

Pikes Peak Area Council of Governments

Communities Working Together

REGIONAL FREIGHT PLAN

Delivering Pikes Peak Regional Freight Plan

November 4, 2026

Freight demand will outpace regional growth through 2050

2050 GROWTH OUTLOOK

39% **freight tonnage**

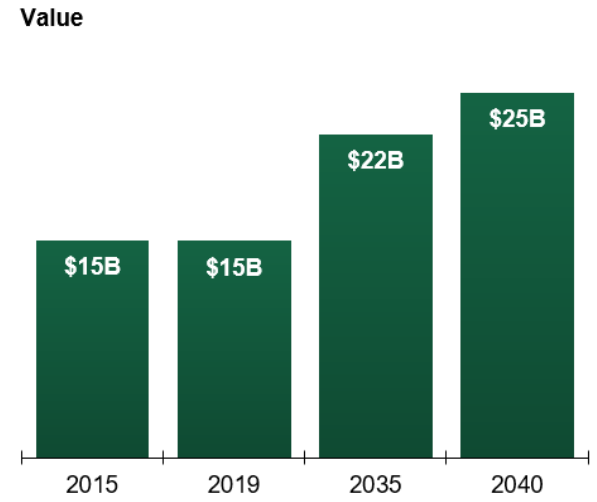
19 million → 27 million tons

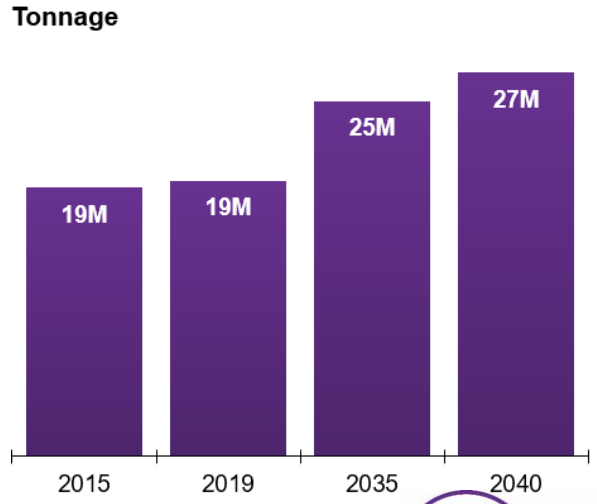
68% **freight value**

$15 billion → $25 billion

774K → 1.05M **population**

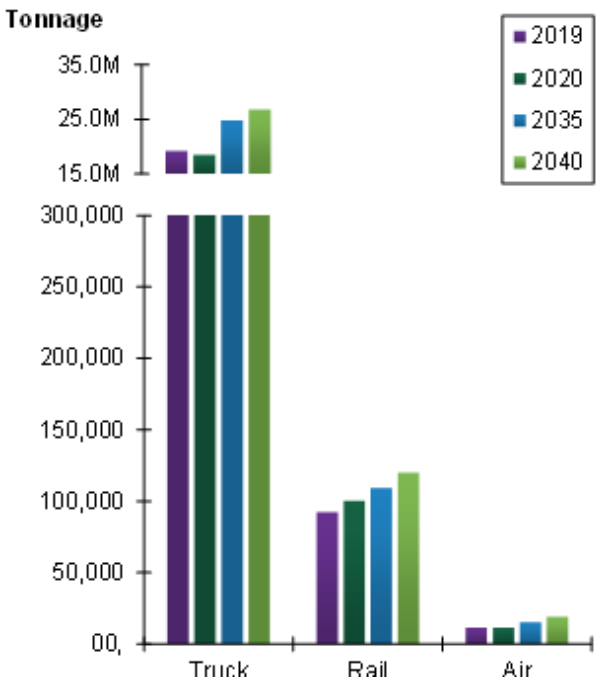
Transportation and warehousing employment is projected at approximately 28,000 workers.

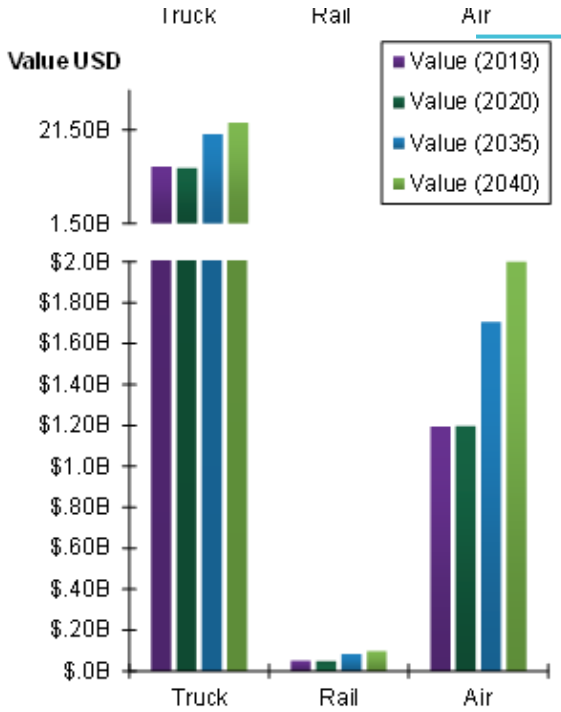




Pikes Peak Area Council of Governments
Communities Working Together

Trucks carry nearly all regional freight





Source: Transearch, 2019–2040

99% **of tonnage**

92% **of value**

Truck network performance drives freight performance.

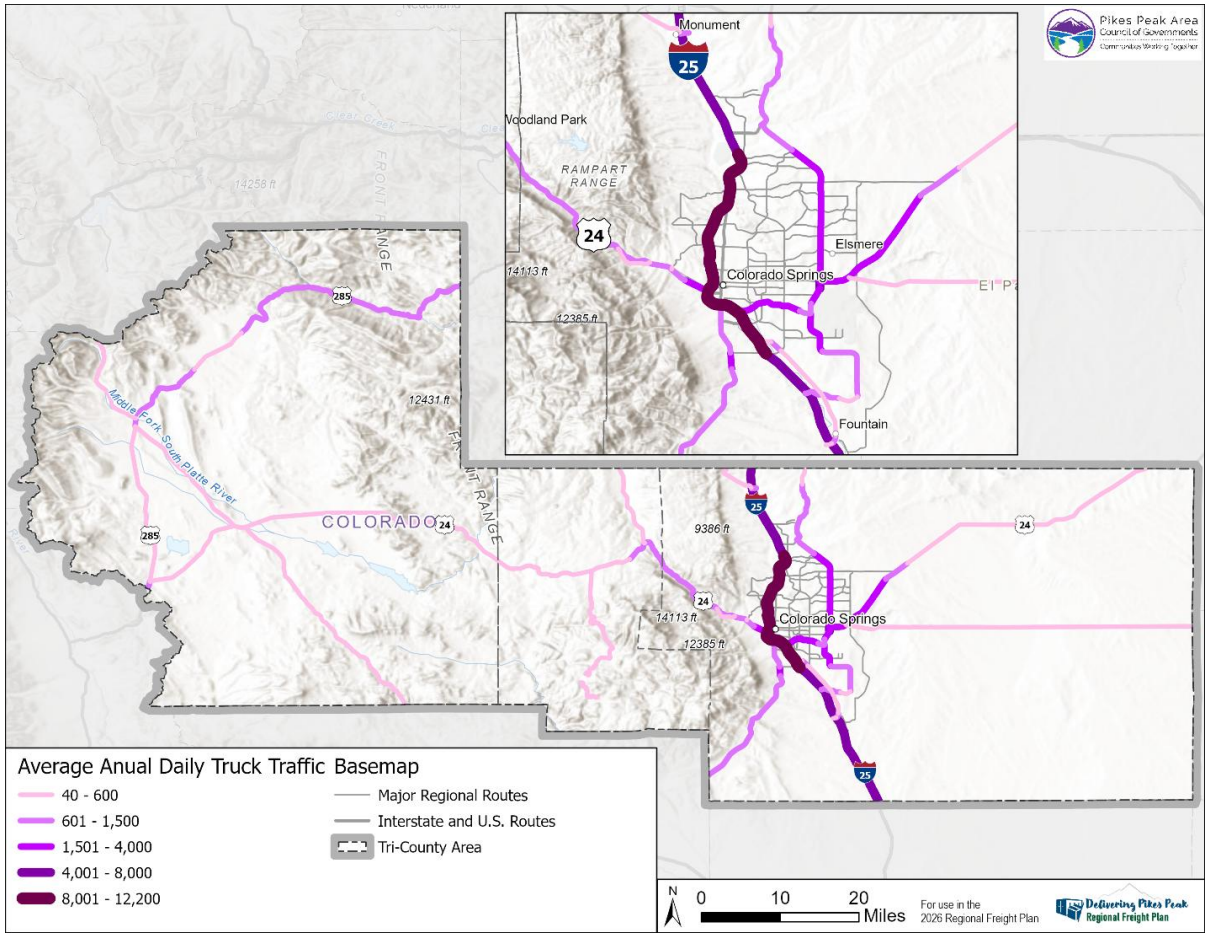
Pikes Peak Area Council of Governments
Communities Working Together

A handful of corridors carry most freight traffic

CORE FREIGHT CORRIDORS

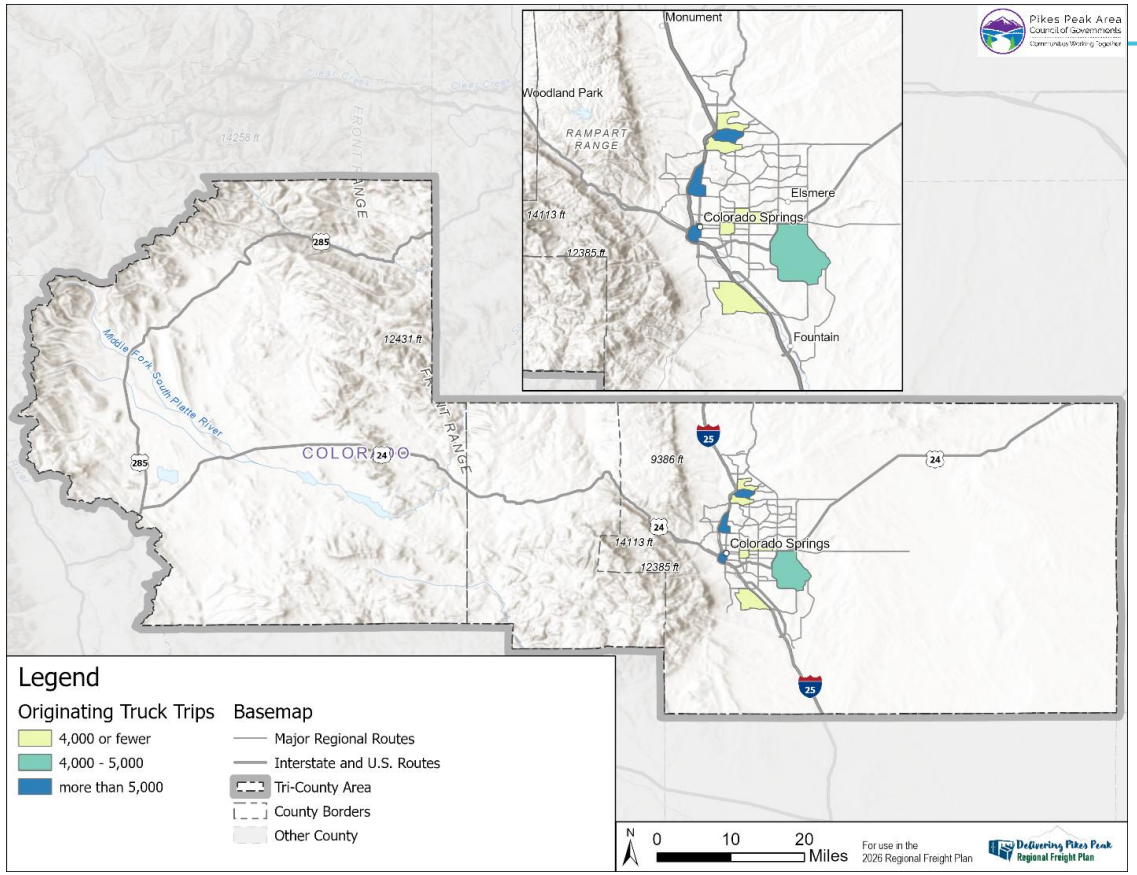
I-25	**4,400–12,200 trucks/day**
Powers Boulevard	**up to 4,400 trucks/day**
US 24	**primary east–west route**
US 285	**critical mountain corridor**

Most regional truck traffic is concentrated on a few major corridors. That improves efficiency, but leaves limited rerouting options when a corridor is disrupted.

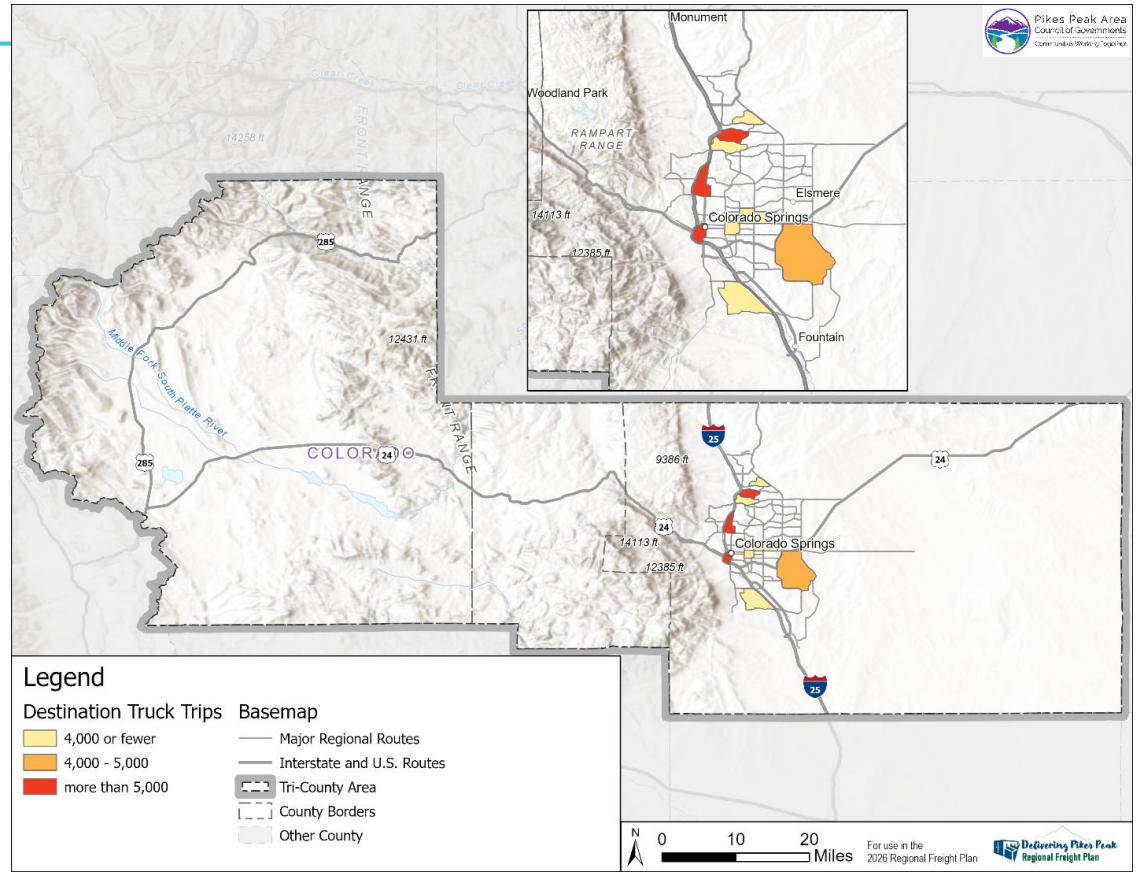


Pikes Peak Area Council of Governments
Communities Working Together

Freight activity clusters around I-25 and emerging hubs



Regional truck trip patterns



Major freight activity centers

I-25 anchors freight activity; the airport/Peak Innovation Park area is emerging, while the Garden of the Gods Road corridor remains an established freight generator.

Pikes Peak Area Council of Governments
Communities Working Together

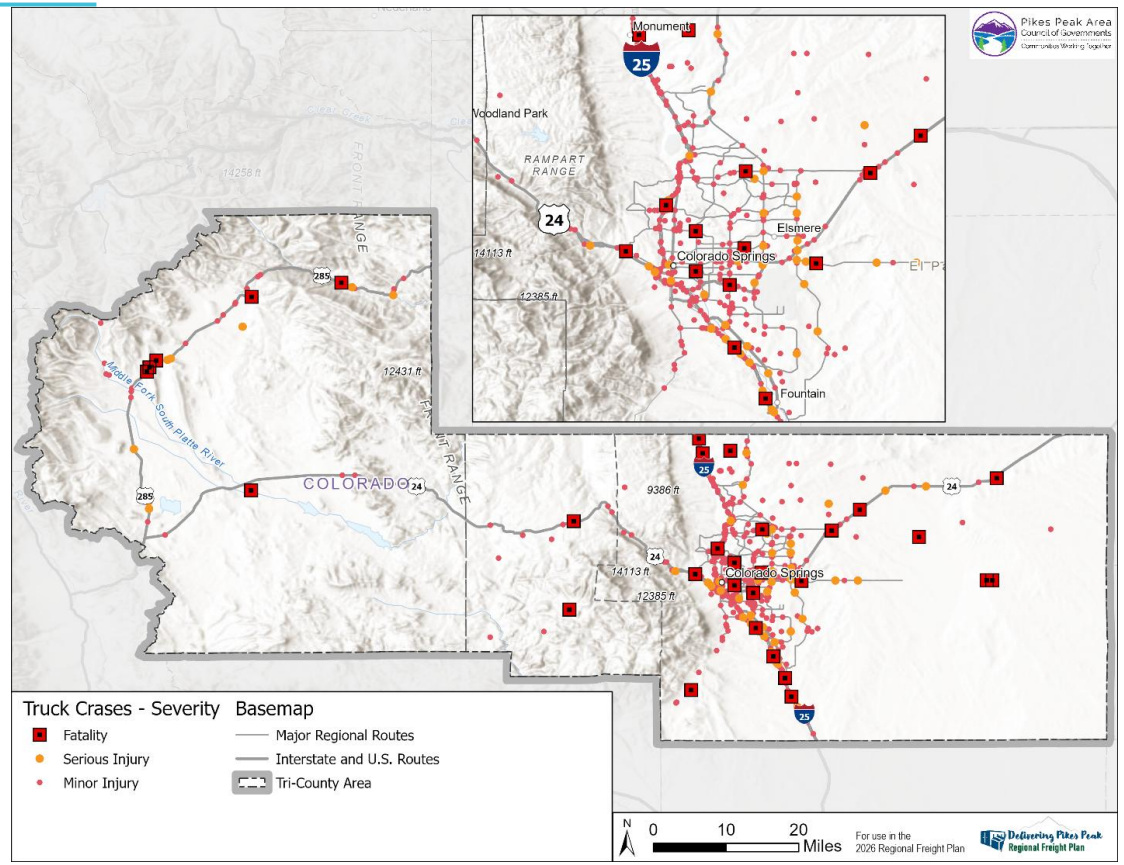
Truck crashes are rare—but disproportionately severe

<4% of all crashes

>7% of all fatalities

SHARE OF TRUCK CRASHES

I-25	49%
US 24	19%
SH 21	10%
US 285	7%



US 285 recorded 7 truck-related fatalities from 2015–2022 despite lower truck volumes.

Josh Squires | jsquires@ppacg.org

Pikes Peak Area Council of Governments
Communities Working Together

Stakeholders agree on four freight priorities

Safety

Truck parking
Chaining stations
Rail crossings

Economic development

Peak Innovation Park
Rail Park
Warehousing growth

Resilience

Route redundancy
Communication systems
Rail capacity

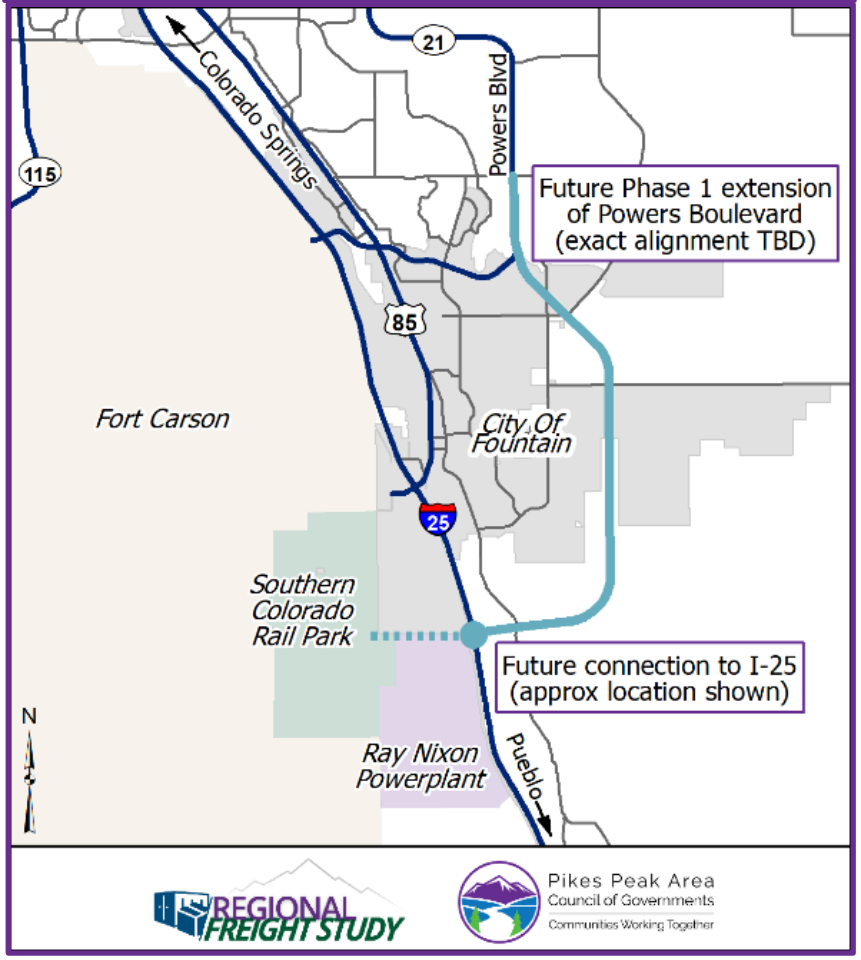
Military

Installation access
Mobility
Freight routing

Pikes Peak Area Council of Governments
Communities Working Together

Southern Colorado Rail Park is the region's biggest freight opportunity

FIGURE 4.1 SOUTHERN COLORADO RAIL PARK



OPPORTUNITY AT SCALE

3,000+ acres

- Dual Class I rail access
- 20-year phased buildout
- Supports Fort Carson resiliency
- Creates multimodal transload capability
- **No comparable public transload facility between Denver and Pueblo**

Pikes Peak Area Council of Governments
Communities Working Together

The rail park links economic, freight and military value

THREE REINFORCING BENEFITS

Economic development

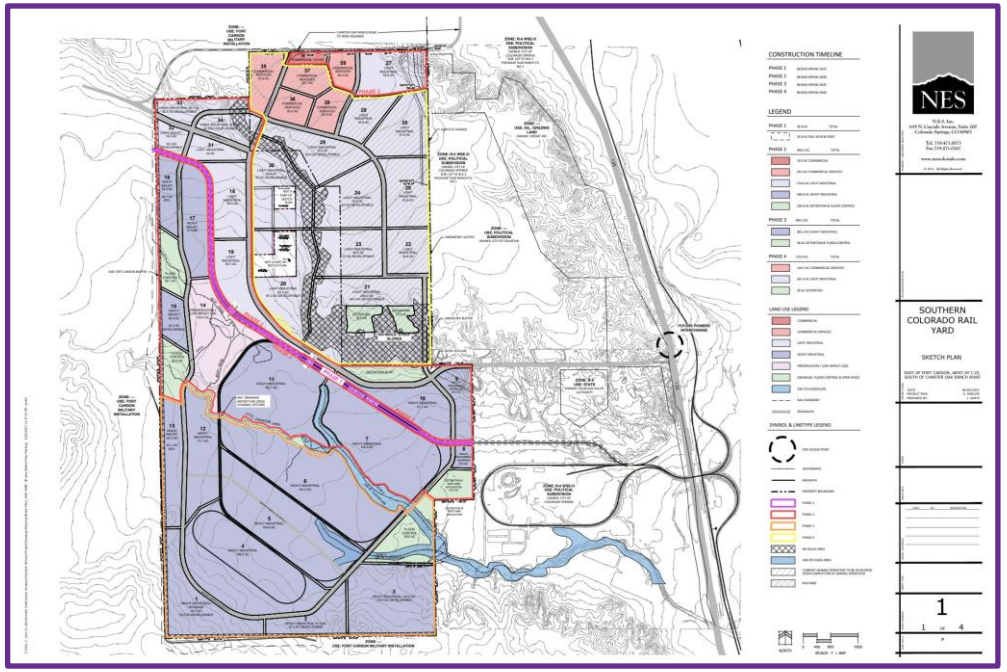
Industrial recruitment

Freight

Truck-to-rail transload

Military

Fort Carson resiliency



The project could fundamentally change the role of rail freight in Southern Colorado.

Pikes Peak Area Council of Governments
Communities Working Together

Priority investments strengthen corridors, connectors and resilience

Freight corridors

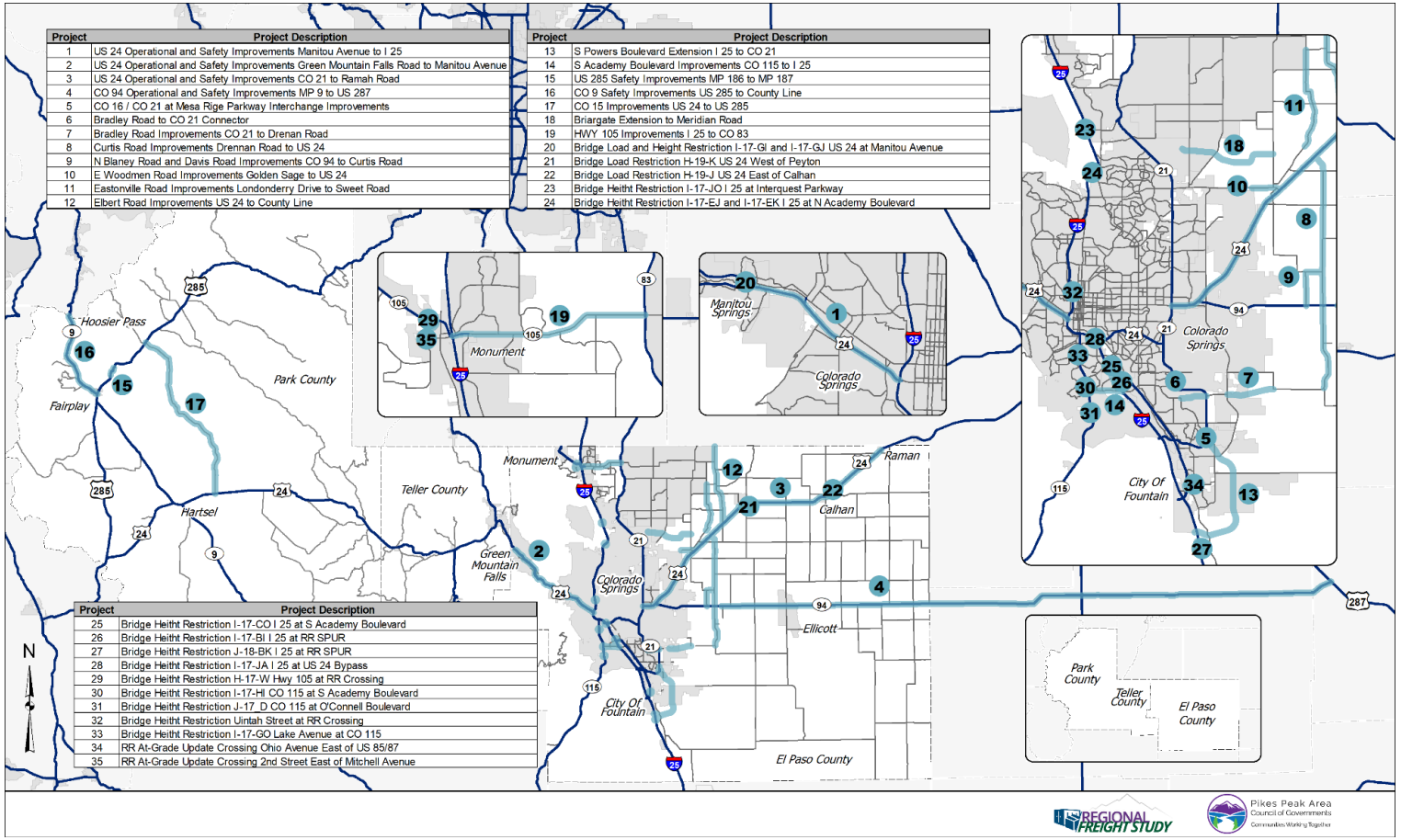
US 24 · CO 94 · I-25 · Powers Boulevard

Freight connectors

Bradley Road · Curtis Road · Blaney Road · Woodmen Road

Resiliency

South Powers Extension · Briargate/Stapleton Loop · Highway 105 improvements

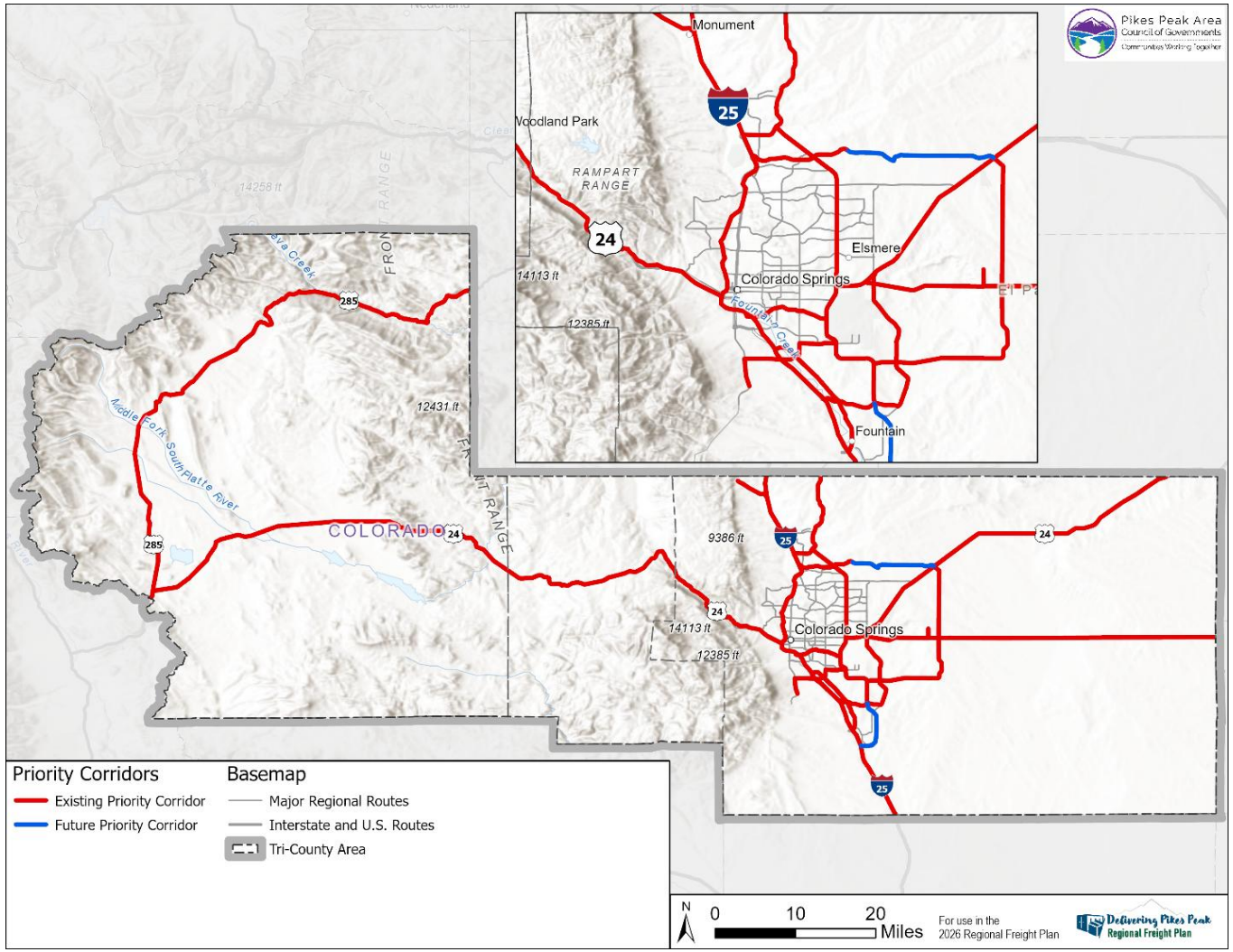


Pikes Peak Area Council of Governments
Communities Working Together

The vision network connects today's system to future hubs

VISION

A connected network of regional corridors and freight hubs.



A single system view makes priorities and dependencies visible.

Pikes Peak Area Council of Governments
Communities Working Together

Four freight goals connect strategy to measurable performance

18 objectives

Each objective is paired with a practical performance measure.

Safety — 5 objectives
Reduce roadway, truck-parking and crossing risk

Economic Development — 6 objectives
Grow businesses, workforce and rail assets

Resilience — 4 objectives
Improve reliability, parking and route alternatives

Military Mobility — 3 objectives
Coordinate and maintain military routes

Goal	Objective	PM
Safety	Enhance safety for vulnerable road users, motorcycles and other road users.	Crash counts and rates by vehicle type
	Enhance safety for truck drivers while parked and advance awareness of, and encourage response to, human trafficking	Truck parking amenities; Extent of public outreach
	Reduce unsafe conditions created through undesignated truck parking.	Crash counts for trucks that are parked
	Enhance safety at, or eliminate where possible, at-grade highway-rail crossings.	At-Grade Crossing incident counts; Highway-rail at-grade crossing inventory
	Facilitate the safe transport of hazardous materials and oversize/overweight vehicles (OSOW) within and through the region.	Hazmat involved incident counts and impact
Economic Development	Create an attractive business environment in the region.	Total business count
	Understand the role of freight in the tri-county economy.	Freight businesses by industry and county
	Connect the workforce with regional freight employment.	Transit frequency in key industrial/commercial areas; Service in currently unserved areas
	Encourage freight workforce education, investment, and growth in the region.	Total employment; Freight employment
	Identify infrastructure investment opportunities to manage and facilitate growth.	Annual freight project impact
	Elevate a regional rail-freight hub (Southern Colorado Rail Park) and explore opportunities to maximize use of inner-city rail spurs.	Inventory of rail served parcels
Resilience	Ensure a resilient, reliable regional freight transportation system.	Travel time, Travel time reliability, Delay, Bottlenecks
	Support truck drivers through safe and dependable parking options.	Number of truck stops and parking slips
	Strategic use of technology and other innovations to improve operations, direct vehicle routing/rerouting, and keep freight operators informed.	Signage and changeable message signs (CMS) Count
	Understand supply chain vulnerabilities and strengthen primary and alternative truck routes.	Road condition index; Truck AADT on non -designated routes
Military	Continue collaboration between military installations and regional agencies/organizations.	Open invitation for discussion of freight related needs
	Enhance wayfinding on public roadways in coordination with installations.	Count of military designated CMS/Signage and truck base-access information
	Maintain and strengthen infrastructure in conjunction with military needs.	Road condition index and OSOW Bridge count on military routes

Pikes Peak Area Council of Governments
Communities Working Together

Pikes Peak Area Council of Governments

Communities Working Together

Thank you

Questions & discussion

Josh Squires |Jsquires@ppacg.org