

DRCOG Regional Multimodal Freight Plan

Colorado MPO Summit
November 4th, 2026

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Agenda

- Plan purpose
- Engagement efforts
- System performance
- Freight clusters
- Plan implementation
- Discussion



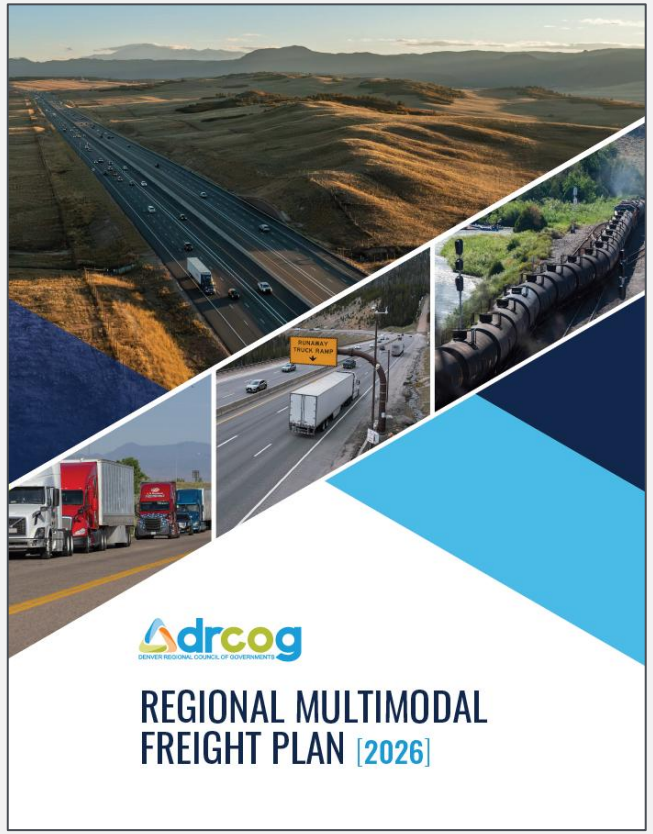
We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS



Plan purpose

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

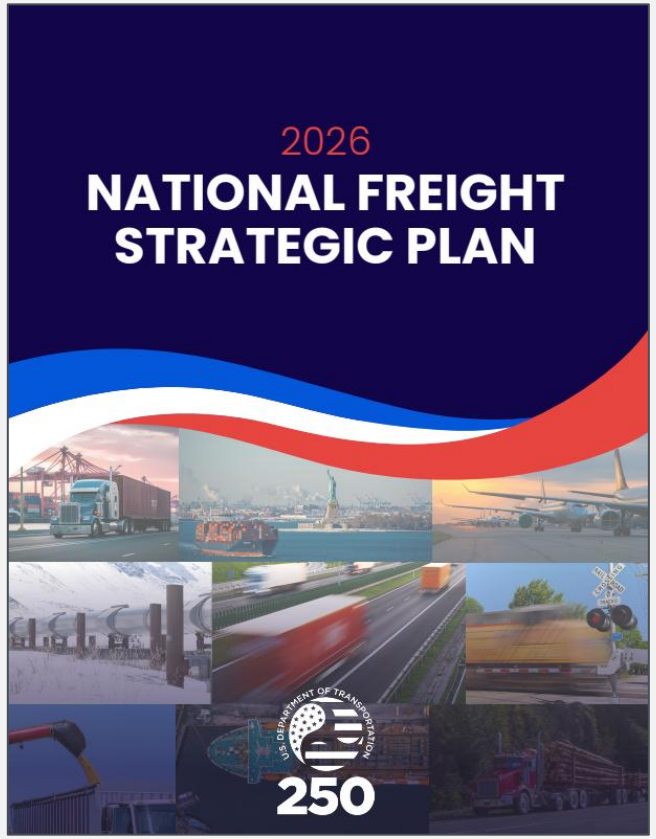
DRCOG Regional Multimodal Freight Plan



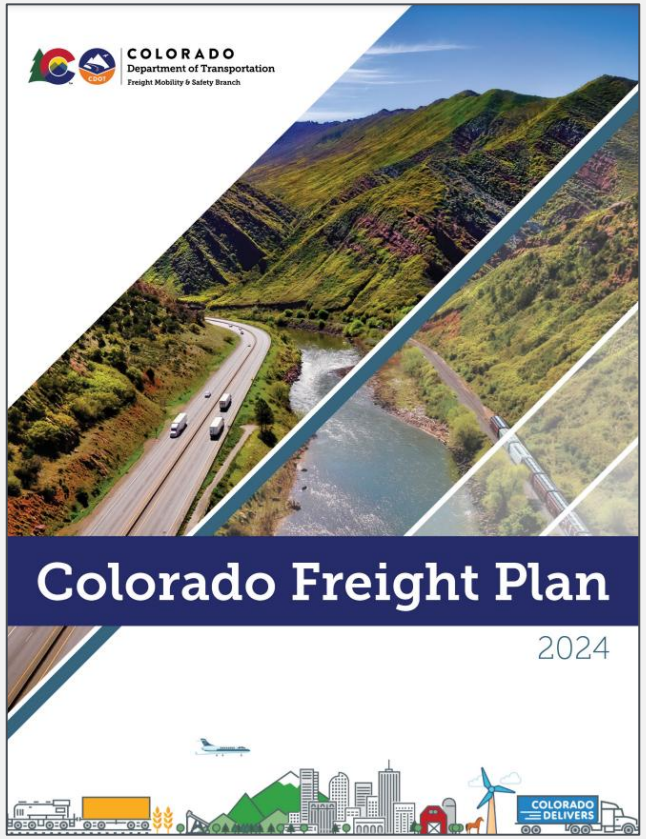
- Guides the region's **freight planning and infrastructure investments**.
- The first regional freight plan was completed by DRCOG in 2020.
- Includes analysis on highway, rail, and pipeline movements.
- Aligns with DRCOG's **Metro Vision Regional Transportation Plan.**

Planning for freight movement

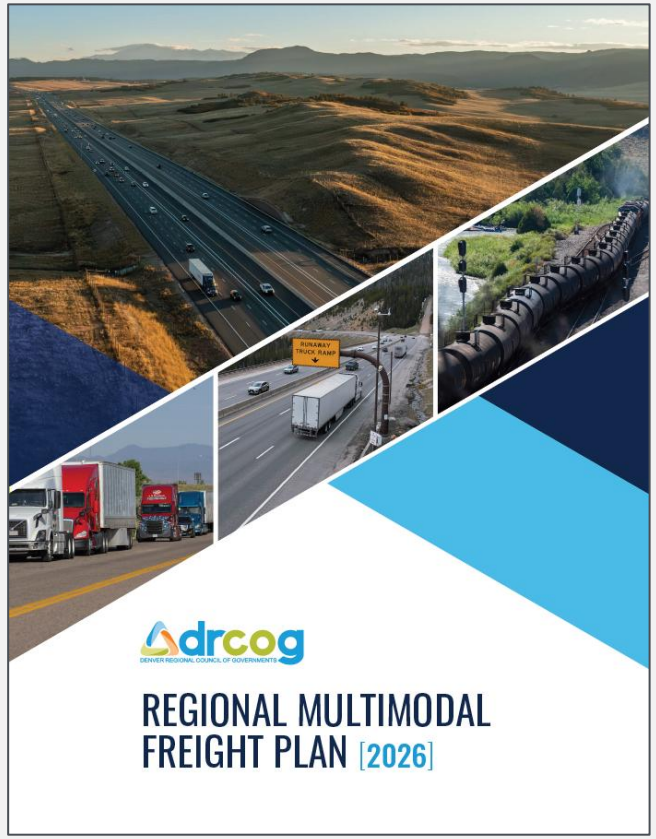
U.S. Department of Transportation **(USDOT)**



Colorado Statewide Freight Plan (**CDOT**)



Regional Multimodal Freight Plan (**DRCOG**)





Plan engagement

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Public engagement

- **Member governments:** Meetings with member government staff to identify common challenges, concerns, and freight priorities
- **Freight surveys:** Distributed local freight survey to member government staff, community members, and relevant stakeholders
- **Colorado Freight Advisory Council (FAC):** Engagement with private and public sector industry representatives to identify projects, set priorities.
- **Freight Steering Committee:** Primary project advisory body for the plan update:

Figure 2-1. **FSC Meeting Schedule**

MEETING 1	MEETING 2	MEETING 3	MEETING 4
August 26, 2025	November 12, 2025	March 3, 2026	September 23, 2026
▪ Project kickoff ▪ FSC roles ▪ Plan goals	▪ Existing conditions report ▪ Plan goals	▪ Final existing conditions ▪ Tier III network ▪ Land use	▪ Freight clusters ▪ Best practices ▪ Performance measures

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Freight survey results

Member Government Freight Survey targeted local government staff to identify jurisdiction-specific freight issues and needs.

Common challenges:

- Truck traffic congestion
- Noise and air-quality impacts
- Safety concerns
- Inadequate infrastructure (turning radii and clearance limitations)
- First- and last-mile access
- Conflicts between freight activity and land use

Priority investments:

- Roadway upgrades
- Grade separations and rail improvements
- Better multimodal connections
- Truck parking facilities.

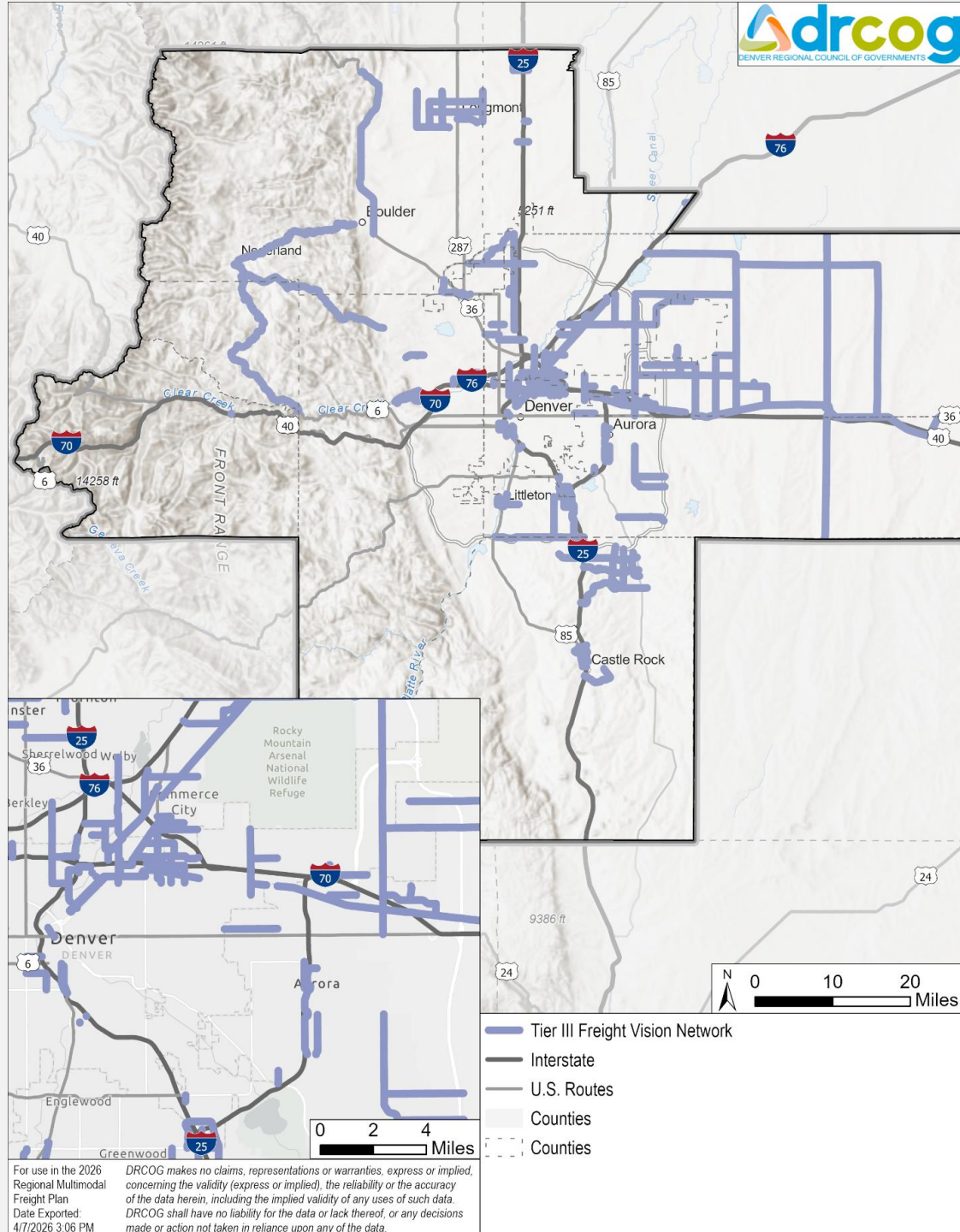


System performance

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Regional freight network

- **Tier I (NHFN):** Corridors identified by existing National Highway Freight Network designations.
- **Tier II (NHS):** Regionally significant roadways that link the region with other areas of the state.
- **Tier III (DRCOG):** Corridors that provide access to identified regional freight clusters, intermodal facilities, local roads, and connectors. Drawn from local plans, FSC, and survey engagement.
- **Railway system:** Nearly 450 miles of Class I and Class III railways with 485 public at-grade crossings.
- **Facilities:** Over 15 current and planned intermodal, logistics, rail yard, and transload facilities.

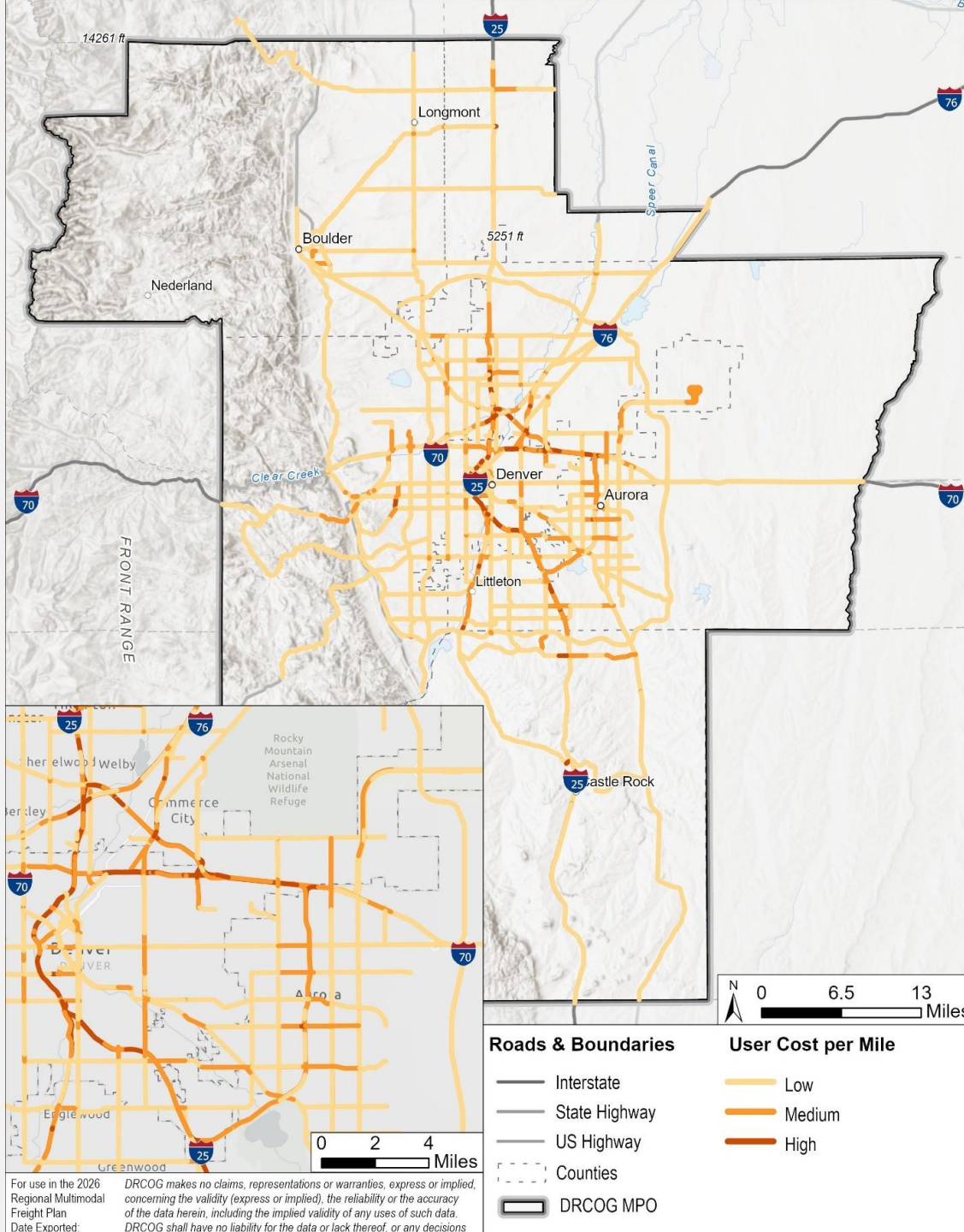


Congestion impacts

Regional costs: $10.2 million in daily costs on trucking companies and shippers on NHS.

Bottleneck clusters: 38 miles of roadway that generate $1.43 million of daily congestion costs.

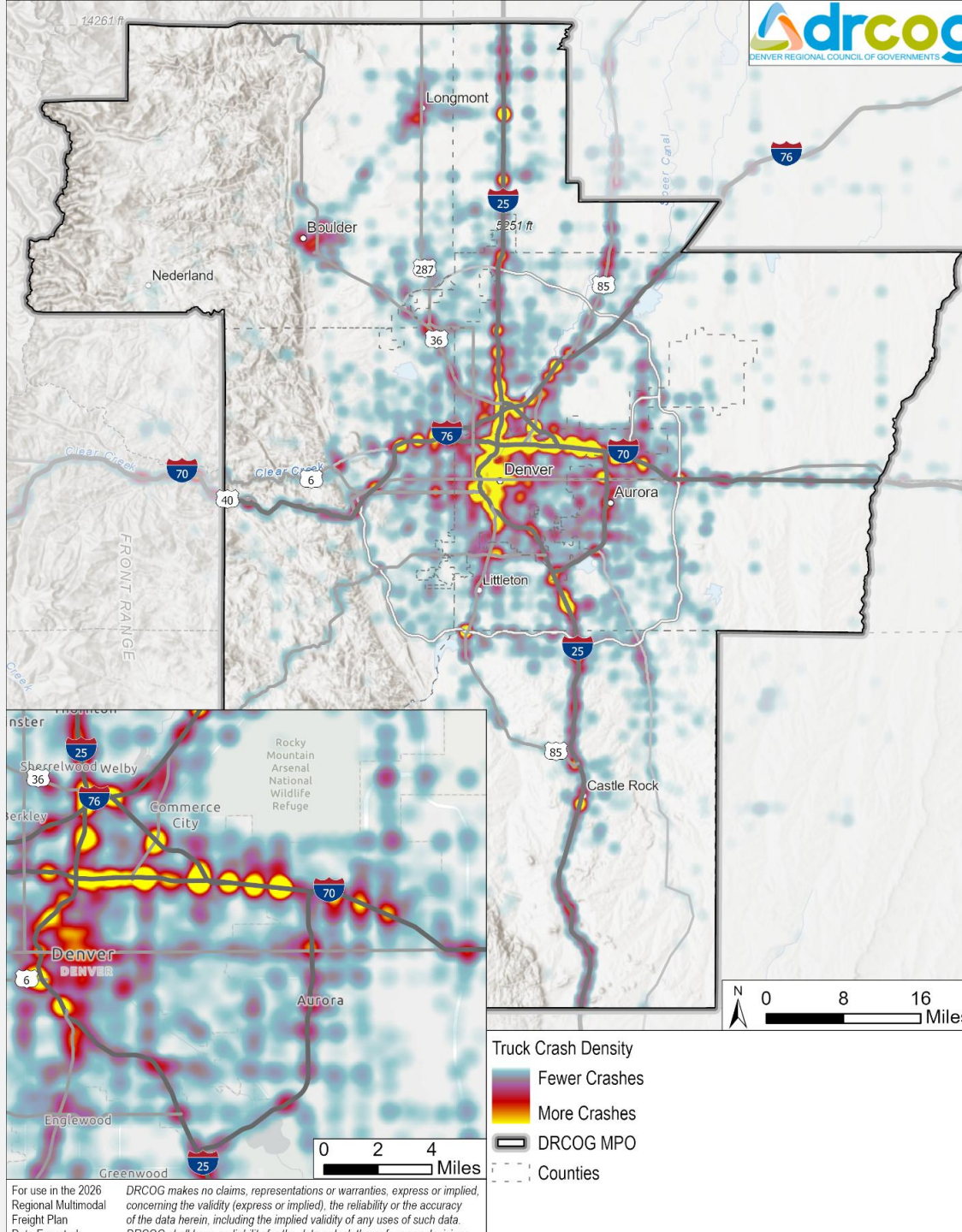
Rank	ID	Bottleneck Name	Total Miles	Average Daily Traffic	User Cost ($/day)	In 2020 Plan
1	37	NB I-25 from Emerson St/Exit 206B to I-70/Exit 214	7.19	7,796	$262,640	Yes
2	44	WB I-270 from Central Park Blvd to US-85/Exit 2	3.54	5,189	$184,111	No
3	38	SB I-25 from Broadway/Exit 207A to Evans Ave/Exit 203	4.06	5,924	$153,952	No
4	43	WB I-70 from Quebec St/Exit 278 to Brighton Blvd/Exit 275	3.72	4,650	$149,471	No
5	41	EB I-70 from I-25/Exit 274 to Colorado Blvd/Exit 276	3.21	6,929	$146,857	No
6	42	EB I-70 from I-270/Exit 279 to I-270/Exit 12B	5.08	6,702	$142,399	No
7	35	SB I-25 from 58th Ave/Exit 215 to 23rd Ave/Exit 211	4.40	5,924	$130,608	No
8	29	EB I-270 from York St/Exit 1 to I-76/Exit 1	1.57	5,225	$110,803	No
9	25	NB I-25 from Arapahoe Rd/Exit 197 to Belleview Ave/Exit 199	3.07	6,658	$77,063	No
10	39	S Santa Fe Dr from W Jewel Ave to W Alameda Ave	2.09	3,344	$73,947	No



Truck safety

- **Truck crashes:** 12,449 truck-involved crashes between 2020 and 2024.
- **Parking:** 356 crashes occurred involving a parked truck between 2020 and 2024.
- **Crash hotspots:** Tracking progress of truck-involved crash hotspot locations.

Route ID	Location	Facility Type	Average Annual Truck Crashes (2008-2014)	Average Annual Truck Crashes (2020-2024)
I-70A	I-70E and Airport Blvd	Interchange	6.0	5.2
CO 52A	I-25N and CO 52 / County Road 14	Interchange	3.3	2.4
I-270A	I-270 and U.S. 85N	Interchange	1.7	7.6
I-70A	I-70E and Chambers / Pena	Interchange	0.9	2
U.S. 85B	U.S. 85S and Airport Rd	Highway, Merge	0.9	0.4
CO 119B	CO 119 N and 63rd	Intersection	0.6	0.2
U.S. 285D	U.S. 285 and CO 8	Interchange	0.6	0.4





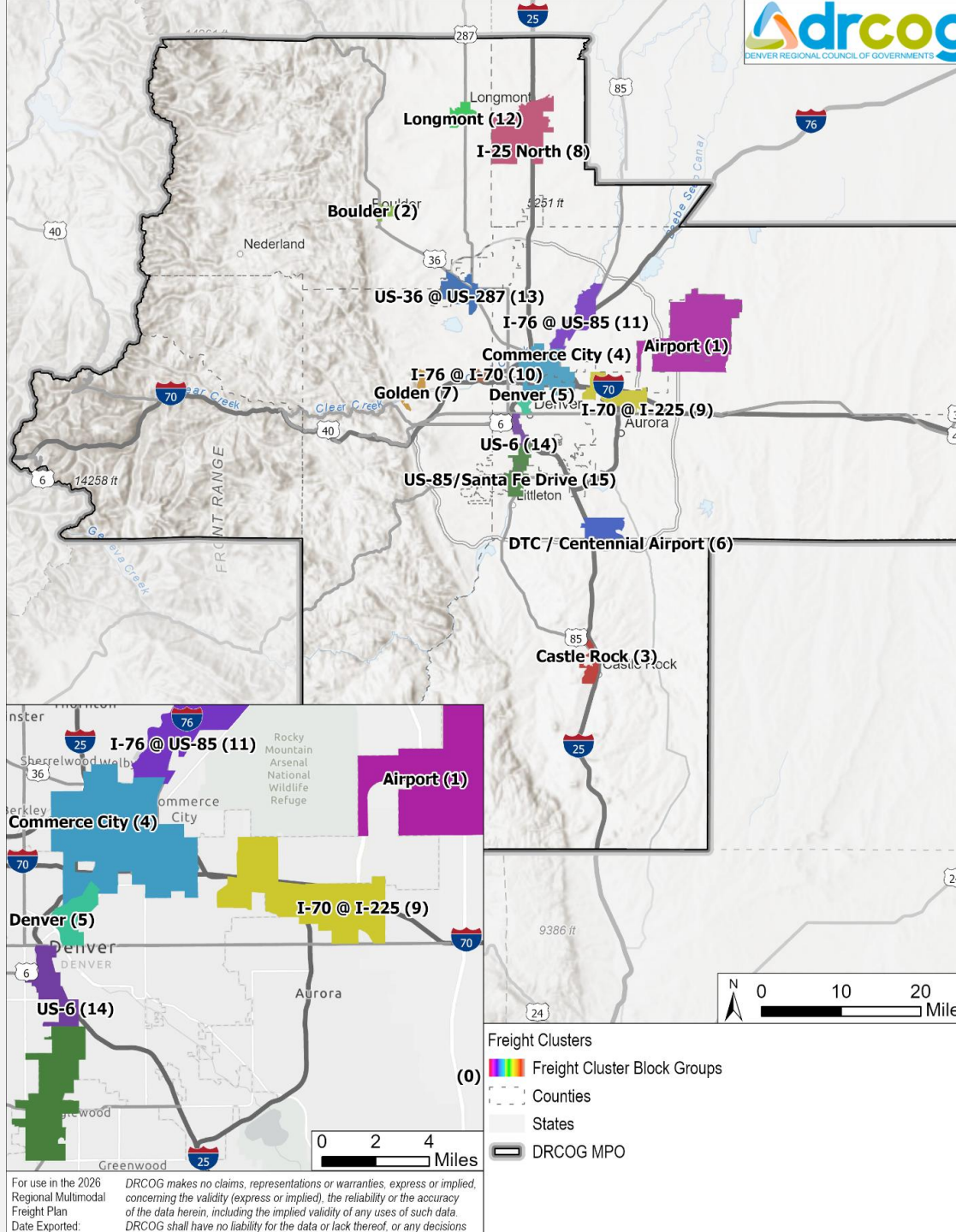
Freight cluster profiles

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Defining a freight cluster

Geographically defined concentration of **freight-intensive economic activity and supporting transportation infrastructure.** These are places where businesses that produce, distribute, or transport goods.

Clusters were identified using **freight-established NAICS classifications** (including warehousing, manufacturing, and construction), DRCOG regional land use data, previous plan locations, and stakeholder input.



Freight clusters analysis

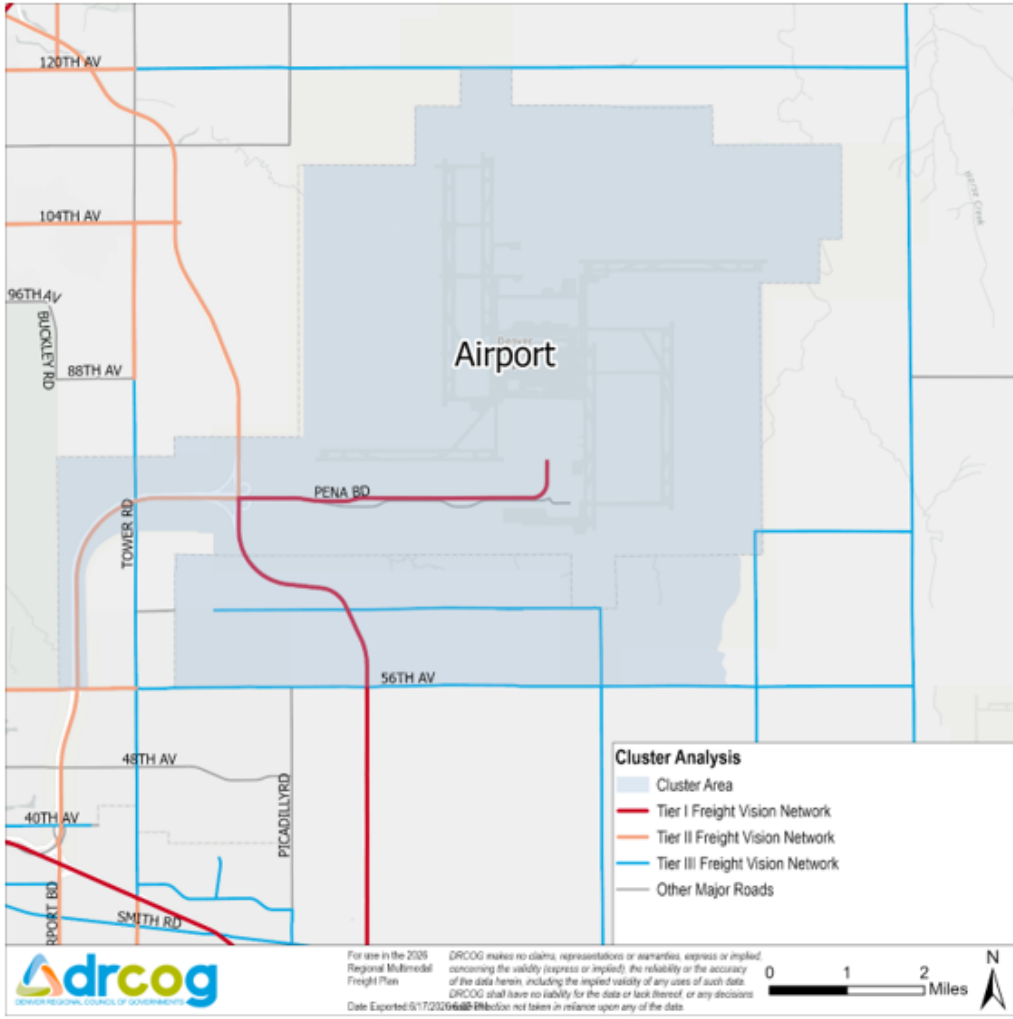
The analysis presents **15 different freight clusters** across the region, providing additional data on key transportation assets, development characteristics, and economic functions.

Data collected includes:

- Disadvantaged populations
- Freight-related employment
- Business and facilities coverage
- Local land use designations

DEN Airport (1)

Figure 5.2: Airport Freight Cluster



Location: Areas in and around DEN Airport
Counties and Municipalities: City/County of Denver, Adams County
Corridors: Pena Blvd, I-470, 64th Ave.

Statistics

Population (2020)	3,796	**Employment (2023)**	40,000+
Disadvantaged Population (2023)	3,796	**Business Count (2023)**	7
Disadvantaged Percent (2023)	100%	**Area SqMi (2020)**	51.7

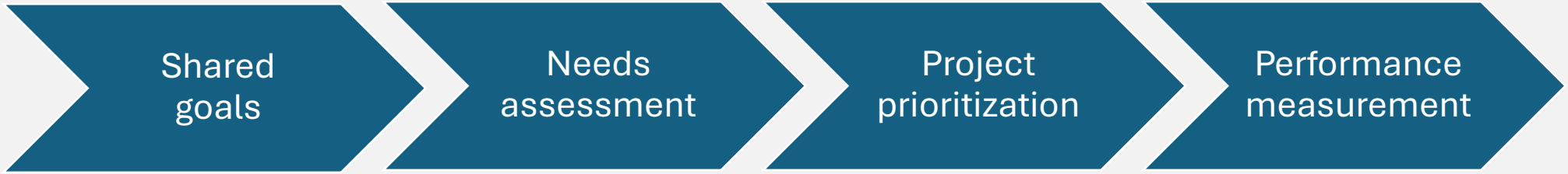


Plan implementation

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Project implementation

Feedback from stakeholders and community members highlighted the need to more clearly assess regional freight needs, prioritize projects, and track performance measures.



We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Regional freight plan goals

Recognizing the significant role goods movement plays in the regional economy, quality of life and transportation system, this plan is a **regionally focused approach** to safe, reliable, coordinated and sustainable transportation network.

- **Safety**
- **Connectivity**
- **Maintenance**
- **Reliability**
- **Environment**
- **Coordination**
- **Technology**

Needs assessment

Identifies the most pertinent regional areas of need that must be addressed to meet the goals established in this plan.

Each need is drawn from the data and analysis shown in this plan, stakeholder engagement, and relevant external plan documents.

Freight Need	Goal Alignment
Truck time reliability and travel delay	• Reliability • Connectivity
Roadway safety	• Safety • Coordination
System maintenance and capacity	• Maintenance • Reliability
Low-clearance and weight-restricted bridges	• Maintenance • Connectivity
At-grade rail crossings	• Safety • Coordination
Truck parking and loading	• Safety • Reliability
Land use compatibility	• Coordination • Environment
Truck routing and access management	• Connectivity • Coordination
Community health and environmental impacts	• Environment • Safety
Curbside management and final-mile delivery	• Reliability • Technology

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Performance measures

Represents a combination of federal performance reporting requirements and DRCOG-specific freight priorities.

Measures will be updated on an ongoing basis as data becomes available and future freight planning efforts are scheduled.

Performance Measure	Benchmark
Reduce of average daily congestion costs to commercial vehicles among the top 10 bottleneck segments.	$1.43 million (2022)
Reduce NHFN roadway miles currently classified as a “low highway drivability life” index in the DRCOG boundary.	36.62 miles (2024)
Reduce non-NHFN roadway miles currently classified as a “low highway drivability life” index in the DRCOG boundary.	127.44 miles (2024)
Reduce 4-year rolling total number of truck-involved crashes within the DRCOG boundary.	12,449 crashes (2020 – 2024)
Reduce 4-year rolling total number of high-severity truck crashes within the DRCOG boundary.	152 crashes (2020 – 2024)
Reduce parked truck crashes that occur within the DRCOG boundary.	356 crashes (2020 – 2024)
Reduce the 4-year rolling total of at-grade highway-rail crossing incidents that occur within the DRCOG boundary.	28 incidents (2020 – 2024)
Reduce and/or separate total of highway-rail grade crossings within the DRCOG boundary.	485 crossings (2024)
Reduce NHS-designated bridges that are classified as “poor condition” within the DRCOG boundary .	67 bridges (2022)
Reduce bridges classified with a clearance below the state minimum (14.5ft) within the DRCOG boundary.	3 bridges (2022)
Increase the total number of available public truck parking spaces located within the DRCOG boundary.	1,200 (2024)

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Tools for member governments

Translates the analysis and goals from the first half of this chapter into tools local governments can apply directly, including:

- Standards and model policy language for truck parking,
- Guidance for managing curb space and final-mile delivery,
- Freight-supportive roadway design standards that account for pedestrians, cyclists, and transit,
- Land use compatibility checklist for reviewing freight-intensive development proposals.





Discussion

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Discussion questions

- Challenges and successes from your own freight planning efforts?
  - Examples of planning assistance to member governments
  - Challenges around engagement, data collection

- Where do you see opportunities to coordinate going forward?
  - Establishing recurring MPO coordination meetings
  - Opportunities for data sharing

We make life better!
drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Thank you!

Cole Neder
Senior Planner, DRCOG
cneder@drcog.org
(309) 373-4940

If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days).