



Greenhouse Gas Mitigation Action Plan 2026 Report

Denver Regional Council of Governments

Table of Contents

- Greenhouse Gas Mitigation Action Plan 2026 Report 1
- Introduction 3
 - Summary of Mitigation Action Plan measures 3
- Tracking implementation 6
 - Local government outreach..... 6
 - Land use strategies..... 8
 - Parking strategies 9
 - Complete streets standards 10
 - Mitigation Action Plan success..... 11
- Implementation timeline 12
 - Mitigation Action Plan Fulfillment 13
 - State legislation..... 14
- Adjusting mitigation measures 15
- Disproportionally Impacted Communities 16
 - Regional Transportation Plan Equity Analysis..... 16
- Conclusion 17

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Introduction

The Denver Regional Council of Governments has prepared this Greenhouse Gas Mitigation Action Plan 2026 Report to comply with the State [Greenhouse Gas Transportation Planning Standard](#) (known as the Greenhouse Gas rule) adopted by the Colorado Transportation Commission in December 2021.

Because DRCOG prepared a Greenhouse Gas Mitigation Action Plan as part of its strategy framework to comply with the Greenhouse Gas rule, the rule requires annual reports addressing the implementation status of the Mitigation Action Plan. The Colorado Department of Transportation developed its Policy Directive 1610, which specifies the following information to include in the annual Greenhouse Gas Mitigation Action Plan Report for each mitigation measure:

- The implementation timelines.
- The current status.
- For measures that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will be achieved.
- For measures located in a Disproportionately Impacted Community that are delayed, canceled, or substituted, an explanation of why that decision was made and, how these measures or the equivalent will still be achieved in Disproportionately Impacted Communities.

Summary of Mitigation Action Plan measures

The Greenhouse Gas rule allows adopting a Mitigation Action Plan as part of meeting the rule's required emission reduction levels. Through its [2022 Greenhouse Gas Transportation Report](#), DRCOG determined a Mitigation Action Plan was needed for the 2030, 2040, and 2050 analysis compliance years as shown in Table 1. The original strategies and concepts developed to meet the state greenhouse gas emission reduction levels have been carried forward without changes into the 2024 Amended 2050 RTP.

DRCOG staff are currently in the process of updating the 2050 Regional Transportation Plan and assessing the 2050 RTP's framework for GHG rule compliance, including updating and reassessing the Mitigation Action Plan.



Table 1: Greenhouse gas emission reduction results (in million metric tons per year)

Analysis Components	2025	2030	2040	2050
2050 Regional Transportation Plan 2022 update modeling (network updates, programmatic funding and observed data)	0.68	0.68	0.57	0.35
Additional programmatic transportation investments (active transportation, complete street retrofits, signal timing and CDOT Bustang)	N/A	0.07	0.05	0.03
Mitigation Action Plan (commitment to further action)	N/A	0.10	0.12	0.08
Total greenhouse gas reductions	0.68	0.85	0.74	0.46
Reduction level requirement from Table 1 of the greenhouse gas rule (citation: 2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction level achieved	Yes	Yes	Yes	Yes

The Mitigation Action Plan details the region’s approach to using mitigation measures to help achieve the greenhouse gas reduction levels required for the DRCOG metropolitan planning organization area for 2030, 2040, and 2050. DRCOG’s mitigation measures are regional, policy-based, and represent the sum of potential local government voluntary actions related to:

- Increasing residential and employment densities.
- Mixed-use transit-oriented development.
- Reducing or eliminating minimum parking requirements while also setting maximum levels.
- Adopting local complete streets standards.

Table 2 shows the Greenhouse gas emission reductions associated with the mitigation measures for each measure and each analysis year (in estimated metric tons):



Table 2: Greenhouse gas emission reductions from Mitigation Action Plan strategies

Mitigation Measures	Greenhouse gas reduction in metric tons by 2030	Greenhouse gas reduction in metric tons by 2040	Greenhouse gas reduction in metric tons by 2050
Increase residential density from less than 10 units per acre to at least 15 to 25 units per acre	13,548	16,011	10,557
Increase job density from less than 0.5 floor area ratio to at least 1.0 floor area ratio	2,309	2,822	1,833
Mixed-use transit-oriented development higher intensity: Area rezoned for mixed-use transit-oriented development at least 25 units per acre and 150 jobs per acre	8,588	9,814	6,510
Mixed-use transit-oriented development moderate intensity: Area rezoned for mixed-use transit-oriented development at least 15 units per acre and 100 jobs per acre	18,397	21,157	14,455
Reduce or eliminate minimum parking requirements and set low maximum levels (residential)	37,750	43,795	29,573
Reduce or eliminate minimum parking requirements and set moderate maximum levels (residential)	18,332	21,281	14,347
Reduce or eliminate minimum parking requirements and set maximum levels (commercial)	4,373	3,940	3,511
Adopt local complete streets standards	369	243	44
Grand total	103,666	119,063	80,829

At the local government level, mitigation measures are voluntary, and the Mitigation Action Plan does not require local jurisdictions to implement any mitigation measure in any specific location or within any specific timeframe. However, these mitigation measures were specifically chosen to build on the Denver region’s foundation of integrated transportation-land use planning, particularly around the region’s existing and planned rapid transit system (light/commuter rail and Bus Rapid Transit), urban centers, and related planning initiatives.



Tracking implementation

Local government outreach

DRCOG staff maintain relationships with local government planners to understand, anticipate and coordinate local and regional growth priorities.

- Between January 1 and September 30, 2025, Regional Planning and Development staff held 83 meetings with local government staff to provide support on growth and development topics. This included support on increased housing density and transit-oriented development.

The August 27, 2025, DRCOG Awards Celebration honored, recognized, and elevated eight initiatives in the region that advanced the Metro Vision regional plan. Projects that advance Metro Vision support the implementation of the Mitigation Action Plan as they foster increased residential density, mixed-use transit-oriented development, efficient land use strategies, and complete streets projects.

- The City of Longmont was awarded for their parking code amendments. Longmont is the first city in Colorado and the first non-coastal western city in the United States to eliminate minimum parking requirements for new developments. This policy direction reflects a desired future of increasing alternative transportation mode share and reducing greenhouse gas emissions. By removing requirements for developers to provide large parking lots, this policy change allows communities and property owners to have more flexibility in the design phase, resulting in community spaces that are more reflective of community needs and demands.
- Boulder County was awarded for their Mobility and Access for All Ages Plan. The plan expands accessible, affordable, and equitable travel options, emphasizing non-auto modes. It promotes complete streets concepts and aligns with multimodal infrastructure and accessibility goals central to complete streets standards.
- East Colfax Community Collective was awarded for their project, East Colfax Mixed-Income Neighborhood Trust. Their efforts support transit-oriented development and residential density. The East Colfax corridor is a major transit corridor in metro Denver. Their efforts preserved and stabilized housing in a transit-rich corridor, supported transit-oriented development goals and helped prevent displacement from high-opportunity areas.
- The City of Lafayette and Boulder County were awarded for the Willoughby Corner Affordable Housing Project. Affordable and sustainable accurately describe Willoughby Corner, a 400-unit, all-electric housing community in Lafayette, that includes rental and for-sale homes for families, older adults and people with disabilities earning 30 to 120 percent of the area median income. Willoughby Corner transformed a site into a thoughtfully designed neighborhood



close to pedestrian and bike trails, public transit and charging stations for electric vehicles. The project achieves net-zero energy with solar photovoltaics, all-electric appliances and geothermal heating and cooling.

Additionally, DRCOG staff routinely engage with local government staff as part of the agency's transportation planning, program, and project-based work. Highlights of this engagement in 2025 include:

- Advanced six projects through procurement and contracting for the Livable Centers Small-Area Planning Set-Aside, which focused on increasing housing, promoting mixed-use transit-oriented development, and implementing complete streets.
 - The East Midtown Centennial Small Area Plan project kicked off in October 2025. It will provide a framework for the evolution of the area around Dry Creek Station, guiding its development into a transit-oriented district with housing, commercial spaces and enhanced multimodal transportation options.
 - The Arvada Livable Centers in Transit Oriented Communities project kicked off in December 2025 and is studying housing density along RTD's G Line.
- Initiated several Innovative Mobility Set-Aside projects with local government partners related to the mitigation measures, including two shared micromobility-related studies, one focused on mobility hubs.
- Continued activities relating to the US Environmental Protection Agency's Climate Pollution Reduction Grant program.
- Engaged local governments and stakeholders in developing the Regional Housing Strategy (Housing-Transportation Coordination Plan) through focus groups, interviews, and participation in a Steering Committee and Advisory Group. The strategy promotes residential density, particularly in infill and transit-served areas. By prioritizing infill, co-locating housing and jobs, and improving location efficiency, the strategy promotes compact, walkable communities that reduce vehicle miles traveled, lower emissions, support transit-accessible housing, and encourage efficient infrastructure use.
- Completed, initiated, and continued several studies under the agency's new Corridor Planning Program and Community Based Planning Program, including the [Colfax BRT Next](#) project in Aurora which began in October 2024.

DRCOG staff conducts and participates in numerous local government outreach activities beyond those highlighted here, from participating in local government-led studies to trainings, data sharing, and other activities. A comprehensive list is contained in reporting associated with DRCOG's Unified Planning Work Program activities; the most recent [Unified Planning Work Program activities report](#) is available on DRCOG's website, which covers most of 2025.



Land use strategies

DRCOG maintains a portfolio of regionally comprehensive datasets for use in allocating county-level household and job growth forecasts across over 2,800 transportation analysis zones. DRCOG refers to this as its small-area forecast. DRCOG relies on UrbanSim, a predictive model, to simulate household and employment location choices within the natural and regulatory constraints of each of over 50,000 census blocks. This work connects to the land use strategies in the Mitigation Action Plan because of the work DRCOG does to represent regulatory constraints and up to date demographic and economic forecasts within this modeling framework. Relevant portions of this process are described below and are further detailed in [Appendix F](#) of the [2050 Metro Vision Regional Transportation Plan](#).

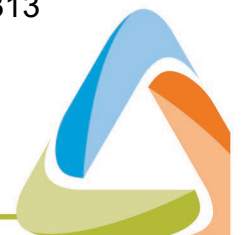
DRCOG staff collect geospatial data from local governments annually, harvesting it from public geographic information systems data portals and through direct requests. These include addresses, parcels, open space, bicycle facilities/trails, municipal boundaries, special district boundaries, bicycle counts and, most importantly, zoning. Attributes in zoning data do not include allowable densities. Consistently, this zoning data only includes jurisdiction name (zoning district) and an abbreviated zoning type name (known as a shorthand notation).

DRCOG then uses observable, point-level housing and employment data it licenses, collects and compiles from a variety of sources to understand the range of densities currently observed in different blocks throughout these different zoning districts.

This observation-based approach to estimating zoning capacity has limited ability to capture new or novel zoning that represents greater future densities than can be observed today. DRCOG staff currently rely on local government planning staff feedback on a draft small-area forecast to identify where capacity overrides may be necessary in the modeling process.

The [Colorado Zoning Atlas](#) has now been completed as part of the National Zoning Atlas. Based on initial analysis, this effort does not yet allow for a bulk download that could facilitate analysis of existing zoning across the DRCOG region. Additionally, the data schema followed from the National Zoning Atlas effort may not allow for a dwelling unit per acre calculation. There are currently no plans to update the dataset for future year comparisons; the current work is just a point in time calculation. However, DRCOG staff will continue to track this work and assess its feasibility in tracking zoning-based mitigation measures.

Another related potential near-term approach involves tracking year-over-year changes based on requirements of Colorado House Bill 24-1313 (HB24-1313) discussed in more detail in a subsequent section. The transit-oriented communities calculation model finalized by the state in early 2025 to help implement the requirements of HB24-1313



will allow for a uniform set of assumptions to calculate zoning capacity in terms of dwelling units per acre based on a given zoning district's dimensional standards.

Preliminary local transit-oriented community assessment reports were due to the state by June 30, 2025. DRCOG staff can reference these reports to understand where existing zoning may fall short of the density thresholds under its mitigation measures and may be able to gain a preliminary understanding of the increases to be expected under the locally calculated Housing Opportunity Goal in the report.

HB24-1313 requires local governments to work towards Housing Opportunity Goal compliance by adopting zoning changes and designating transit centers on or before December 31, 2027, which is prior to the Mitigation Action Plan's first compliance year of 2030.

Parking strategies

["Best Practices in Parking Management Strategies for Colorado Communities,"](#) was prepared by the state Department of Local Affairs in partnership with the Colorado Energy Office and the Colorado Department of Transportation in fulfillment of House Bill 24-1304 (HB24-1304), discussed in a subsequent section of this report. Additionally, HB24-1304 may replace a planned DRCOG effort to conduct a regional parking utilization study to determine the feasibility of lowering parking standards.

Given this changed framework, DRCOG staff focused on inventorying local government parking policy update activities. Of DRCOG's 59 local government members, several have recently taken – or are considering – actions relating to parking standards, paid parking, parking fees, residential parking permit districts, or related strategies. A few specific examples most directly related to the Mitigation Action Plan's measure to reduce or eliminate minimum parking requirements and set low maximum levels include:

- The City of Boulder is currently considering eliminating parking minimums, adding new requirements for developers to create transportation plans, and encouraging more on-street parking availability.
- The City and County of Broomfield reduced parking minimums for most land uses, established parking maximums at 125% of the parking minimum, reduced parking requirements for developments near transit, and established bicycle parking requirements.
- The City and County of Denver is currently considering eliminating minimum parking requirements from development regulations.
- The City of Longmont eliminated minimum parking requirements for new development and replaced them with parking maximums.

Additionally, HB24-1304 removes parking minimums in a number of situations. DRCOG staff will also monitor local government reporting to the state required by HB24-1304. The first annual report is due December 31, 2026.



DRCOG hosted a Metro Vision Idea Exchange on July 9, 2025 focused on “[Modernizing parking requirements: demystifying parking policy in the Denver region.](#)” This event featured planners from the City of Longmont, City and County of Denver, City and County of Broomfield and the City of Boulder. Fifty-four local government staff attended the event to foster knowledge sharing and collaboration around innovative parking standards, including elimination of minimum parking requirements.

Complete streets standards

DRCOG adopted a [Regional Complete Streets Toolkit](#) in 2021 and subsequently developed an interactive complete streets webmap and Geographic Information System-based location prioritization tool. In 2024, DRCOG staff began informally inventorying local governments’ efforts to develop, adopt, and apply local complete streets standards.

- In late 2023, the City of Lafayette adopted its Multimodal Transportation Plan which included several elements of DRCOG’s Regional Complete Streets Toolkit relating to street typology and design.

In its informal inventory, DRCOG staff found that several jurisdictions have adopted complete streets plans or policies in the last few years, and over time have conducted complete streets-related planning or project activities.

- The City of Englewood has multiple complete streets projects underway.
- The City of Boulder and City of Edgewater have plans that call out the need to develop a street design guide or complete streets approach.
- The City of Littleton has a “Safer Streets” program, though it is not specifically a complete streets program.
- The City of Lakewood in 2024 adopted Lakewood Moves, which includes specific guidance that “Lakewood will continue to work towards the full implementation of a Complete Streets system.”
- Adams County is in the process of updating its functional classifications and standard roadway cross sections.

DRCOG learned that a “state of the practice” report would be helpful to local government staff and have begun researching what this report should include and plan to complete it in 2026. Accordingly, DRCOG staff will also be working with local governments over time to track not just the status of adopting complete streets standards, but their application to multimodal project design and implementation, which is one of the mitigation measures in the Mitigation Action Plan.



Mitigation Action Plan success

All mitigation measures contained in DRCOG's Mitigation Action Plan are dependent on direct, but voluntary, action by local governments to implement. Because the mitigation measures are qualitative, policy-based, and local government-driven, tracking their implementation is more difficult, as is measuring success over time.

As discussed, the current methods available to DRCOG staff to track zoning changes in the region do not provide the information necessary to efficiently "crosswalk" all zoning changes to the mitigation measures to accurately assess implementation compliance. The difficulty in tracking zoning changes means that efforts towards transportation-efficient zoning are not accounted for in measuring the success of the Mitigation Action Plan.

Additionally, limited staff resources are focused on tracking and interpreting often ambiguous zoning changes instead of being focused on identifying geographies and communities where targeted planning work could have the most impact in reducing greenhouse gas emissions.

However, DRCOG maintains a wide array of data as part of the regional transportation planning process that can be leveraged to measure regional reductions in greenhouse gas emissions:

- Historical and current point-level housing unit and employment data can identify locations of new, observable development and increased densification.
- Several license-restricted data sources DRCOG utilizes can help identify near-term future developments.
- Tracking current and future development in this manner better fits DRCOG's existing workflows and data capabilities than tracking local policy changes,

Pursuing this approach would require changes to CDOT's Policy Directive 1610 (PD 1610), which includes the official mitigation measures and associated assessment methodologies under the Greenhouse Gas Rule. DRCOG staff continue to discuss with CDOT staff about the need and process to update PD 1610 to provide for this proposed approach.



Implementation timeline

The DRCOG Board adopted the Mitigation Action Plan in September 2022 as part of the updated 2050 Metro Vision Regional Transportation Plan. Since the measures in the Mitigation Action Plan are not required until 2030, the initial Mitigation Action Plan Reports have focused on developing an implementation tracking framework for the mitigation measures.

Tables 3 through 6 illustrate an anticipated implementation timeline that makes increasing progress towards the first required horizon year (2030) for the land use strategies, as outreach and implementation assistance activities are resourced and developed over time.

Table 3: Land use strategies anticipated cumulative implementation; acres rezoned

Land Use Strategies	2026	2028	2030
Increase residential density	154	339	616
Increase job density	32	70	128
Mixed-use transit-oriented development: moderate intensity	115	253	460
Mixed-use transit-oriented development: higher intensity	44	96	175

Table 4: Residential parking strategies anticipated cumulative implementation, dwelling units allowed

Parking Strategies	2026	2028	2030
Eliminate minimum and set low maximum parking levels – urban core	3,382	7,439	13,526
Eliminate minimum and set low maximum parking levels – urban	3,043	6,695	12,173
Eliminate minimum and set low maximum parking levels – suburban	752	1,653	3,006
Eliminate minimum and set moderate maximum parking levels – urban core	4,233	9,313	16,933
Eliminate minimum and set moderate maximum parking levels – urban	1,954	4,298	7,815
Eliminate minimum and set moderate maximum parking levels – suburban	814	1,791	3,256



Table 5: Commercial parking strategies anticipated cumulative implementation, 10,000 square feet of floor area

Reduce or eliminate minimum and set maximum parking levels	2026	2028	2030
maximum two-and-a-half spaces per 1,000 square feet	153	337	613
maximum two spaces per 1,000 square feet	18	39	70
maximum one-and-a-half spaces per 1,000 square feet	43	94	170
maximum one space per 1,000 square feet	43	94	170

Table 6: Local complete streets anticipated cumulative implementation, miles

Adopt local complete streets standards	2026	2028	2030
Urban	3	7	14
Suburban	8	17	32

These timelines are dependent on resources for outreach and implementation assistance that have been included in the Unified Planning Work Program. They also rely on the interest, capacity, priorities, and actions of local governments to ultimately implement, since specific local actions are voluntary.

Mitigation Action Plan Fulfillment

DRCOG’s Fiscal Years 2026-2027 Unified Planning Work Program includes a specific activity (Activity 2.4 - Greenhouse Gas Mitigation Action Plan Implementation Assistance) and associated tasks to provide assistance, tools, and resources to local agencies to implement the mitigation measures identified in DRCOG’s Mitigation Action Plan. The specific tasks included as part of the two-year work program are:

- Convene a workshop series with local agencies covering Mitigation Action Plan strategies.
 - DRCOG hosted a Metro Vision Idea Exchange on July 9, 2025 focused on [“Modernizing parking requirements: demystifying parking policy in the Denver region.”](#) This event featured planners from the City of Longmont, City and County of Denver, City and County of Broomfield and the City of Boulder. Fifty-four local government staff attended the event to foster knowledge sharing and collaboration around innovative parking standards, including elimination of minimum parking requirements.

As discussed previously, the HB24-1304-required *Best Practices in Parking Management Strategies for Colorado Communities* dovetails with a planned effort by DRCOG to develop a report on parking strategies for smart growth. As HB24-1304 is implemented over time, DRCOG staff may assess the need for additional work that builds on these efforts to provide more local context in the areas of parking policies and strategies.



HB24-1304, along with the other legislation profiled in the next section, will also contribute towards implementing and tracking several of the mitigation measures through the legislations' action and tracking/progress reporting requirements.

State legislation

The 2024 legislative session resulted in multiple bills becoming law that have significantly influenced planning for and tracking of several mitigation measures. Municipalities are still working toward the requirements of the 2024 legislation, which includes progressive requirements with deadlines ranging from 2025 to 2027.

- **HB24-1304:** Certain jurisdictions located within a metropolitan planning organization (MPO) area, including the DRCOG MPO area, are prohibited from establishing or enforcing minimum parking requirements for certain types of residential buildings, including multifamily residential developments, buildings redeveloped for residential purposes, and buildings redeveloped for mixed use in which at least 50 percent of the new use is residential. The measure took effect June 30, 2025. **This bill supports the Mitigation Action Plan strategies related to eliminating minimum parking requirements.**
- **HB24-1313:** Known as the “transit oriented communities” bill, it requires certain local governments to change their zoning laws to allow for greater residential densities (a cumulative average of 40 units per acre) near major rail and bus corridors. Applicable jurisdictions are required to set a “housing opportunity goal” and make zoning changes to allow for the goal to be achieved. Local governments were required to submit preliminary reports to the state by the end of June 2025. By December 31, 2026, municipalities are required to submit a Housing Opportunity Goal Report to DOLA. By December 31, 2027, communities must complete the zoning and strategies associated with their Housing Opportunity Goal Report. **This bill supports the Mitigation Action Plan strategies related to increased residential density and transit-oriented development.**
- **HB 24-1152:** Known as the “Accessory Dwelling Unit” bill, it applies to most municipalities in the DRCOG region (based on population of 1,000+ residents with special consideration for populated unincorporated areas). The bill requires municipalities to allow one accessory dwelling unit (ADU) where single family detached units are allowed. The bill also streamlines the approval process for ADUs and prohibits jurisdictions from using excessive size or setback restrictions as a means of preventing ADUs. It also prevents parking requirements for ADUs. **This bill supports the Mitigation Action Plan strategies related to increased residential density (and, to a certain extent, parking requirements).**

While these and other related housing and transportation bills do not affect current efforts related to implementing or reporting on DRCOG’s Mitigation Action Plan, they will likely affect both in future years.



Adjusting mitigation measures

DRCOG has not adjusted any mitigation measures included in the Mitigation Action Plan. Because DRCOG does not need mitigation measures for compliance purposes until the 2030 analysis year, the Mitigation Action Plan is meant to be dynamic. If DRCOG makes changes to its mitigation measures, it will also provide an explanation in the applicable annual report of why those decisions were made and whether or how achievement of the mitigation measures would be affected as required by the Greenhouse Gas Rule.

Additionally, DRCOG is currently preparing a federally required major update to its 2050 Regional Transportation Plan. This process, which started in fall of 2024, will result in adopting an updated 2050 RTP in fall of 2026. Part of this major update will include re-assessing the 2050 RTP's framework for GHG rule compliance, including updating and reassessing the Mitigation Action Plan. These actions could result in significant changes to the 2050 RTP's overall compliance framework, the MAP and its mitigation measures, or potentially even no longer needing a MAP for compliance.



Disproportionally Impacted Communities

As DRCOG has not adjusted any mitigation measures, including delaying, cancelling, or substituting any, there have not been changes to benefits to Disproportionally Impacted Communities.

The Greenhouse Gas Rule requires a Mitigation Action Plan to describe benefits (of the mitigation measures) to Disproportionately Impacted Communities, including an estimate of the total mitigation project spent in or designed to serve Disproportionately Impacted Communities. The Rule also requires a Mitigation Action Plan annual report to address (if applicable) how any mitigation measures (or their equivalent) that are delayed, cancelled, or substituted in Disproportionally Impacted Communities could be achieved.

Because DRCOG's mitigation measures are policy-based and not project- or location-based, they cannot be directly assessed within the context of the Disproportionally Impacted Communities provisions of the Greenhouse Gas rule or Policy Directive 1610. Even so, this is a critically important topic to DRCOG in its Mitigation Action Plan and greenhouse gas work (and its overall transportation planning process). DRCOG's Mitigation Action Plan includes an analysis of the mitigation measures by mapping the disproportionately impacted community geographies within the DRCOG metropolitan planning organization area.

Regional Transportation Plan Equity Analysis

During the latest update to DRCOG's Regional Transportation Plan, staff implemented a new equity analysis. This included a proximity analysis, region-wide statistics, and best practices guide. Each county received a list of submitted projects with information on:

- If the project touched an area of high equity concern, according to the DRCOG equity index.
- What key environmental features were nearby the project.
- What key resources were near the project.

This project information was accompanied by an equity best practices guide. Project applicants could compare the information in the spreadsheet with information on how to move forward. The hope is that this will inspire project leaders to think about equity more critically.



Conclusion

This 2026 Greenhouse Gas Mitigation Action Plan Report is the fourth annual report required by the Transportation Commission's Greenhouse Gas Transportation Planning Standard. This report is required to address the implementation of DRCOG's Mitigation Action Plan prepared as part of its updated 2050 Metro Vision Regional Transportation Plan amended by the DRCOG Board in May 2024.

This 2026 Report shares local government coordination activities and local government actions relating to the mitigation measures. Through the required annual reporting process, DRCOG will continue to work in partnership with its local governments to optimize the greenhouse gas reductions through the mitigation measures in the Mitigation Action Plan.

DRCOG staff are currently in the process of updating the 2050 Regional Transportation Plan and assessing the 2050 RTP's framework for GHG rule compliance, including updating and reassessing the Mitigation Action Plan.

