

Regional Multimodal Freight Plan

Transportation Advisory Committee: November 16, 2026

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Agenda

- Plan purpose.
- Engagement efforts.
- System performance.
- Updated freight clusters.
- Plan implementation.
- Plan adoption.



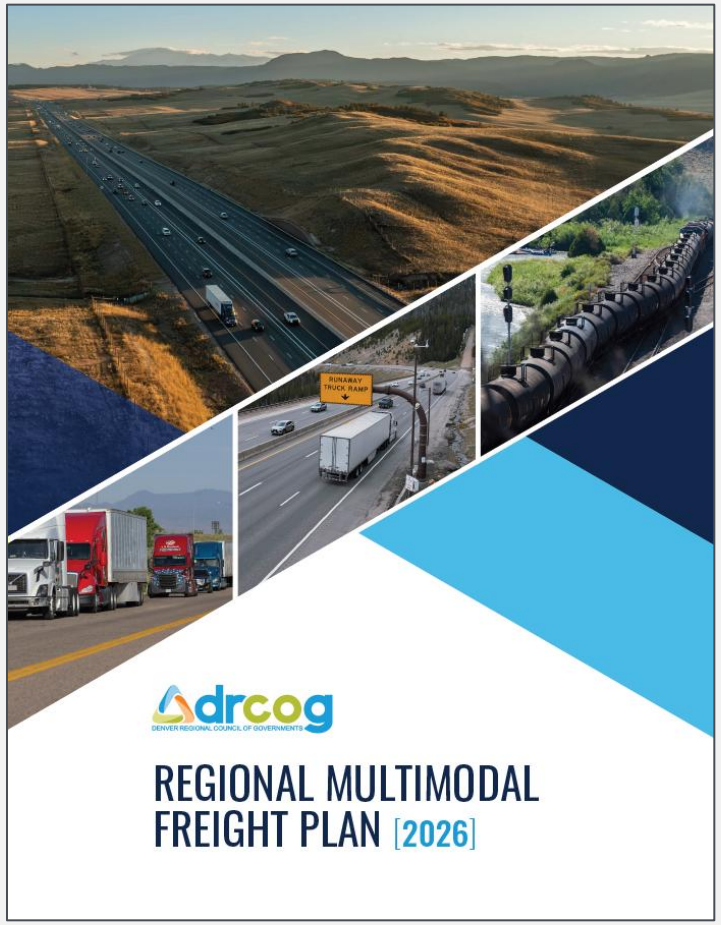
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Plan purpose

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Freight plan purpose



- 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.**

Regional freight plan goals

The updated plan is a regionally focused approach to safe, reliable, coordinated and sustainable transportation network.

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

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Plan components

Deliverable	Description	Action
Existing conditions and system performance	Overview of the regional freight transportation system, description of major facilities by mode.	Existing plan update
Freight cluster profiles	Analysis to identify current and future locations of freight clusters.	Existing plan update
Freight policy analysis	Assessment of municipal policies on freight and goods movement.	New plan addition
Study of best practices	Report on other regional models that identify modal trends and strategies, planning practices.	Existing plan update
Freight needs assessment	Identifies regional areas of need that must be addressed to meet the goals established in this plan.	Existing plan update
Project prioritization framework	Guidance and criteria for evaluating projects against regional priorities.	New plan addition
Performance measures	A targeted set of regional freight performance measures and metrics.	New plan addition
Tools and resources for local governments	Plan and policy guidance for truck parking, delivery and final-mile freight, roadway design, land use	New plan addition

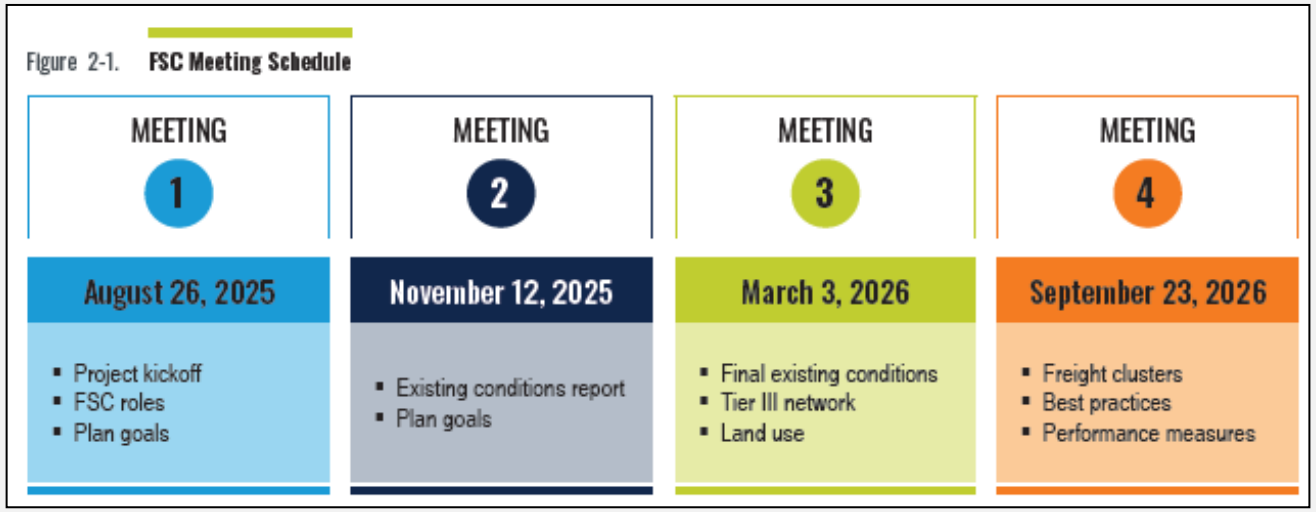


Plan engagement

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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 (FSC):** Primary project advisory body for the plan update:



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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.

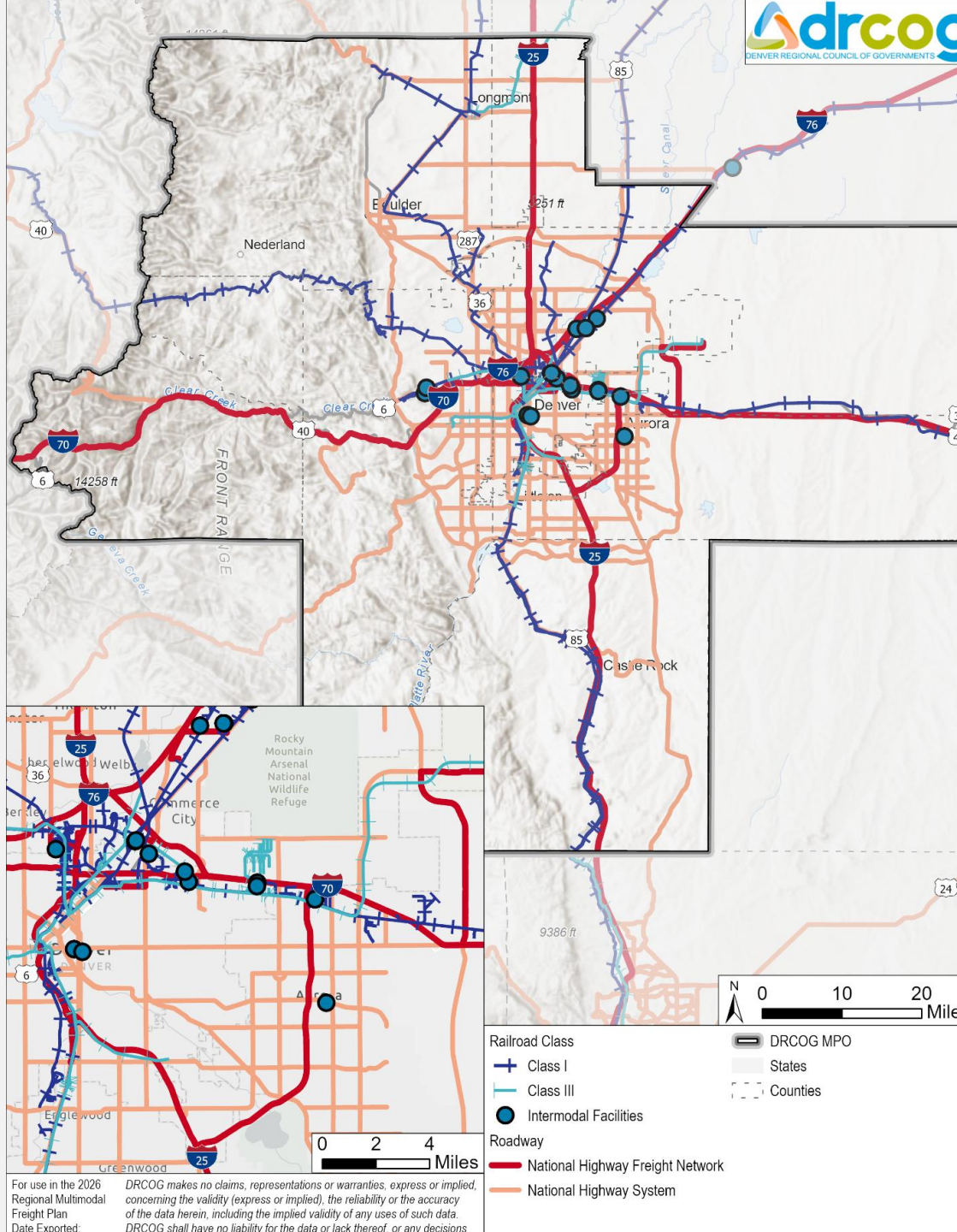


System performance

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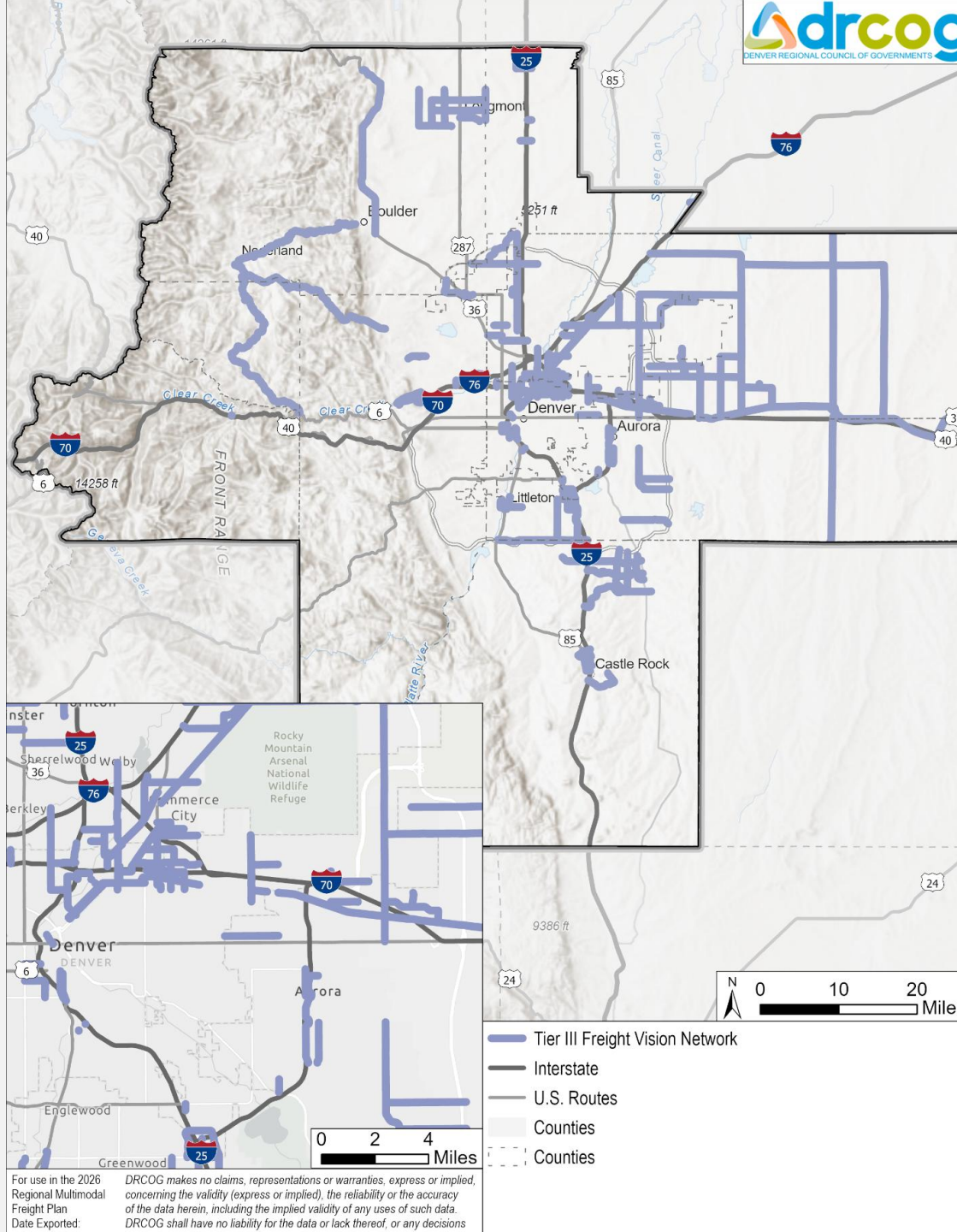
Regional freight network

- **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.
- **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.



Tier III network

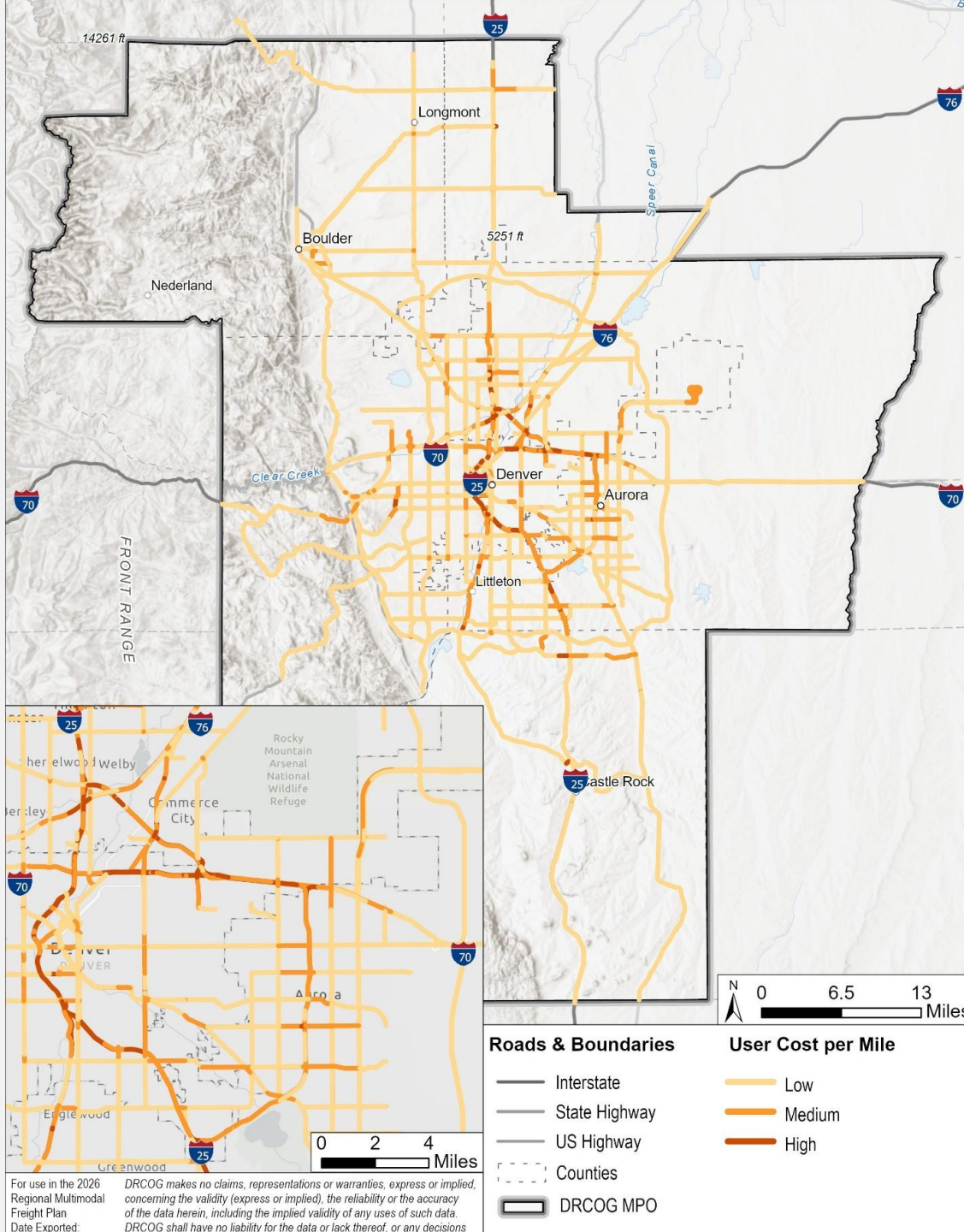
- Corridors that provide access to identified regional freight clusters, intermodal facilities, local roads, and connectors.
- Tier III roadways were drawn from local plans, identified by Freight Steering Committee stakeholders, or updated from the 2020 DRCOG Regional Multimodal Freight Plan.



Congestion impacts

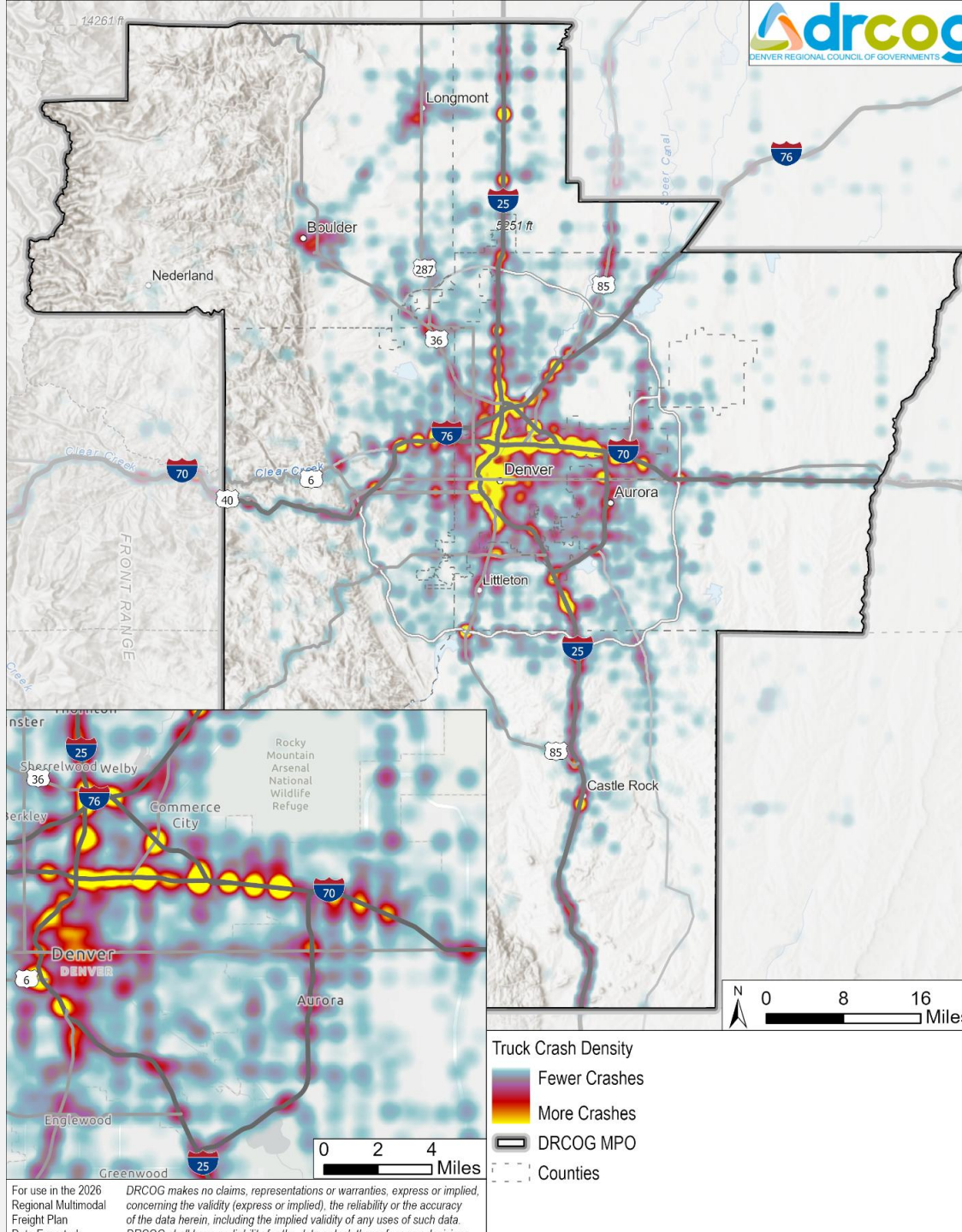
Regional costs: $10.2 million in daily costs on trucking companies and shippers on NHS.

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



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.





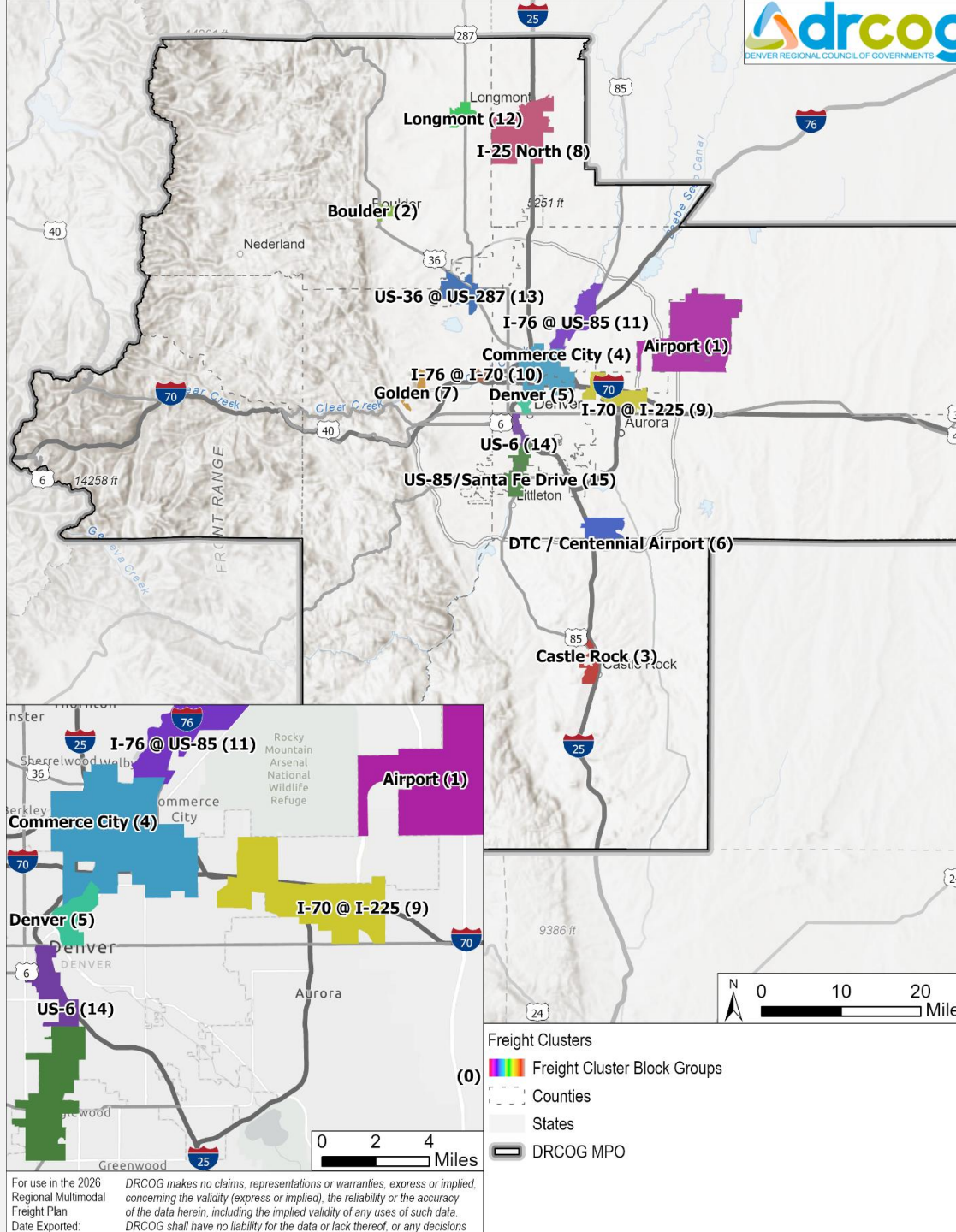
Updated freight clusters

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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 cluster analysis

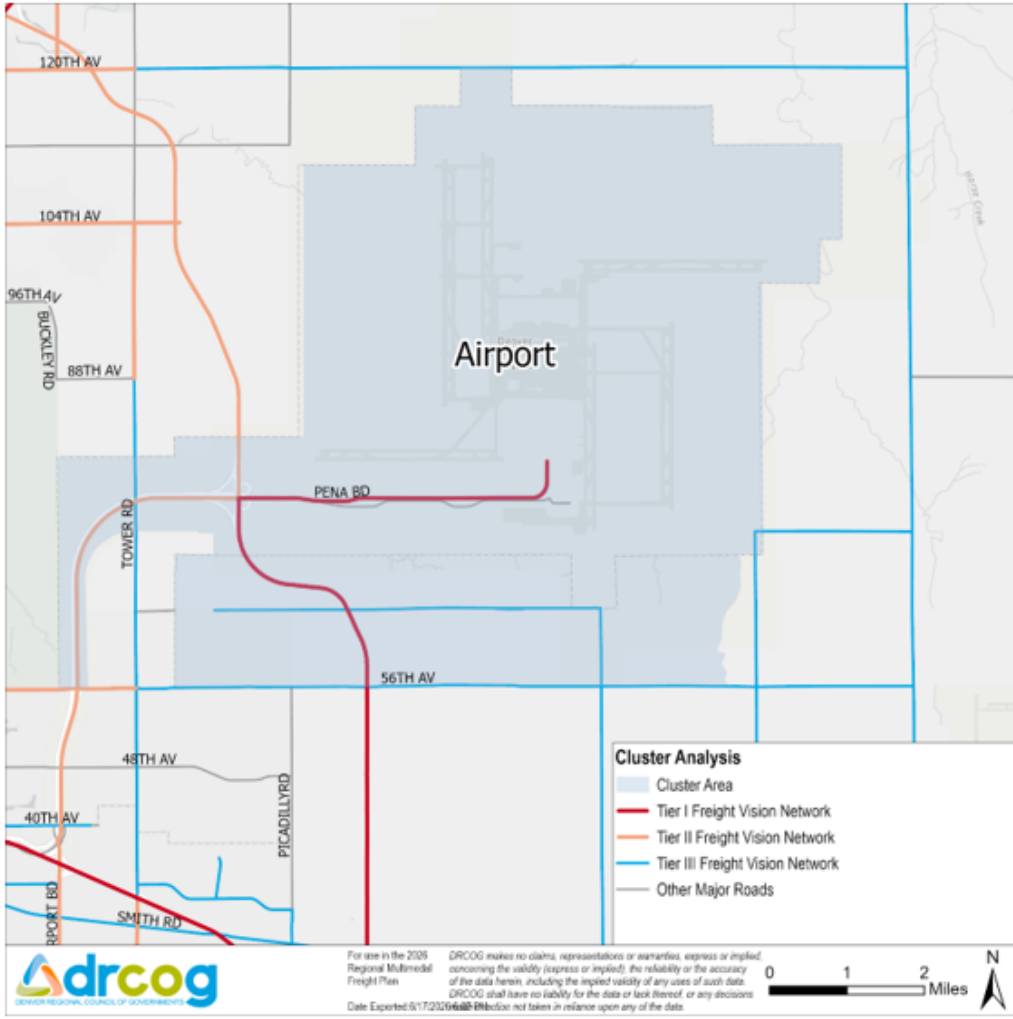
The analysis presents **15 different freight clusters** across the region, providing additional data on key transportation assets, development characteristics, and economic functions.

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

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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

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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)

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Tools for member governments

Translates the analysis and goals 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 guidance that account for pedestrians, cyclists, and transit,
- Land use compatibility checklist for reviewing freight-intensive development proposals.





Plan adoption

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Project timeline

	2025				2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Stakeholder engagement	*FSC Meeting #1*		*FSC Meeting #2*		*FSC Meeting #3*		*FSC Meeting #4*	
Freight system performance								
Freight clusters, land use analysis								
Best practices, emerging trends								
Needs assessment, performance measures								
Local government resources								
Public review, plan adoption								

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Plan review and feedback

- **Regional freight survey:**
  - 29 responses from private sector stakeholders, member governments.
  - Highlighted top local freight priorities.

- **Freight Steering Committee:**
  - Input and recommendations on Tier III roadways.
  - Feedback on updated freight clusters.

- **Public review:**
  - 30-day review period complete on November 4th.
  - Comments addressed on local government tools, best practices.
  - Recommendations for more resources on curbside management.

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Recommendation

- Move to recommend approval of the Regional Multimodal Freight Plan.



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Thank you!

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