



Metropolitan Planning Organization Boundary Clipping Methodology

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Contents

Metropolitan Planning Organization Boundary Clipping Methodology.....	1
Background.....	3
Current effort.....	3
Model network updates and adjustments.....	4
Challenges.....	4
Cross boundary coordination	5
Northern boundary.....	5
Southern boundary	5



Background

This document has been developed to satisfy the requirements associated with the Greenhouse Gas Transportation report. During the development of the Regional Transportation Plan, the DRCOG MPO boundary was expanded to include Clear Creek and Gilpin counties. However, the current analysis and this document uses the previously shared CDOT Greenhouse Gas Analysis Area developed in consultation with state partners.

Previously, DRCOG shared the model network with the Air Pollution Control Division without any splits performed. APCD conducted the post-processing work on their end, including splits or clips. This could cause differences in model results analyzed between the agencies.

Current effort

For the current round of modeling, the Colorado Department of Transportation provided their updated GHG analysis area boundaries through a file named: GHGAgencyAreas_20250808, on Wednesday, October 8, 2025. The DRCOG GIS team reviewed and updated the DRCOG analysis area boundary accordingly. The DRCOG travel modeling team then reviewed and collaborated with CDOT to ensure the accuracy of the model network flag within the updated CDOT GHG boundary.

Thanks to the introduction of the Unified Network from CDOT Utility, DRCOG is easily able to maintain the model network with consistency. The Unified Network also eliminates additional effort required to edit and modify networks over staging years.



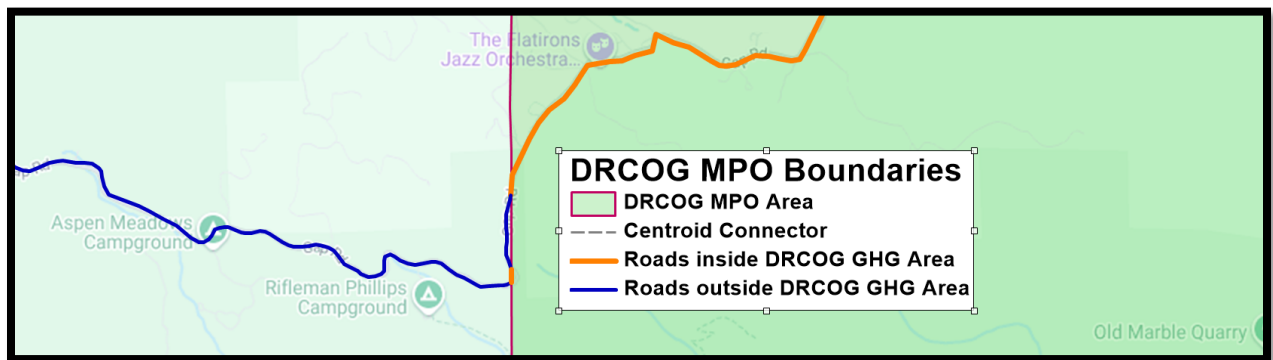
Model network updates and adjustments

If any model networks cross the CDOT GHG analysis area, the travel modeling team reviewed and split them, eliminating any possible underestimates of GHG emissions.

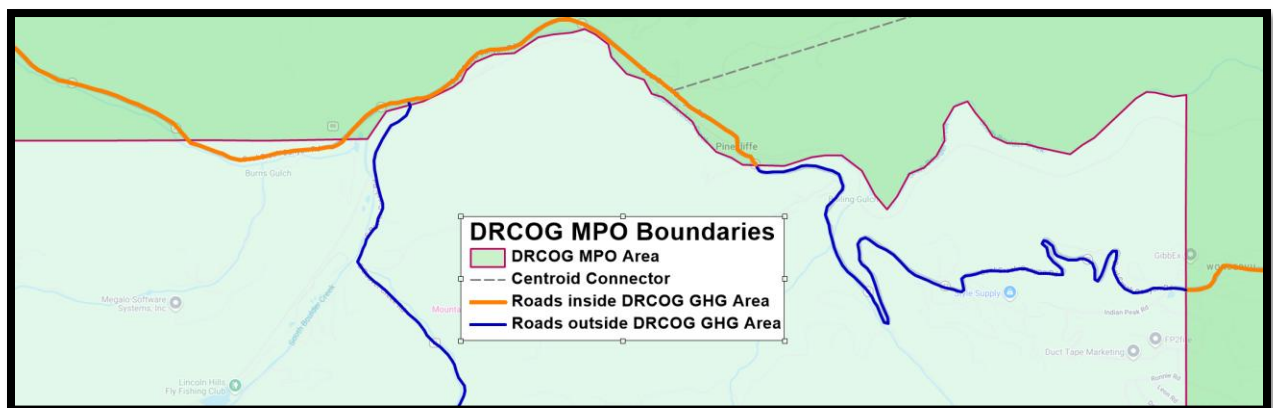
Challenges

Certain places within the GHG analysis area present challenges to the travel modeling team. Some examples of these challenges are as follows:

Gap Road: The alignment of the road weaves across the DRCOG MPO boundary, causing arbitrary split-classification where segments of the same contiguous corridor are alternately designated inside and outside the GHG analysis area.



Canyon Creek Road: The alignment of road repeatedly weaves across the DRCOG MPO boundary, causing arbitrary split-classification where segments of the same contiguous corridor are alternately designated inside and outside the GHG analysis area.



Cross boundary coordination

Northern boundary

DRCOG's northern boundary with the North Front Range Metropolitan Planning Organization (NFRMPO) follows the northern edge of Boulder County and continues horizontally into southwestern Weld County. The DRCOG GIS team updated this boundary as it does not follow an east-west roadway.

Southern boundary

DRCOG's southern boundary runs along Palmer Divide Road at the southern edge of Douglas County. This boundary is shared with Pikes Peak Area Council of Governments (PPACG). Since the road is divided between the two MPOs, there is an agreement that PPACG includes Palmer Divide Road west of I-25 in their analyses, while DRCOG includes the road east of I-25. This agreement comes with CDOT's recommendation.

Palmer Divide Road also presents a challenge. The road is inconsistent with the boundaries of the MPOs, bisecting portions of the corridor rather than fully including or excluding it from the DRCOG GHG analysis area. This is visible in the figure below.

