



## COLORADO

Oil & Gas Conservation  
Commission

Department of Natural Resources

1120 Lincoln Street, Suite 801  
Denver, CO 80203

# Governor's Task Force on Oil and Gas Report from Work Group on Recommendation #37 Reduce Truck Traffic from Oil and Gas Activities

## November 23, 2016

### Overview

On February 27, 2015, the Governor's Oil and Gas Task Force released a series of recommendations to address issues related to oil and gas development in Colorado. Number 37 recommended that the Colorado Oil and Gas Conservation Commission ("COGCC") and the Colorado Department of Transportation ("CDOT") form a working group consisting of varying stakeholders to explore opportunities to reduce truck traffic from oil and gas activities (see Appendix A for the Recommendation).

COGCC, CDOT and Department of Natural Resources ("DNR") personnel started planning and gathering data in the fourth quarter of 2015 to implement this recommendation. A work group was established in early 2016 and the group met to fully explore opportunities to implement this recommendation (see Appendix B for a full list of work group members).

Staff from COGCC and DNR facilitated three all day meetings of the work group (see Appendix C for meeting agendas and summaries).

This report is a compilation of ideas and lessons learned from the work group and is intended to provide suggestions for local governments, operators, and citizens to consider. However, since each location has different circumstances and challenges, the users of this report need to consider what kind of tools would work best at each site. The report is not intended to be prescriptive but instead contains a compilation of ideas and tools that can serve as a starting point for developing individual solutions.

### Work Group Goals and Scope

The main goal of the work group was to engage in an open and honest conversation related to the issues and impacts caused by oil and gas truck traffic and to discuss and document potential tools and lessons learned that can address, or have already successfully addressed, these issues and impacts.



The work group determined the scope of the recommendation to be two parts. First, the group discussed opportunities to reduce the number of trucks required for oil and gas development. This issue is at the core of the Governor's Task Force recommendation.

The work group also acknowledged that oil and gas activity will always require truck traffic and that real impacts to nearby residents occur from this truck traffic. Given the expertise and experience of the work group members, the group made a decision to interpret the scope of the recommendation to also include discussing opportunities to reduce impacts from truck traffic. The group determined that addressing ways to reduce impacts would be beneficial to achieving the intent of the Task Force's recommendation and used the following language in the recommendation as justification to include this second part in the scope:

*"There is uniform agreement that one of the most serious impacts of oil and gas activity involves the use of large trucks and trailers."*

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By virtue of existing industry practices and the lack of practicable alternatives to pipeline transport, it is not feasible at this time to develop alternatives to natural gas gathering and transport operations since the product is in a pipe and the truck traffic is minimal.

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## Reducing Truck Traffic

### Overview

The work group identified the following activities as opportunities that could significantly reduce truck traffic from oil and gas operations when these activities are feasible at a given site:

Activity	Oil and Gas Operational Phase
Install temporary pipelines to transport water onto an oil and gas location for drilling and hydraulic fracturing operations.	Drilling and Hydraulic Fracturing
Install permanent pipelines to transport produced oil from an oil and gas location during production operations.	Production Operations
Install permanent pipelines to transport produced water from an oil and gas location during production operations.	Production Operations
Install centralized oil and gas production facilities that reduce the need of trucks driving to several locations.	Production Operations

### Tools and Recommendations

Implementing any of the above activities can make a significant difference in reducing truck traffic from oil and gas activity. Implementation of these activities is dependent on appropriate collaboration, communication, and upfront planning from all parties involved.

The work group also discussed at length the struggles operators and local governments have had implementing these activities as a result of a lack of or inconsistent relationships, lack of planning, and a lack of process understanding. This has resulted in denied permits, delayed approvals, and strained relationships.

The work group then identified tools and recommendations to avoid or minimize these struggles in the future. Below is a list that could help facilitate a quicker and less complicated approval process for pipelines and centralized facilities.

#### **Recommendations and Tools for Local Governments**

- Recognizing the potential challenges in securing pipeline rights of way (ROW), local governments can perform advanced planning for suggesting routes to locate gathering pipelines as they transit to terminal locations. Included in this planning process should be consideration of managing local government rights of way, where possible, in a way that would enable one or more pipeline(s) to be co-located there.
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- Local governments could develop a fact sheet detailing when a pipeline permit is required pursuant to local ordinance requirements, estimated timeframes to secure approval, and a list of the local government departments that need to be included in the approval process (e.g. Maintenance). The different types of pipelines identified above should be included in this fact sheet.
  - Local governments could develop a Frequently Asked Question document related to pipeline permitting.
  - Local governments should consider publishing any comprehensive transportation plans and maps of approved plats and future development to identify potential conflict areas.
  - Local governments could consider implementing pipeline permitting incentives or efficiencies when there is a direct connection between a pipeline approval and fewer trucks on the local government's roads.
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- Local governments could provide links to information that relevant state agencies publish related to pipelines as an educational tool for their residents.

#### **Recommendations and Tools for Oil and Gas Operators**

- Oil and gas operators could develop an internal process for securing pipeline ROW approvals that takes into account the local government's timeframes and processes. This should describe in detail when to start the ROW permitting process, which internal groups need to be engaged, and how to proactively work with local governments to help ensure proper upfront planning.
  - Oil and gas operators could develop formal communication protocol describing how to proactively interact and engage with local governments, and identifying key local government staff and elected officials when the operator is planning a project in the area.
  - When appropriate, oil and gas operators could consider implementing or adding a component to an existing community outreach program regarding future pipeline projects to proactively engage potentially impacted residents. The community outreach could align with and complement local government engagement. This effort could use different outreach methods such as direct mail, HOA communication, and open house meetings.
  - Oil and gas trade associations could help educate all operators on these types of tools and practices.
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### Recommendations and Tools for State Agencies

- The Colorado Department of Public Health and Environment or relevant state agency could develop a Frequently Asked Questions document related to pipelines and include this as a resource on the oil and gas information clearinghouse website. This document should include statistics about pipelines, how pipelines can reduce truck traffic, the benefits of pipelines, the risks of pipelines and how these risks can be mitigated, how safety and inspection of pipelines occur and by what government agency, and when pipelines are available and possible.

#### Reducing Truck Traffic Success Story #1 - Reduction of Truck Traffic Through Pipelines

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Anadarko Petroleum Corporation, with operations in the Front Range, has invested considerable resources in installing oil gathering pipelines to transport produced oil from a location and water pipelines to bring water onto a location for during drilling and completion operations. Anadarko realized early that these efforts would significantly reduce truck traffic reduce emissions, and increase the safety of their operations. These programs have been implemented on many of their locations in the Front Range.

Anadarko is seeing reductions in truck traffic from these efforts. In 2015 alone, the installation of oil and water pipelines have reduced required truck traffic by 11.5 million miles, which amounts to a reduction of roughly 1,500 truck trips per day.

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## Mitigating Impacts from Required Truck Traffic and Communication with the Public

### Overview

The work group recognized that some truck traffic will always be necessary and that the traffic does impact nearby residents. Because of this, the work group identified common impacts and potential tools that could be implemented by a transport carrier, local government, or oil and gas operator to reduce those impacts.

The work group also discussed impacts to road infrastructure and maintenance costs. Given the complicated jurisdictional structure regarding roads and the limited funding available for road improvements, the group opted not to spend too much time developing recommendations on how to deal with these impacts. However, several local governments shared success stories of working with operators to deal with road infrastructure impacts and costs which are described later in this document.

During its discussions, the work group recognized public perceptions may raise issues, or even exacerbate issues, that are being properly mitigated. Therefore, the work group recommends local governments, state government agencies, operators, and industry groups cooperatively pursue practices or adopt policies that result in proactively informing the public when significant truck traffic will impact localized areas used by the public (e.g., roadway usage, neighborhood impacts, schools, school bus routes, rush hour traffic), including discussions of the proposed truck operations, resulting impacts to the public, duration, impact management and mitigations to be utilized, and less satisfactory alternatives to the anticipated truck operations that were considered, if any.

### Tools and Recommendations

The following table outlines the issues or impacts the work group identified and the potential tools that might be implemented by either the carriers, local governments, or operators. It is important to note that these tools are not a one-size-fits-all approach and should be used as a starting point for developing individual solutions.

Issue/Impact Identified	Potential Tools
Speeding	<u>Carriers</u> <ul style="list-style-type: none"><li>• Place GPS units in trucks that track and monitor speed</li><li>• Perform driver training and hold drivers accountable to the requirements covered in training</li><li>• Develop and review monthly reports detailing out driver actions and safety issues</li></ul>

Issue/Impact Identified	Potential Tools
	<p><u>Local Governments</u></p> <ul style="list-style-type: none"> <li>• Increase presence of law enforcement patrol cars in key areas</li> </ul> <p><u>Operators</u></p> <p>Develop a zero tolerance policy for unsafe driving</p>
Trucks near schools and bus routes	<p><u>Operators</u></p> <ul style="list-style-type: none"> <li>• Communicate early with school districts to disseminate information to parents. To accomplish this, the following should be considered:               <ul style="list-style-type: none"> <li>○ Include school districts in local government maps to easily identify the appropriate school districts</li> <li>○ Operators should incorporate school calendars into planning schedules</li> <li>○ Early communication benefits all parties</li> <li>○ School districts should pass along information to parents</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Adjust traffic routes and timing of traffic to avoid or minimize trucks during sensitive times (e.g. drop off and pick up)</li> <li>• If possible, develop greater on-site storage for sand, water, and materials for locations near schools, increasing the flexibility on timing of truck trips and allowing avoidance during certain items (This depends on the size of well pads)</li> </ul>
Truck noise, including jake brakes	<p><u>Carriers</u></p> <ul style="list-style-type: none"> <li>• Install proper mufflers on trucks</li> <li>• Train drivers not to use jake brakes in neighborhoods</li> <li>• Run newer trucks in fleets when possible, especially when operating in populated areas</li> <li>• Adhere to applicable truck noise limits established by the local government</li> </ul>
Emissions/Idling	<p><u>Carriers</u></p> <ul style="list-style-type: none"> <li>• Run newer trucks in fleets when possible, especially when operating in populated areas</li> <li>• Place GPS units in trucks that track and monitor idling</li> <li>• Perform routine vehicle inspection and monitoring programs for maintenance.</li> </ul> <p><u>Operators</u></p> <ul style="list-style-type: none"> <li>• Establish auditing programs for inspection and monitoring programs</li> </ul>
Dust/Mud	<p><u>Operators</u></p> <ul style="list-style-type: none"> <li>• Construct the well location and access roads using good construction practices. Comply with state and local government requirements when constructing these locations and roads</li> <li>• Communicate with impacted stakeholders on what best management practices are being employed to control dust and mud</li> </ul>

Issue/Impact Identified	Potential Tools
	<p><u>Operators/Local Governments</u></p> <ul style="list-style-type: none"> <li>• Develop and/or maintain partnerships and processes between the local government and operator that will allow quick implementation of practices to control dust and mud, such as applying mag chloride on the roads</li> </ul> <p>Develop and publish clear guidance documents outlining who has the responsibility to perform work and maintenance on public roads and the processes stakeholders can participate in to request such work</p>
Not using specified haul routes	<p><u>Carriers</u></p> <ul style="list-style-type: none"> <li>• Place GPS units in trucks that track where trucks drive</li> </ul> <p><u>Operators/Local Governments</u></p> <ul style="list-style-type: none"> <li>• Place directional signs that clearly mark the route drivers need to take to access the well location</li> </ul>
	<ul style="list-style-type: none"> <li>• Select haul routes that make sense for the project and the jurisdictions. The following are critical considerations: gravel vs. paved roads, number of nearby homes and schools, using the most direct and safe route</li> <li>• Use flaggers for traffic control in key areas and intersections</li> <li>• Install temporary signage to warn and alert nearby residents and the public</li> </ul>
Traffic during peak times and density of trucks	<p><u>Operators</u></p> <ul style="list-style-type: none"> <li>• Avoid peak traffic times whenever possible</li> <li>• Install temporary signage to warn and alert nearby residents and the public</li> <li>• Clearly communicate that there will be times when 24-hour traffic is required, but operators should reduce this whenever possible</li> <li>• If possible, develop greater on-site storage for sand, water, and materials, increasing the flexibility on timing of truck trips and allowing avoidance during certain times (This depends on the size of well pads)</li> </ul>
Truck Safety	<p><u>Carriers</u></p> <ul style="list-style-type: none"> <li>• Implement required routine safety meetings with drivers</li> <li>• Develop formal and documented driver training programs</li> <li>• Comply with the Colorado Department of Transportation requirements (see Appendix D)</li> <li>• Place GPS units in trucks to track speed, idling, routes, hard accelerations, hard braking, etc.</li> </ul> <p><u>Operators</u></p> <ul style="list-style-type: none"> <li>• Develop operator auditing programs to periodically verify carriers are adhering to safety requirements</li> <li>• Develop stringent carrier selection criteria</li> </ul>



Issue/Impact Identified	Potential Tools
Wildlife Restrictions	<u>Operators</u> <ul style="list-style-type: none"> <li>• Comply with seasonal timing restrictions (Doing so can have impacts on other timing issues such as school calendars)</li> </ul> <u>Local Governments</u> <ul style="list-style-type: none"> <li>• Install signage warning of nearby wildlife</li> </ul>

Mitigation Success Story #1 - Communication with School Districts

Ursa Operating Company (“Ursa”), working on the West Slope of Colorado, proactively communicates with the RE-2 (Rifle, Silt and New Castle) and District 16 (Parachute) school districts on a regular basis to ensure they have the most up-to-date information possible on school schedules and bus routes. This allows Ursa to either minimize or avoid their higher impact truck traffic such as oversize and overweight trucks during morning drop-off and afternoon pick-up of school kids.

In addition to the above, for well locations that are closer to schools, this communication allows Ursa to avoid oversize and overweight trucks near schools during critical school events such as sports, choir, and field trips.

Ursa receives an updated activity schedule from the districts every four to six weeks, which includes school bus schedules, sporting events, and other school activities. This updated schedule is shared with Ursa’s field personnel to avoid and minimize oversize and overweight trucks during those critical time periods.

Ursa staff also have the direct phone number to key bus drivers in case immediate communication is required and they provide key Ursa contact information to the districts and bus drivers so they can be contacted at any time when issues arise.

Mitigation Success Story #2 - Transport Carriers Make it a Focus to Reduce Truck Traffic Impacts

Colorado Crude Carriers, a locally-owned transport carrier operating in Colorado’s Front Range, understands the importance of being a good neighbor and taking steps to reduce the impacts their trucks have on nearby residents.

The owner of Colorado Crude Carriers implemented many steps to address impacts including but not limited to the following: installing mufflers to reduce noise, purchasing newer trucks that have additional emissions controls installed, implementing mandatory safety programs and meetings for all drivers, participating in local community events so their company and employees are known in the community, reducing their operations during peak traffic hours, and working to change or adjust routes when safety issues dictate.

A full list of all actions that this transport carrier undertook is listed in Appendix E.

*Mitigation Success Story #3 - La Plata Energy Council Road Agreement Program*

La Plata Energy Council is a non-profit trade organization promoting responsible oil and natural gas development in La Plata County. The organization has a focus on addressing road maintenance related issues on private roads used by oil and gas operators and private residents.

The program assigns an oil and gas operator as a “Road Manager” for all private roads used by oil and gas operators in La Plata County. The Road Manager becomes the eyes in the field for issues related to these roads and works to address these issues through a documented process. This helps ensure issues are both identified and addressed quickly and do not impact oil and gas operations or private residents.

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More details on this program are included in Appendix F.

*Mitigation Success Story #4 - Stakeholder and Community Outreach Programs*

Anadarko Petroleum Corporation recognized that increased oil and gas development along with a significant expansion of population in Weld County meant that their operations were going to get closer to populated areas where people unfamiliar with oil and gas live. At Anadarko, this situation made it clear that an active and robust stakeholder relations program was critical for long-term success.

Anadarko created a Stakeholder Relations team to communicate directly with residents living near upcoming oil and gas operations. The team works to inform these residents about the operations, what to expect during each of the operational phases, and how to contact Anadarko personnel if issues arise. The team also set up a 24-hour response line that residents call to report issues to help ensure timely resolution. Since the creation of the response line, the Stakeholder Relations team has addressed and resolved more than 1,000 individual issues.

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## Building Relationships Between Operators and Local Governments

The work group agreed that establishing and maintaining positive relationships between local governments and oil and gas operators is critical for success in addressing truck traffic impacts and finding ways to minimize the number of trucks on the roads.

Because of this, the work group spent time identifying the following actions that local governments and oil and gas operators could take to strengthen and maintain these important relationships.

- Oil and gas operators could develop a proactive local government outreach program in the communities where they operate to build relationships and enhance planning prior to requesting approvals from the local government. This outreach program could start with the local government designee and advance to senior level staff but should also include meeting and building relationships with elected officials. This program could include regularly scheduled meetings to discuss both oil and gas and community development programs along with development options in that jurisdiction.
  - Local governments could host periodic meetings with the oil and gas operators that work in their communities to discuss truck traffic-related issues, as well as any other oil and gas related issues that are relevant.
  - Local governments could host periodic public forums where oil and gas operators attend and address questions or concerns from residents.
  - Oil and gas operators and local governments should identify key staff members both in the office and in the field as main contacts. This will allow quick communication when issues arise that need immediate attention. These staff members should meet periodically and build strong relationships.
  - Developing partnerships between oil and gas operators and local governments will result in greater collaboration when issues arise.
    - When a local government is evaluating using road impact fees, the work group recommends that the local governments take into consideration the impacts from all industries that use and impact roads. In some circumstances, different or higher impact fees on oil and gas operators can provide a disincentive to operators to partner with a local government in working to address road damage or truck issues when they arise.
    - Some work group members have seen examples where strong partnerships between local governments and operators alleviated the need for impact fees and resulted in better and faster issue resolution.
  - The oil and gas industry trade groups could play a role in encouraging operators to maintain, or if new to Colorado, invest in building relationships with local
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governments and potentially facilitate or provide resources to make these efforts successful.

*Building Relationships Success Story #1 - Monthly Truck Traffic Meetings in Weld County*

In 2009, Weld County created the Energy Industry Working Group to create a partnership with oil and gas operators and their contractors. The group meets every other month to coordinate upcoming projects that may impact county roadways. The group also helps the County identify truck routes that may have increased traffic due to the industry. These meetings have been a great opportunity for the oil and gas operators to team up together with the County to resolve existing truck traffic issues and take a proactive approach to prevent issues related to traffic in the future.

*Building Relationships Success Story #2 - Successful Project in Garfield County*

Garfield County strives to maintain a collaborative working relationship with oil and gas companies. The companies have been very generous with their help both in kind and financially, in mitigating impacts of truck traffic on county roads. There are times when the companies will do the actual maintenance on the roads and others where they will contract and pay for improvements. Garfield County has taken the approach that everyone needs to do their part of maintenance including activities like dust control. When the County applies magnesium chloride to a road that oil and gas companies use frequently, the County asks each company to contribute an equal portion and Garfield County pays an equal portion as well.

If a road needs a larger improvement, the County approaches all the oil and gas companies that utilize that road in an effort to keep contributions equitable between all stakeholders.

This joint effort has led to great working relationships with oil and gas and has kept County roads in good condition.

*Building Relationships Success Story #3 - Successful Project in the Town of Mead*

The Town of Mead has been working collaboratively with members of the oil and gas industry for the past few years, trying to create win-win scenarios. The Town recognizes the importance of the industry to the state and local economy, but feels strongly that the industry must mitigate any negative impacts to the roadway system. As such, the Town convenes a monthly meeting of all of the operators in Mead to discuss ongoing issues and concerns.

The industry has worked together with local governments to share the costs and mitigate the impacts that the heavy trucks have on the local roadway network. First of all, the Town works with operators to develop an approved truck route that all traffic must use. Second, through both the regulations the Town recently passed as well as the special use permitting

process, operators must complete a pre- and post-drilling comprehensive roadway analysis to provide a baseline of the road condition. The base study recommends the cost to repair the road over the life of the site. This cost is placed in escrow with the Town to guarantee the performance of the road. When the completions phase of the well site is finished, the final road study is completed and any repairs which are required due to oil and gas vehicular traffic are done by the operator. After a two-year warranty the escrow funds are returned.

Overall, the relationship between the Town of Mead and the industry has benefited from the ongoing meetings and dialogue. The communications are transparent and create an environment that fosters both growth and mutual respect. Mead's experience has demonstrated that the needs of the Town and the industry can complement each other nicely.

#### *Building Relationships Success Story #4 - La Plata County MOUs*

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La Plata County has Memorandums of Understanding (MOUs) with several oil and gas operators in the County. The first MOU was established in 2005. It was the final product of discussions with a large operator who preemptively informed the County of its intent to file a significant application with the COGCC for 80-acre infill drilling to develop the Fruitland Formation. La Plata County and the operator recognized at that time that the County Land Use Code and COGCC rules did not address certain issues of concern associated with the proposed increase in oil and gas development. The jointly negotiated MOU addressed road impacts as well as the use of existing infrastructure and air and water quality. Road impacts were addressed through the assessment of road maintenance fees. The County and the operator also agreed to a procedural process whereby the County would file a "friendly intervention" in the COGCC adjudicatory proceedings and the negotiated MOU would become a part of the COGCC's order approving the infill application. Once this was accomplished, the County withdrew its intervention.

Since the first MOU was approved, the County has continued to intervene in COGCC hearings for greater well densities to request an agreement mitigating impacts of the increased development. There have been a total of 17 MOUs with 12 operators. Subsequent MOUs have been very similar, with the only significant difference being an increase in fees. The fees have been based on analyses of the anticipated traffic impacts with increased well densities and the associated road maintenance costs. Many of the terms of the original MOU have since been codified in the County Land Use Code or have become part of the COGCC regulations and it is no longer necessary to establish a separate agreement that addresses those issues, with the exception of road impacts.

The MOUs only apply to infill wells within the infill application area. The road maintenance fees are paid by an operator subject to an MOU when an application to develop an infill well is submitted to the County. The MOUs do not specify a date by which the monies must be spent, but interest is accrued annually in accordance with state statute. The road maintenance fees may only be used on road projects that are directly and reasonably

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related to the mitigation of impacts associated with the activities described in the infill application. To date, these fees have been used to improve intersections, repair damage caused by oil and gas development, and perform road maintenance.

Operators within the County are treated equitably through the MOU process. Any operator proposing to develop 80-acre infill wells is subject to an MOU that has been negotiated with the County. The mitigation of road impacts from additional development is shared by larger and smaller operators alike, depending on the number of infill wells proposed.

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## Appendix A - Governor's Task Force Recommendation #37

### Recommendation to Reduce Truck Traffic on public streets, roads, and highways for oil and gas activities

**Agency or General Assembly:** No rule or statute change is foreseen at this time

**Description:** There is uniform agreement that one of the most serious impacts of oil and gas activity involves the use of large trucks and trailers. While this is often times unavoidable and is common practice in virtually all business and industry, it should be a high priority to do everything to reduce truck traffic significantly. The issue is serious enough as to merit special attention, study and action.

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This proposal is for COGCC and CDOT together to take the lead to convene a working group to investigate as fully as possible any and all steps that can and should be taken by government and industry to reduce the use of large trucks and trailers in oil and gas activities. The group should have full representation of all stakeholders, public and private. It is expected that legal issues concerning easements and rights of way for alternatives, such as pipelines, would be studied. A full range of incentives should also be explored.

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## Appendix B - Work Group Members

### Facilitators

- Kathleen Staks, Department of Natural Resources
- Dave Kulmann, Colorado Oil and Gas Conservation Commission

### Oil and Gas Industry

- Kim Cooke, Anadarko Petroleum Corporation
- Tara Mall, Ursa Operating Company
- Dave Brown, BP Lower 48

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- Maxwell Blair, Conoco Phillips
- Ashlee Fechino, WPX Energy (now Terra)
- April Mestas, WPX Energy (now Terra)
- Anne Carto; Colorado Oil and Gas Association
- Stephen Flaherty, Halliburton
- Kent Statham, Liberty Frac
- Mark Nave, Blac Frac Tanks
- Joe DeWitt, DCP Midstream
- Lisha Burnett, Suncor

### Local Governments

- Kirby Wynn, Garfield County
- Deb Fiscus, Garfield County
- Mike Samson, Garfield County Commissioner

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- Dan Goin, Garfield County
- Troy Swain, Weld County
- Janet Lundquist, Weld County
- Brenna Kampf, La Plata County
- Aaron McKelvey, La Plata County
- Ian McCargar, Town of Windsor
- Rick Samson, City of Longmont
- Wesley Lavanchy, Town of Firestone
- Dick Leffler, Town of Frederick
- Helen Migchelbrink, Town of Mead

### Transport Carriers

- Rod Steely, Colorado Crude Carriers
- Greg Fulton, Colorado Motor Carriers Association

### Other

- Gloria Hice-Idler, CDOT
  - Debra Perkins-Smith, CDOT
  - Scott Marsh, CDOT
  - Tony Cady, CDOT
  - Dan Johnston; Private Citizen from Windsor
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## Appendix C - Work Group Meeting Agendas and Summaries

### March 15th Agenda

#### **GTF #37 TRUCK TRAFFIC MEETING AGENDA | MARCH 15, 2016 FROM 9AM TO 4PM -- COGCC'S OFFICES**

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#### **Facilitators**

All meetings will be co-facilitated by Kathleen Staks from the Department of Natural Resources and Dave Kulmann from the COGCC.

#### **Agenda – March 15, 2016**

Meeting Goal = Share background information and identify issues/impacts along with associated root causes. This will allow working group members to think about potential tools that can be used to address these issues/impacts prior to the April meeting.

<b>Item</b>	<b>Time</b>
Welcome and introductions	9:00 -- 9:30
Review overview presentation, review goals of the work group, and briefly discuss plans for future meetings	9:30 – 10:15
Discuss ground rules and work group approach	10:15 – 10:45
Break	10:45 – 11:00
Overview of how transporters operate and the whys behind their operations (Greg Fulton to present)	11:00 – 12:15
Break to grab lunch (Lunch to be provided)	12:15 – 12:30
Brainstorm and identify issues and impacts caused by oil and gas truck traffic. Discuss the following for each identified issue/impact: <sup>1</sup> <ul style="list-style-type: none"> <li>• The root causes</li> <li>• Any underlying reasons why the issue and impact has not been addressed</li> </ul>	12:30 – 3:30 (Break built in)
Identify and assign action items/next steps and schedule next meetings	3:30 – 4:00

May 5th Agenda

**GTF #37 TRUCK TRAFFIC MEETING AGENDA |  
MAY 5, 2016 FROM 9AM TO 4PM – GLENWOOD SPRINGS**

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**Facilitators**

All meetings will be co-facilitated by Kathleen Staks from the Department of Natural Resources and Dave Kulmann from the COGCC.

**Agenda – May 5, 2016**

<b>Item</b>	<b>Time</b>
Recap issues and impacts identified from the March meeting	9:00 -- 9:30
Presentations and discussions from local governments, CDOT, transporters, or industry members that found tools to address similar issues/impacts	9:30 – 12:00 (Break built in)
Break to grab lunch (Lunch to be provided)	12:00 – 12:15
Brainstorm tools that can address these identified issues and impacts	12:15 – 3:30 (Break built in)
Identify and assign action items/next steps and schedule next meetings	3:30 – 4:00

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July 14th Agenda

**GTF #37 TRUCK TRAFFIC MEETING AGENDA  
JULY 14, 2016 FROM 9AM TO 4PM – COGCC’S OFFICES**

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**Facilitators**

All meetings will be co-facilitated by Kathleen Staks from the Department of Natural Resources and Dave Kulmann from the COGCC.

**Agenda – July 14, 2016**

Meeting Goal = Discuss tools that can be used to address impacts from oil and gas traffic and review the first draft of the final report.

Item	Time
Recap issues and impacts identified from the March meeting and proposed tools to reduce truck traffic from the May meeting	9:00 – 10:00
Brainstorm tools that can address impacts from oil and gas traffic	10:00-12:00 (Break built in)
Break to grab lunch (Lunch to be provided)	12:00 – 12:15
Brainstorm tools that can address impacts from oil and gas traffic	12:15 – 2:00 (Break built in)
Discuss draft of the report	2:00 -- 3:30
Identify and assign action items/next steps and schedule next meetings	3:30 – 4:00

Meeting Summaries

Date	Location	Main Discussion Topics
March 15, 2016	Denver	Shared background information and identified the major issues and impacts related to oil and gas truck traffic.
May 5, 2016	Glenwood Springs	Using the list of issues and impacts identified in the March meeting, brainstormed from personal experiences what potential tools or already implemented lessons learned could be applied to address the identified issues and impacts.
July 14, 2016	Denver	Continued identifying tools and lessons learned to help address identified issues and impacts and also discussed how these tools and lessons learned could be implemented.

## Appendix D - Department of Transportation (“DOT”) Regulations

Transport carriers must comply with all federal Department of Transportation (“DOT”) regulations and requirements. These are comprehensive requirements and are available at the below link:

<https://www.fmcsa.dot.gov/regulations>

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## Appendix E - Colorado Crude Carriers Explanations of Mitigations



20739 Hwy 392  
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Kathleen Staks  
Colorado Assistant Director for Energy & Minerals

Re: Truck Traffic Flow

As a Company what are positive steps we have taken to be less of an impact on our daily hauls.

### Success Story

1. All trucks have mufflers
  2. 95% of the fleet is 2007 and newer, for emissions
  3. We run applicable routes
  4. We change some routes for safety reasons, due to road conditions or housing or business'
  5. We utilize the overweight permits to take additional trucks off the road, State of Colorado
  6. We train our drivers not to use Jake brakes in residential areas
  7. Communicate with county and state on various projects in order for reroutes to be effective, and it works
  8. Safety meetings are very important, communicating our surroundings.
  9. All drivers have a cellphone, company radio and other systems for up to date information around the clock
  10. When given the opportunity we work with landowners, producers, & home owners to complete daily hauls
  11. Pipelines and gathering stations help but are not always applicable and take jobs away.
  12. We try not to operate during peak hours.
  13. Our company is well known by our community and we give back to our community with respect and courtesy.
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14. We spend a lot of time and dollars towards our training program in order to promote well trained employees
15. We try to use assets to build stronger relationships with our community and employees, trying to help them be better informed about our industry
16. Our facility is in the county, instead of the city to avoid being looked at as a nuisance

Kathleen,

Many of the items talked about at the last meeting were very good topics. As a company we realized 2-3 years ago that these topics were going to be very crucial to implement when our industry began ramping up. As a local company we felt it was very important to become good ambassadors in our daily hauls and in the activities of crude oil operations. But as a booming industry over the past 3 years a lot of out of state companies moved in making it difficult to have ~~communications with all concerned. We believe that at this time of slow down things should~~ moderate and with changing technologies, improvements will be moving forward to improve truck traffic flow as well the impact associated with the oil and gas industry. This in turn should lower our state and local community impacts.

Our company is at a 50% reduction at this time from a year ago in 2015, and I am seeing this trend in our industry state wide. In essence the slowing flow of truck traffic has already taken place at least in the area of crude oil. At this time, I believe we are headed in a positive direction.

Regards,

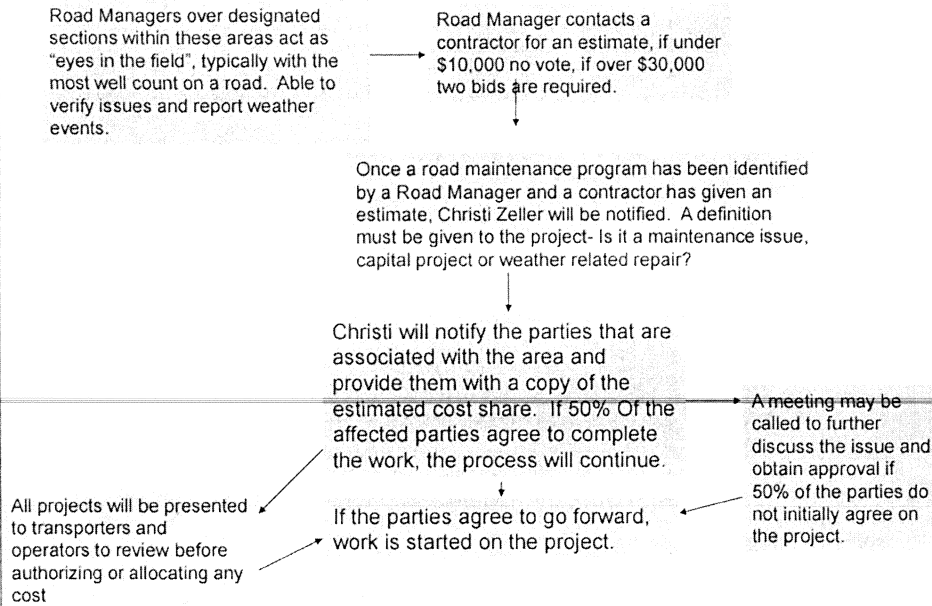
Rod Steely

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## Appendix F - La Plata Energy Council Road Manager Program Details

### Identifying Projects



### Payment Process

