



## National Multimodal Freight Network

---

The [Fixing America's Surface Transportation Act](#) (FAST Act) established the National Multimodal Freight Network (NMFN) to:

- 1) Assist States in strategically directing resources toward improved system performance for the efficient movement of freight on the NMFN;
- 2) Inform freight transportation planning;
- 3) Assist in the prioritization of Federal investment;
- 4) Assess and support Federal investments to achieve the national multimodal freight policy goals described in section 70101(b) of title 49, U.S.C., and the national highway freight program goals described in section 167 of title 23, U.S.C.

An [Interim NMFN](#) has been established and includes the [National Highway Freight Network](#) (NHFN), also created under the FAST Act, as well as freight rail systems of Class I railroads, public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons; inland and intra-coastal waterways of the U.S.; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the 50 airports located in the U.S. with the highest annual landed weight; and other strategic freight assets.

In Colorado, the interim NMFN includes the [NHFN in Colorado](#) (the interstates, small segments of E-470, US 6, US 85, and SH 2 in the metro Denver area and eight intermodal connectors in the metro Denver area), as well as all Class I railroads, and Denver International Airport. States and some Metropolitan Planning Organizations (MPOs)\* also have the ability to designate additional [Critical Rural and Urban Freight Corridors](#) as part of the NHFN. The final NMFN will be designated on December 4, 2016 and will further incorporate any Critical Rural and Urban Freight Corridors designated by that time.

## State Input

---

States have an opportunity to submit additional “proposed designations to the NMFN” to US DOT as part of the public comment period on the establishment of the Interim NMFN **ending September 6, 2016** (See [Federal Register Notice](#)). These additional designations are limited to 20 percent of the total mileage of modal routes included in the Interim NMFN. In Colorado this means 616 additional miles of highway or rail. These additional designations are limited to rural areas (i.e. areas outside of urbanized areas > 50,000) and are considered “critical rural freight facilities or corridors.” **Note this is a separate process and designation from the designation of Critical Rural and Urban Freight Corridors.** Additional designations must meet one of the following conditions:

- Is a rural principal arterial;
- Provides access or service to energy exploration, development, installation, or production areas;
- Provides access or service to:
  - Grain elevators
  - Agricultural facilities
  - Mining facilities
  - Forestry facilities
  - Intermodal facilities
- Connects to an international port of entry
- Provides access to a significant air, rail, water, or other freight facility in the State; or
- Has been determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

CDOT will provide comment to USDOT prior to September 6 which will include additional proposed designations, as well as comments on previously designated elements of the NHFN. The proposed designations will be identified based on several factors in addition to the above conditions. This includes input from the Statewide Transportation Advisory Committee (STAC), Transit and Rail Advisory Committee (TRAC), and Freight Advisory Council (FAC), as well as an analysis of other relevant factors such as Truck Average Annual Daily Traffic (AADT), percent Truck AADT, connectivity, and existing national or multi-state freight corridor designations.

## Other Input

---

Comments may also be provided by the public or other stakeholders on other aspects of the NMFN, including comments on other corridors or facilities not included that address one or more of 12 factors identified in the Federal Register Notice.

## Interim NMFN Facilities

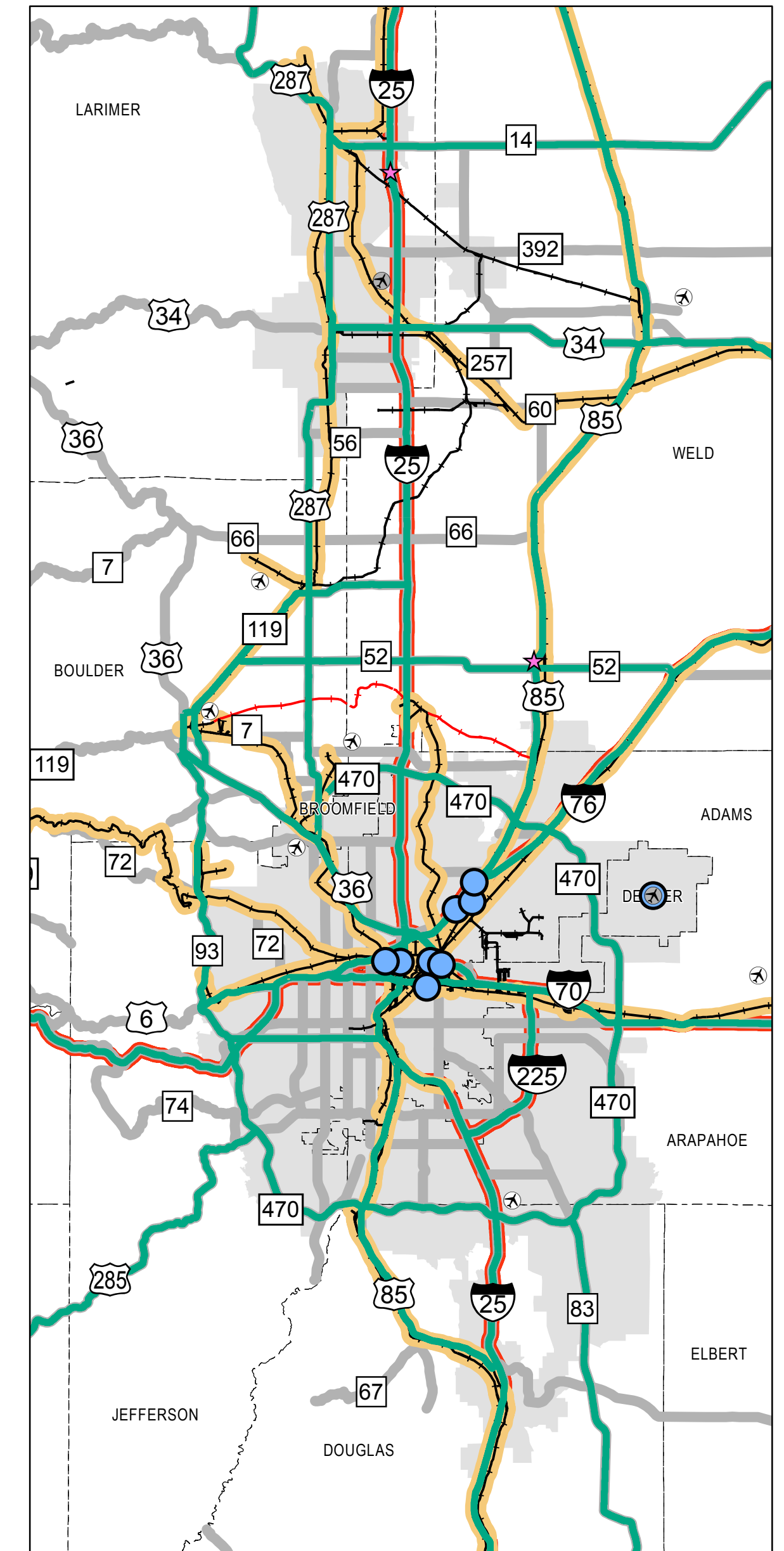
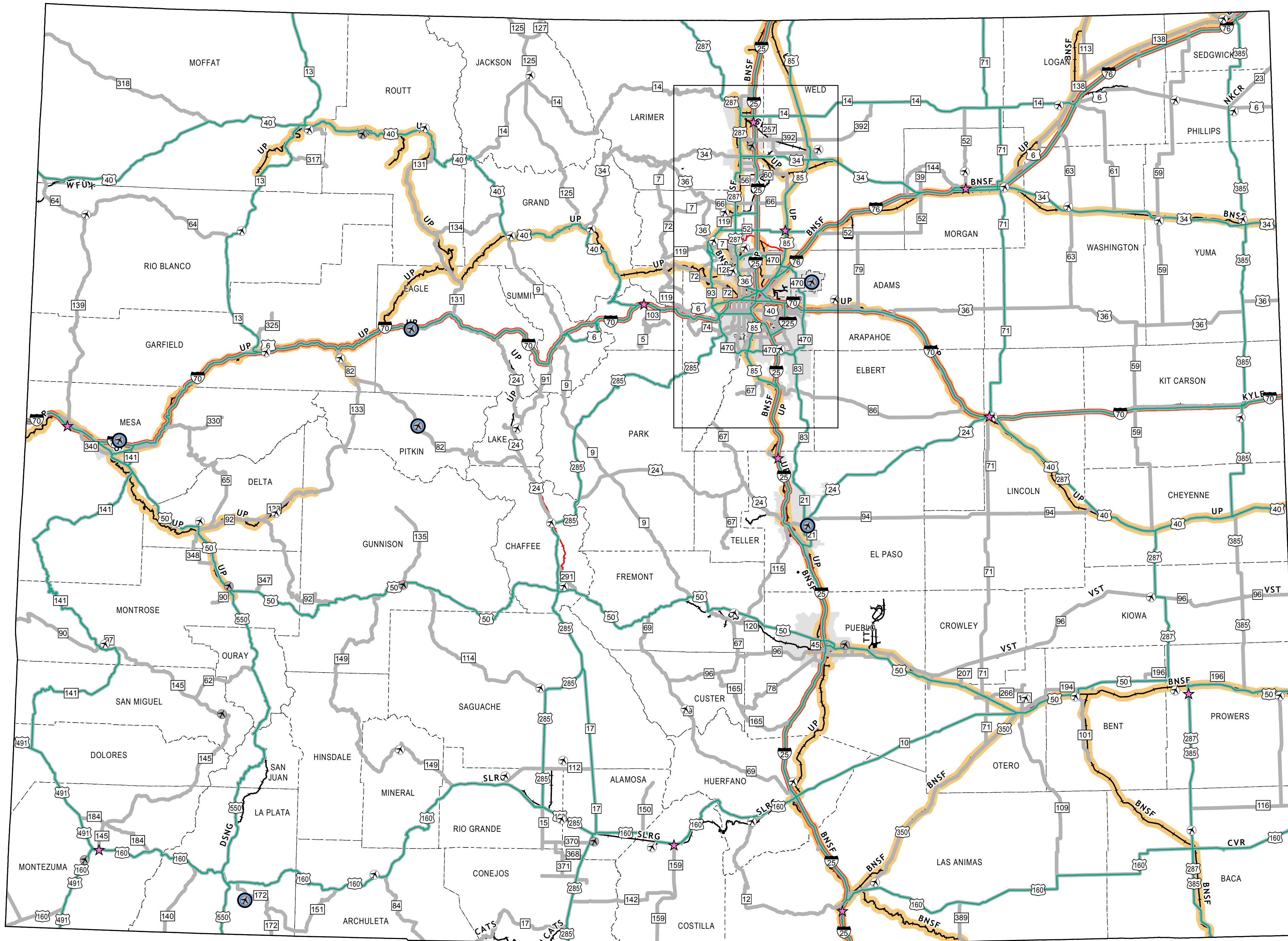
- 2,109 miles of Class I railroads
- Denver International Airport
- 1,217 miles of National Highway Freight Network
  - Primary Highway Freight System (PHFS), Non PHFS Interstate, and PHFS Intermodal Connectors
  - Critical Urban and Rural Freight Corridors (241 miles yet to be identified)

Primary Highway Freight System (PHFS)			
Route No	Start Point	End Point	Miles
I-225	I-25	I-70	12.13
I-25	NM/CO Line	CO/WY Line	299
I-270	I-76	I-70	4.95
I-70	UT/CO Line	CO/KS Line	451.46
I-76	I-70	CO/NE Line	12.38
SH 2	CO12R	I-70	0.28
E-470	CO22A	I-70	7.33
US 6	CO11L	I-270	0.33
US 85	I25	2.08 Miles South of I-25	2.08
<b>TOTAL</b>			<b>789.94</b>

Non PHFS Interstate			
Route No	Start Point	End Point	Miles
I-270	I-25	I-76	1.08
I-76	US 85	CO/NE Line	171.59
<b>TOTAL</b>			<b>172.67</b>

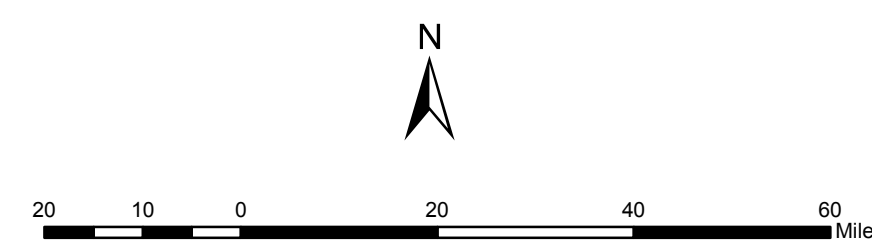
PHFS Intermodal Connectors			
Facility ID	Facility Name	Facility Description	Miles
CO10R	Burlington Northern RR Transfer Facility	53rd Pl. to Broadway to 58th Ave (S.H. 53) to I- 25	0.98
CO11L	Conoco Pipeline Transfer	From U.S. 6: W 0.8 mi on 56th Avenue to Terminal Entrance at Brighton Blvd (S.H. 265)	0.83
CO12R	Union Pacific RR Transfer Facility	From S.H. 2 (Colorado Blvd): W 1.4 mi on 40th Ave to terminal entrance at Williams Street	1.45
CO22A	Denver International Airport	Pena Blvd (E 470 interchange E 0.7mi)	5.1
CO6R	Union Pacific RR Auto Transfer	From I-76: E 0.1 mi on 96th Ave, N 1.0 mi on I-76 Frontage Road to Terminal Entrance	0.48
CO7R	Burlington Northern RR Auto Transfer	From I-76: E 1.7 mi on 88th Ave, N 0.2 mi on Yosemite Ave to terminal entrance	1.66
CO8L	Kaneb Pipeline Transfer	From I-76: E 0.1 mi on 88th Ave, S 1.2 mi on Brighton Rd, E 0.3 mi on 80th St to entr at Krameria St.	1.91
CO9R	Southern Pacific RR Transfer Facility	From I-76: South on Pecos Street to Terminal Entrance at 56th Avenue	1.09
<b>TOTAL</b>			<b>13.52</b>

# Interim National Multimodal Freight Network, June 2016



- ★ Ports of Entry
- ✈ Commercial Service Airport
- ✈ Publicly-Owned and Operated Airport
- ▭ Counties
- Urban Areas (Pop. > 50,000)
- Intermodal Connectors

- Colorado Freight Corridors
- In Service Railroad
- Out of Service Railroad
- Highways
- Highway On Interim Multimodal Freight Network
- Rail On Interim Multimodal Freight Network



Data Source: CDOT 2015  
Created: July 2016

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".