trucking Industry Issues Workshop #3

Date: August 16, 2001

Location: CMCA Offices
4060 Elati Street
Denver

Attendees:

Mark Jackson (City of Fort Collins)
R.A. Plummer (PBS&J)
Carrie Cloud (PBS&J)
David Millar (PBS&J)
Pete Graham (CDOT)
Teresa Carrillo (CDOT)
Joe Gerdom (FCPD)

Alan Rutledge (Department of Revenue)
Rick Peterson (Wy Patrol/POE)
Art Ballah (Ballah & Associates)
Carla Perez (Carter & Burgess)
Hank Hersh (Henry Hersh Trucking)
Greg Fulton (CMCA)

Agenda:

- I. Welcome
- II. Meeting Purpose
- III. Study Update
- IV. Comparative Screening of Strategies
- V. Non-Route Based Strategy Recommendations
- VI. Strategy Feasibility Discussion
- VII. Alternate Route Discussion
- VIII. Other Business

I. Welcome

Greg Fulton opened the meeting and discussed the involvement of the trucking industry in the study. Introductions were made by all in attendance.

II. Meeting Purpose

The purpose of the meeting was to complete the recommendation of non-route based strategies and begin comparative evaluation of alternate routes.

III. Study Update

R.A. handed out the study schedule to the group. Currently non-route based strategy recommendations are being finalized and in the next month an alternate route will be identified. Funding and next step determination will begin in October, the next round of public meetings are planned for November, and the final report is scheduled for December.

The list of evaluation criteria was distributed to the group. Evaluation criteria was separated by non-route based strategies and alternate routes. The first phase of screening, unrealistic alternative screening, has been completed and is shown shaded in gray. The second phase of screening is comparative screening, which is used to do more of a strategy-to-strategy comparison to determine the most feasible option. Comparative screening has been completed for non-route based strategies, and is described in further detail later in these notes.

A list of the non-route based strategies through elimination of unrealistic alternatives was then distributed to the group. Criteria used to screen unrealistic non-route based strategies were legality, consistency, and safety. If any of the strategies violated legality or safety issues, or were not consistent with the goals of the project they were removed from further consideration.

A copy of the list of evaluation criteria and non-route based strategies are attached to these notes.

IV. Comparative Screening of Strategies

The list of non-route based strategies was reviewed with the group. Comments on strategies included:

- Reducing speed limits on US 287 would require a speed study to be done that could cause an adverse affect and raise the speed limit to meet the 85 percentile of the existing traffic speed
- There are 9 ports of entry in Colorado located on major highways and entrances and exits to the state
- Traffic would increase on SH 14 if the port were to be moved north
- To avoid the 5-mile radius, trucks would use other exits such as Windsor or Harmony
- Many trucks in the city have revocable permits which allows them to conduct business within the 5-mile radius and not have to pass the port of entry
- The Fort Collins port has more revocable permits than all other ports combined in the state
- Pre-pass is planned in Laramie in 5-6 years

The matrix of non-route based strategies was distributed to the group and is attached to these notes. This matrix details the comparative evaluation of each strategy broken down into four categories: financial, marketing/informational, regulatory enforcement, and physical. For each strategy the cost of implementation, operation/maintenance, first year cost per through truck removed, percent of through trucks removed, and number of through trucks removed is shown.

The number of through trucks removed is found by multiplying the estimated percent age of through trucks that would use the Interstate due to a particular strategy by the number of through trucks in town per day (600 from the Origin and Destination study). The first year cost per through truck removed is then found by dividing the sum of the estimated implementation and first maintenance cost by the number of through trucks removed from the existing route per day. Some comments on the comparative matrix included:

- Adding in the cost of impact to the economy
- Restrictions would not be needed through town if a reasonable alternate route is chosen and built

- If restrictions were enforced in Fort Collins, there would be twice as many trucks on the streets during travel times causing more congestion
- That redesignation and restrictions should not be considered non-route based strategies

V. Non-Route Based Strategy Recommendations

The list of non-route based strategy recommendations was also distributed to the group. This preliminary list of recommendations includes:

Financial Strategies

- No strategies recommended

Marketing/Informational Strategies

- Develop a marketing committee to develop messages highlighting the benefits for using the Interstate system over the existing route
- Prioritize the media used to communicate the message

Regulatory Enforcement Strategies

- Continue current practices regarding safety and weight inspections, ticketing for speed limit infractions, and enforcement of port-of-entry requirements
- Provide training to local law enforcement regarding compression brake law conformance in the City
- Evaluate potential for redesignation of existing route including restrictions if a reasonable alternate route is identified, but discuss potential problems to local trucking interests

Physical Strategies

- Establish an Incident Management Program to address traffic in and around Fort Collins during road closures
- Install variable message signs (VMS) as necessary to support potential marketing/informational strategies

Comments on recommendations included:

- Add more explanation to the redesignation and restrictions section to show that this strategy would not be as easy and inexpensive to implement as the matrix may indicate
- Change weight limits to increased weight limits on the Interstate in the future

A copy of the non-route based strategy recommendations is attached to these notes.

VI. Strategy Feasibility Discussion

The marketing strategies were presented to the group to prioritize. The most effective strategies as felt by this group are listed as high priority and strategies that would not be as effective are listed as low. The prioritization of marketing strategies is as follows:

High Priority

- Articles in publications
- Brochures
- Map routes
- Private trucking company outreach

Medium Priority

- CDOT website: Cotrip.org
- Highway advisory radio (HAR)
- Internet advertising
- Safety meeting reminders
- Variable message signs (VMS)

Low Priority

- Billboards
- Kiosks at truck stops
- Paycheck mailers
- Radio ads
- Video

VII. Alternate Route Discussion

A list of the alternate routes through elimination of unrealistic alternatives was then distributed to the group along with a map of the alternatives still under consideration. Criteria used to screen unrealistic alternate routes were safety and length of route. If any of the routes violated established design criteria or added excessive miles to the existing route, they were removed from further consideration. Comparative screening will involve cost issues, traffic operations, route utilization, environmental resources, right-of-way relocations, directly affected properties, community planning/land use, and length of route.

Comments on alternate routes included:

- Colorado Lien may only have 10-12 years of production left
- Rumors of the Holnam plant moving to Pueblo

A copy of the list of alternate routes and map are attached to these notes.

VIII. Other Business

There will be another workshop held in November/December to get an update on alternate routes and funding/next steps.

Distribution: Trucking Industry Issues Workshop List

Attachments: Schedule, evaluation criteria, Non-route based strategies list, comparative matrix for non-route based strategies, non-route based strategy recommendations, list of alternate routes, and alternate route map

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Northern Colorado Truck Mobility/ SH 14 Relocation Study

Meeting Notes

Meeting: Trucking Industry Issues Workshop #4

Date: November 30, 2001

Location: CMCA Offices
4060 Elati Street
Denver

Attendees:

Mark Jackson (City of Fort Collins)	Alan Rutledge (Department of Revenue)
R.A. Plummer (PBS&J)	Rick Peterson (Wy Patrol/POE)
Carrie Cloud (PBS&J)	Art Ballah (Ballah & Associates)
David Millar (PBS&J)	Jack Baier (Colorado PUC)
Hank Hersh (Henry Hersh Trucking)	Patty Olsgard (CMCA)
Teresa Carrillo (CDOT)	Greg Fulton (CMCA)
Joe Gerdom (FCPD)	Steve Woodward (Fort Collins Feed)
Kathy Dwyer	Sharon Nichols (WHI)
R.H. (Swede) Anderson	William Copley (Motor Carrier Safety)

Agenda:

- I. General Business
- II. Meeting Purpose
- III. Study Update
- IV. Non-Route Based Strategy Recommendations
- V. Alternate Route Recommendations
- VI. Funding Recommendations
- VII. Question and Answer
- VIII. Other Business

I. General Business

This meeting was the last in a series of four trucking workshops held throughout the study. An update was given from the open houses held November 13th and 14th. There were approximately 60 attendees in Wellington and 50 in Fort Collins.

II. Meeting Purpose

The purpose of the meeting was to review the recommendations for the non-route based strategies, alternate routes, and funding.

III. Study Update

Recommendations from the study will be brought to Fort Collins City Council on December 11th for a study session (for them to receive information and clarification) and on December 18th for a formal presentation (the decision will be made at this meeting as to whether the study has fulfilled the ballot language, the next step for this study will also be decided). All committee meetings have been completed, except for the final Policy Advisory Committee meeting that will be held on December 21st. The report will be completed in mid December, and final reports will be available after the holidays.

IV. Non-Route Based Strategy Recommendations

A handout detailing the non-route based strategy recommendations was distributed to the group. These recommendations emerged out of input from the different committees and trucking industry workshops. The non-route based strategy recommendations are as follows:

1. Develop a marketing committee to create messages
 - Prioritized media (developed through trucking industry workshops)

High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none">- Articles in publications- Brochures- Map routes- Private trucking company outreach	<ul style="list-style-type: none">- CDOT website: Cotrip.org- Highway advisory radio- Internet advertising- Safety meeting reminders- Variable message signs	<ul style="list-style-type: none">- Billboards- Kiosks at truck stops- Paycheck mailers- Radio ads- Video
2. Conduct a study to address local and regional truck traffic including outreach with local businesses to reduce congestion in the downtown area
3. Conduct an incident management study
4. Conduct workshop with local law enforcement regarding compression brake law
5. Assess potential for future redesignation and restrictions if a reasonable existing alternate route is identified or new alternate route built
6. Continue existing enforcement of speed limits, random mobile weigh station inspections, and enforcement of the five-mile radius requirement for trucks to clear the Port of Entry
7. Investigate establishing control of local arterials to restrict truck traffic
8. If implemented, establish a mechanism to measure the effects that the strategies have on moving truck traffic to the Interstate

Comments and questions:

- A significant amount of trucks will still be in town
- Fort Collins is planning on completing a strategic master plan for the downtown area that may include circulation, delivery, and mobility issues along with parking needs
- If inspections are to be done in and around the City of Fort Collins, the inspectors should be CVSA (Commercial Vehicle Safety Alliance) certified in order to keep the inspections uniform throughout the state and the country
- Public awareness of truck traffic should be addressed, as to whose trucks are where and why

A copy of the non-route based strategy recommendations is attached to these notes.

V. Alternate Route Recommendations

A handout detailing the alternate route recommendations was distributed to the group along with an alternate route map. These recommendations emerged out of input from the different committees and affected agencies.

Alternate Route Considerations

After the comparative evaluation of routes was completed, it was found that a more detailed analysis is needed to assess the potential impacts of the remaining alternate routes. This increased level of detail would be an environmental analysis based on the National Environmental Policy Act (NEPA). This level of analysis would be required based on the need for federal funding. Under a NEPA analysis, all reasonable alternatives must be considered including a no-action alternative and potential routes south of the CR 58 boundary. The current conflict between the language of the Ballot Initiative and the requirements of NEPA would need to be resolved within the City before the environmental analysis could begin.

An alternate route solution would require the full cooperation of CDOT, Larimer County, and Fort Collins. Joint submission of the project to Upper Front Range and North Front Range by Larimer County and Fort Collins would be a likely first step to move an alternate route forward. To solidify support for the pursuit of an alternate route, CDOT's Project Priority Planning Process should be used including establishing the project as a high priority in both Upper Front Range and North Front Range Transportation Planning Regions.

Alternate Route Recommendations

Although the initial goal of the study was to develop a single alternative, given the nature of the issues and need for further analysis as part of an environmental evaluation, selection of one alternative is not feasible. The following alternatives were removed from further consideration during the comparative screening process:

- County Road 76A is eliminated from further consideration based on the high cost and issues with access through the Colorado Lien plant
- County Road 72A is eliminated from further consideration based on the high cost and issues with access through the Colorado Lien plant
- County Road 72B is eliminated from further consideration based on its potential impacts in relation to other County Road 70/72 and County Road 70 alternatives including; cost, right-of-way, directly affected properties, and compatibility with planning and the proximity of new interchange to existing interchange
- County Road 70/72A is eliminated from further consideration based on its potential impacts in relation to other County Road 70/72 and County Road 70 alternatives including; cost and right-of-way and issues with access through the Colorado Lien plant

Based on the remaining routes after the screening process has been completed, if a NEPA study convened, the following corridors should be considered among the full range of alternatives, as seen on the route map:

- County Road 70 and 70/72 corridor
- County Road 66 corridor
- County Road 58 corridor

A copy of the alternate route recommendations and alternate route map are attached to these notes.

VI. Funding Recommendations

A handout detailing the funding recommendations was distributed to the group. The funding recommendations were as follows:

Innovative/Private Funding Sources

A user pay system (tolls) could be used to recover the initial capital investment, but a detailed revenue assessment would be required to evaluate the likelihood of generating adequate revenue. Another key issue is that typically toll ways have very limited access which does not meet the features or needs of the alternate routes that have been developed.

County and Local Funding Sources

Most County and local funding sources are committed to existing priorities, so a new source of funding (tax) would most likely be required. The idea of a Special or Local Improvement District would require solid support to generate substantive financial benefit. County and local sources could potentially fund design and environmental planning efforts.

State Funding Sources

Significant portion already committed to regional projects. There is an existing \$4.0 billion shortfall for prioritized projects in the North and Upper Front Range Planning Regions. A reprioritization of projects would be required and there would be strong competition with programmed projects.

Federal Funding Sources

Significant portion of the Federal funding sources are already committed to regional and statewide plans. A reprioritization of projects would be required. Coordinated federal lobbying efforts with Colorado Congressional members could be helpful to pursue Federal earmarks, but agreed upon local support from the city, county, and CDOT would be crucial.

A copy of the funding recommendations are attached to these notes.

VII. Question and Answer

Members attending this workshop were asked to make a final comment on the study and voice any questions or concerns they might have. They were as follows:

- The study needs to be relabeled to reflect more of a mobility study rather than a truck route study
- Non-route strategies need to be implemented sooner rather than later
- The flawed language of Ballot Initiative 200 makes the routes difficult
- The longer the construction of an alternate route is put off, the further north it will have to be built due to the significant growth in the Fort Collins area
- Public expectation needs to be addressed, what are the citizens that voted on the ballot expecting
- Fuel tax being proposed to widen US 287 in Wyoming
- Non-route based strategies are the way to go, more traffic exists than has been documented
- Trucks seem to choose US 287 in winter due to adverse weather conditions, some trucks may prefer to use an alternate route if it would save them time and money
- An alternate route needs to benefit the entire community rather than a few select individuals

VIII. Other Business

This was the final meeting in the series of trucking industry workshops.

Distribution: Trucking Industry Issues Workshop List

Attachments: Non-route based strategy recommendations, alternate route recommendations, alternate route map, and funding recommendations

Please contact R.A. Plummer with PBS&J if there are any changes or questions with these meeting notes. These notes will be considered final, unless comments are received within seven days of distribution. Although comments will be incorporated, as appropriate, only major meeting-note revisions will be redistributed.