

Importance:

About 64 percent of the workers in southwest Weld County communities travel to the Denver region daily. This rapid and expansive growth is not only affecting a number of DRCOG member governments, but changing the traditional definition of the Denver metro area.

Background/Key Issues:

DRCOG is the designated Metropolitan Planning Organization (MPO) for the Denver area. By federal requirement, DRCOG's MPO boundary must reflect:

1. the entire urbanized area as identified in the decennial census and
2. the contiguous geographic area likely to become urbanized within 20 years.

DRCOG originally identified additional portions of Longmont, Erie and Northglenn in Weld County as areas that, at a minimum, must be incorporated into its transportation long-range planning area because they are currently defined as urbanized or will be defined that way in the 20-year horizon. This requirement affects the existing Transportation Planning Region boundaries as set by the Colorado Transportation Commission, as well as the MPO boundary set by federal requirements. DRCOG and the Colorado Department of Transportation amended the Transportation Planning Region boundaries in 2006 to reflect these urbanized areas in Weld County.

Also due to federal requirements, DRCOG worked to incorporate additional urbanizing areas in southwest Weld County within its MPO boundary. As a result, four southwest Weld County municipalities have joined DRCOG: the towns of Firestone, Frederick and Mead, and the City of Dacono. In addition, a portion of southwest Weld County was incorporated into the transportation planning boundary.

Status (as of March 2008):

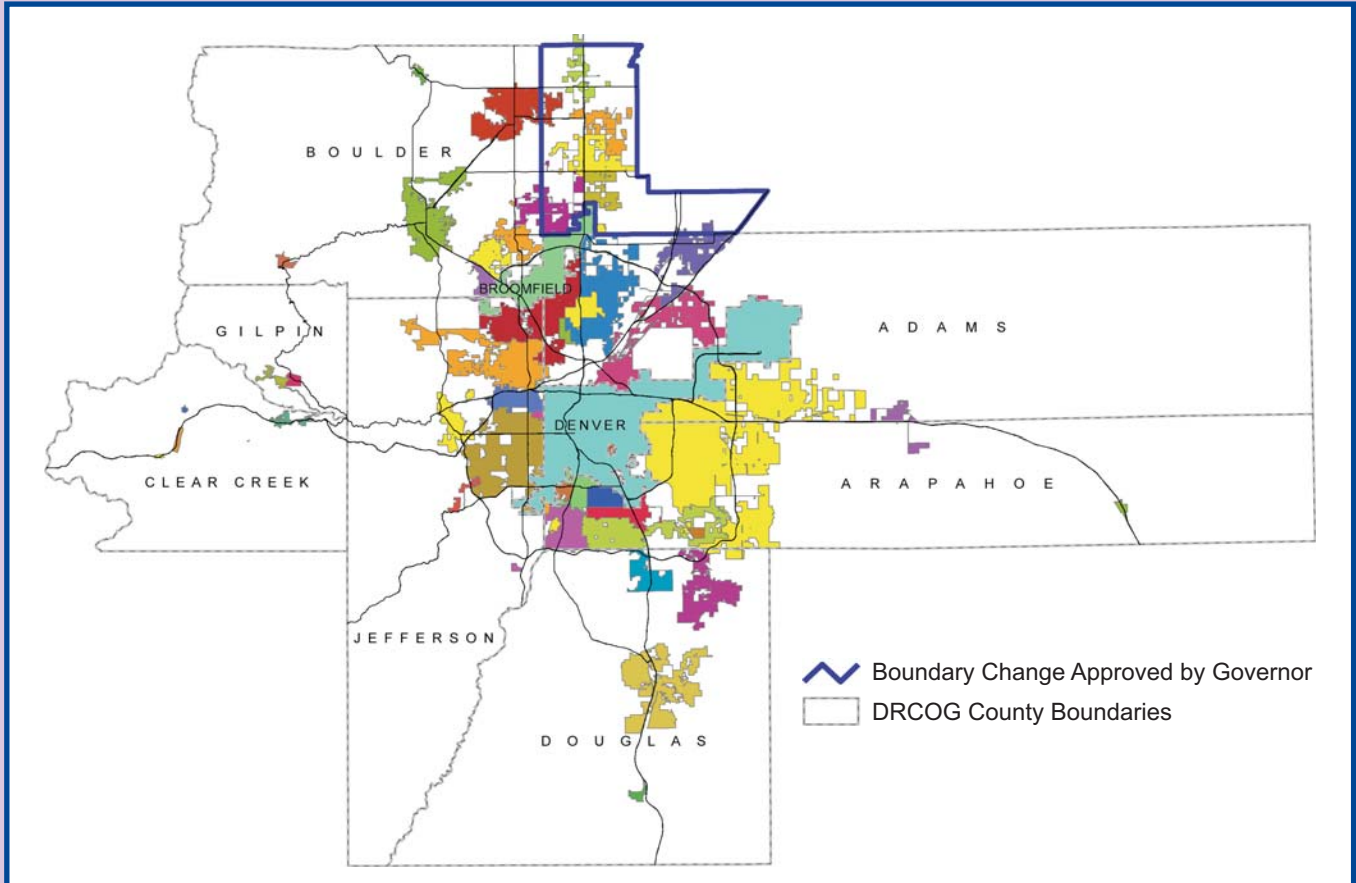
The DRCOG MPO boundary change was approved by Governor Ritter on Feb. 21, 2008. (See map on reverse side)

Did You Know?

There is the potential for 83,000 additional housing units in southwest Weld County.

Issues Paper

Transportation Planning Boundaries



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