

Appendix H

Environmental Justice



Table of Contents

Section 1 Introduction	1-1
1.1 Background	1-1
1.2 Overview	1-1
Section 2 Methodology	2-1
2.1 Demographic Analysis	2-1
Thresholds Used to Identify Concentrations of Historically Underrepresented Populations	2-1
2.2 10-Year Vision and Strategic Project Pipeline	2-2
Section 3 Environmental Justice Analysis of Project Pipeline and Plan	3-1
3.1 Older Adults	3-3
3.2 Minority	3-5
3.3 People with Disabilities	3-7
3.4 Low-Income	3-9
3.5 All Historically Underrepresented Communities	3-11
3.6 Statewide Transit Plan Title VI Analysis	3-13
Section 4 Public Outreach	4-1
4.1 Community Outreach	4-1
4.2 Mitigation Approaches	4-2
4.3 Link to Public Health	4-2
Section 5 Appendix	5-1

List of Figures

Figure 2-1 10-Year Strategic Pipeline Projects	2-3
Figure 3-1 Older Adult Census Tracts overlaid with Project Pipeline	3-4
Figure 3-2 Minority Census Tracts overlaid with Project Pipeline	3-6
Figure 3-3 People with Disabilities Census Tracts overlaid with Project Pipeline	3-8
Figure 3-4 Low-Income Census Tracts overlaid with Project Pipeline	3-10
Figure 3-5 All Historically Underrepresented Community Census Tracts overlaid with Project Pipeline	3-12

List of Tables

Table 5-1 Every Census Tract with a Historically Underrepresented Population and Project	5-1
Table 5-2 Survey Results	5-7

Section 1

Introduction

The Colorado Department of Transportation (CDOT) is committed to operating and maintaining an equitable transportation system for all users, regardless of race, income, age, or ability. CDOT views building a system that benefits all users as an important responsibility, equal to the maintenance, safety, and mobility of Colorado's multimodal transportation system. CDOT wants to ensure historically underserved communities are receiving a fair share of benefits from CDOT investments. Practices which ensure the equitable treatment and meaningful engagement of all people with regard to changes to environment are important as plans and projects are implemented.

Equity is defined as when everyone, regardless of who they are or where they come from, has the opportunity to thrive. This requires eliminating barriers like poverty and repairing injustices in systems such as education, health, criminal justice, and transportation.

1.1 Background

CDOT is required by Executive Order 12898 (1994), Federal Actions to Address Environmental Justice (EJ) in Minority Populations, to identify and address inordinately high and negative human health, environmental, and economic effects of their policies and practices on minority populations and low-income populations in the United States.

Executive Order 12898 is intended to ensure that procedures are in place to safeguard low-income and minority groups that have been historically underrepresented. To ensure compliance with Executive Order 12898, the fundamental Environmental Justice principles must be considered and addressed. Executive Order 12898 is guided by three fundamental principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on tribal governments, minority, and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

1.2 Overview

This technical report presents the methodology, scope, and data employed by CDOT to assess the intersection between historically underrepresented communities and CDOT investments. The appendix also includes a discussion of the results of the analysis, outreach efforts, mitigation approaches, and connections to public health.

Section 2

Methodology

CDOT gathered demographic data at the census tract from the US Census Bureau, American Community Survey, (2013-2017, Five Year Estimate) to identify historically underrepresented populations within Colorado. These data were overlaid with CDOT's 10-year Strategic Project Pipeline – a list of all active and proposed CDOT projects within the next decade – to analyze the intersection between historically underrepresented populations and transportation improvements.

2.1 Demographic Analysis

The historically underrepresented populations which were the focus of the analysis are based on these four categories:

- **Minority** as defined by the US Department of Transportation (USDOT), means a person who is: (1) Black (a person having origins in any of the black racial groups of Africa); (2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); (3) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or (4) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).
- **Older Adults** as defined by the US Department of Labor, means a person 65 years or older.
- **Low-Income** as defined by USDOT, means a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines (currently \$12,760 per person).
- **Disabled** as defined by the US Census, is someone with a long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.

CDOT is committed to using inclusive language and appropriate terms. Henceforth, this document will aim to use the terms “historically under-represented,” and “historically underserved” (defined as marginalized, excluded, disqualified) in place of words or phrases such as “poor,” “minorities,” and “disadvantaged” (defined as needy, destitute, poor, lacking).

Thresholds Used to Identify Concentrations of Historically Underrepresented Populations

Past iterations of the statewide transportation plan have not established historically underrepresented population thresholds. The only established threshold – as discussed in the Environmental Justice section of CDOT's National Environmental Policy Act (NEPA) Manual – is for low income populations, which relies on the HHS poverty guidelines threshold.

For this analysis, each historically underrepresented population (minority, disabled, low income, and older adults) were sorted from highest to lowest concentrations and split into quartiles based on census tracts. Quartiles divide a data set into four-equal sized groups. Colorado has 1,249 census tracts, so each quartile contains roughly 312 census tracts or one fourth of the total population. The analysis focused on each historically underrepresented community in the top quartile (e.g., communities with the highest concentration of older adults, minorities, etc.). By overlaying the 10-Year Strategic Project Pipeline with the census tracts containing the highest concentrations of historically underrepresented populations, CDOT analyzed how these communities will be affected by upcoming projects.

The results, as shown in Figures 3-1 to 3-5, highlight the census tracts with the highest concentration of historically underrepresented populations in Colorado.

2.2 10-Year Vision and Strategic Project Pipeline

The 10-Year Vision and Strategic Project Pipeline was shaped through extensive outreach, including with historically underrepresented populations. Surveys of self-identified older adults, self-identified non-white persons, and self-identified persons with a disability revealed what some of their major concerns are (respondents were not asked to self-identify as low-income). The top three concerns for self-identified older adults were road condition and safety, growth and congestion, and lack of travel options. For self-identified non-white respondents, the top three concerns were growth and congestion, road condition and safety, and lack of travel options. For self-identified disabled respondents, the top three concerns were road condition and safety, growth and congestion, and aging and disabilities. When asked about environmental concerns, respondents across historically underrepresented populations all listed resiliency as their top priority. The full results of the survey are shown in Table 5-2 at the end of this document.

The 10-Year Strategic Project Pipeline was tailored to ensure projects addressed the concerns of these communities. As a result of these surveys, CDOT has incorporated resiliency into all aspects of the project life cycle. Further, the project pipeline puts a large emphasis on projects that improve safety, alleviate congestion, increase travel options, and serve the needs of all historically underrepresented populations.

Figure 2-1 displays all projects contained in the 10-Year Strategic Project Pipeline. The project pipeline is a living document with some projects being added or adjusted during the Statewide Transportation Plan process. Consequently, figures regarding number of projects overall, by project type, or by historically underrepresented populations are approximations. Additional information regarding the 10-Year Vision and Strategic Project Pipeline can be found in Appendix A of the Statewide Plan, 10-Year Vision for Colorado's Transportation System.

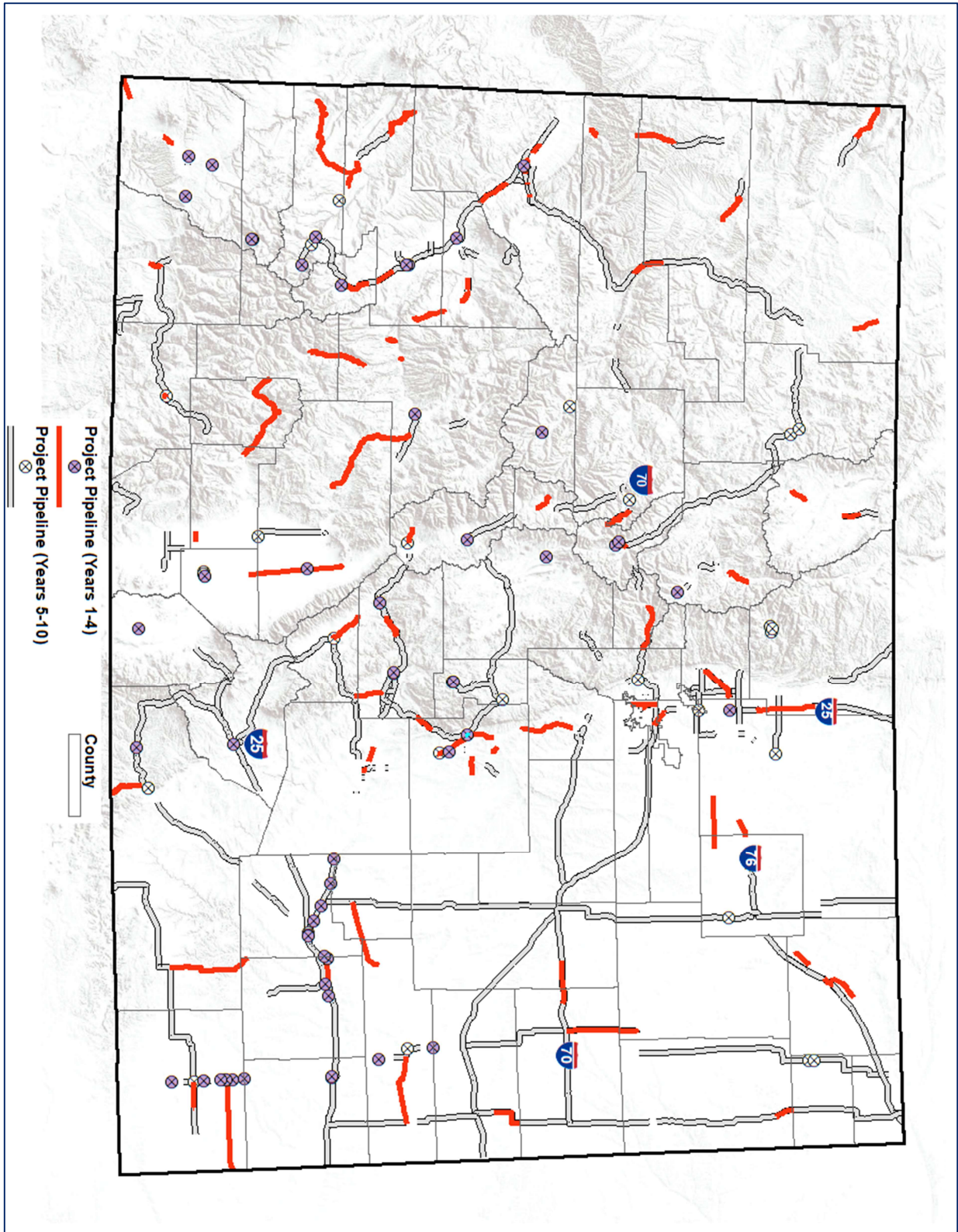


Figure 2-1
10-Year Strategic Pipeline Projects

Section 3

Environmental Justice Analysis of Project Pipeline and Plan

CDOT was guided by the following questions when analyzing the intersection between transportation investments and historically underrepresented populations:

- How well served are these communities by upcoming projects?
- Are transportation investments equitably distributed throughout the state?
- Are transit investments serving or adversely impacting communities with historically underrepresented populations?

To honor CDOT's commitment to equity, CDOT looked at the census tracts containing the highest concentrations of historically underserved populations. By overlaying the projects in the 10-Year Vision with the census tracts containing the highest concentrations of historically underrepresented populations, CDOT analyzed how upcoming projects will affect these communities.

Broadly speaking, a project like improved or increased transit or roadway resurfacing provides a positive benefit to all communities. Highway and roadway expansion, while not inherently detrimental, have not provided the same type of benefits to historically underrepresented communities.

Historically underrepresented populations often include “transit dependent” riders; meaning they rely on transit to meet their mobility needs. This is in contrast to “choice riders” who own a private vehicle but decide to use transit. The end goal is to ensure that historically underrepresented and transit dependent populations are receiving an appropriate share of benefits and not negatively or disproportionality affected by transportation improvements in the state. The analysis assesses the benefits versus potential impacts and puts forth mitigation measures to reduce or eliminate EJ impacts.

In this analysis distinctions are made between projects which are considered to have clear and definitive benefits to historically underrepresented communities and all other projects. Transit projects, safety projects, mobility projects, rural road resurfacing treatment (RRST) projects, and bridge maintenance projects, are generally considered beneficial to historically underrepresented populations.

Transit projects benefit EJ communities through expanded bus service, wheelchair accessible service, and reduced congestion. RRST projects provide benefits through eliminating cracks or holes in roadway pavement which otherwise create dangerous conditions for all users. Additionally, resurfacing roadways reduces emissions through improved fuel efficiency. Bridge maintenance provides benefits as it does not increase emissions by increasing roadway capacity and it creates safer conditions for drivers. Additionally, bridge repair ensures linkages between communities are maintained.

On the surface, highway and roadway projects might not appear to provide the same clear-cut benefits as other project types but this is not the case with the 10-Year Strategic Project Pipeline. Highway and roadway projects in the project pipeline largely focus on safety improvements such as adding shoulders and passing lanes, rebuilding intersections, repaving, wildlife mitigation, and other enhancements. However, for the sake of this analysis, highway and roadway projects are not designated as beneficial.

3.1 Older Adults

Figure 3-1 below displays census tracts by percentage of the population which are older adults overlaid with pipeline projects planned in these communities. Concentrations of older adult communities are found throughout Colorado, from urbanized areas in the Denver and Colorado Springs metro areas to rural communities in Western and Eastern Colorado.

Over the course of the 10-year Strategic Project Pipeline, there are approximately 223 projects within or proximate to census tracts with older adults in the top quartile of all census tracts. Of these, approximately 66 of these projects will proceed within 1-4 years. Project years 5-10 consist of approximately 157 projects. Of all projects in census tracts containing the highest concentrations of older adults, approximately 49 percent will provide benefits to the community through transit, safety, RRST, and bridge maintenance projects.

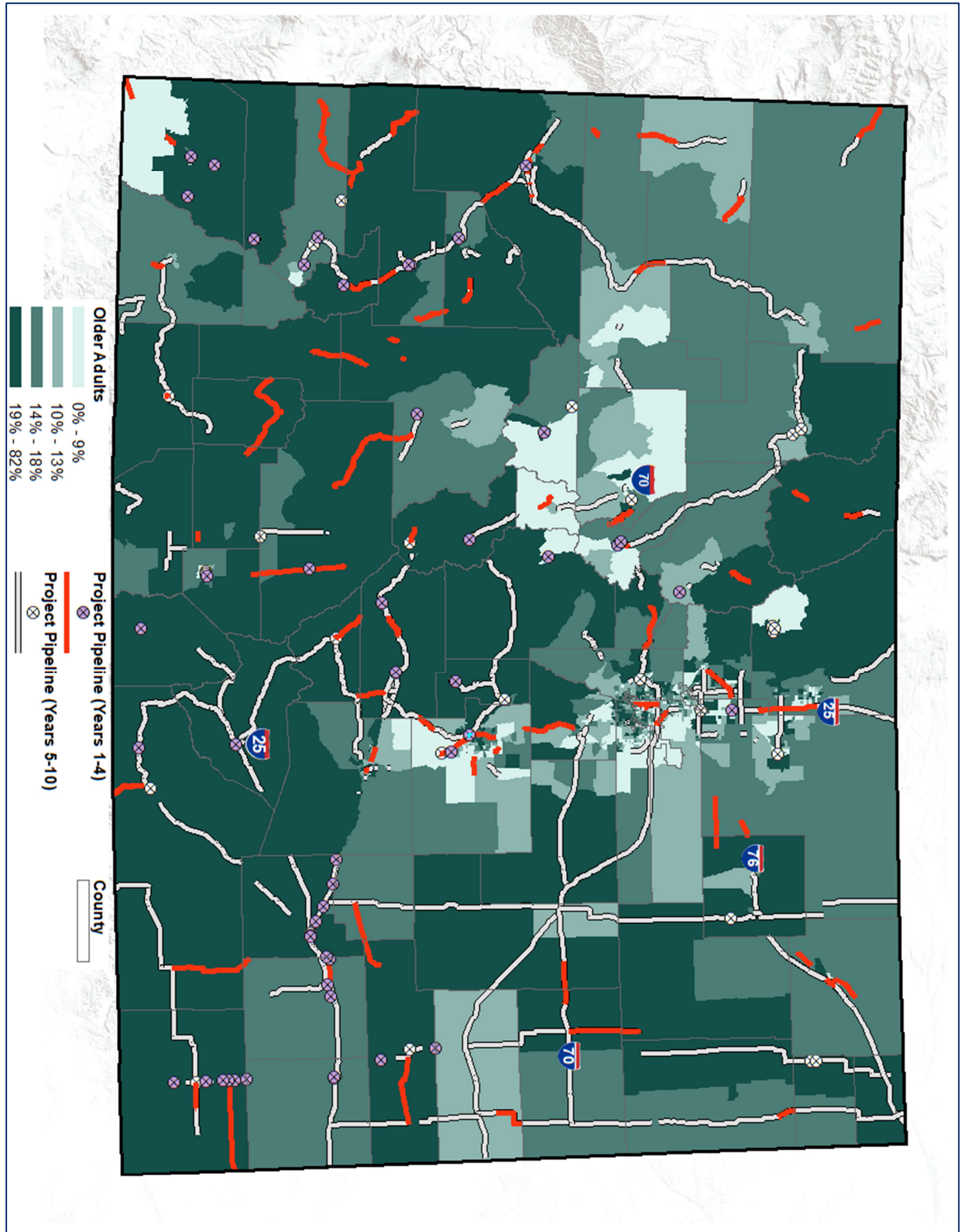


Figure 3-1
 Older Adult Census Tracts overlaid with Project Pipeline
 Source: American Community Survey 2013-2017 5-year Estimate; Colorado Department of Transportation, 2020.

3.2 Minority

Figure 3-2 shows census tracts based on percentage of the population classified as minority overlaid with the 10-Year Strategic Project Pipeline. As shown in Figure 3-2, minority populations are heavily concentrated together in urbanized areas in the Denver, Colorado Springs, and Pueblo areas. As minority populations are not highly distributed throughout Colorado, these communities are largely served by transportation investments from local or regional government agencies. For example, the Denver Metro area contains the vast majority of census tracts with the largest concentration of minority populations (approximately 194) and these historically underrepresented populations are largely served by the Regional Transportation District (RTD) – the regional agency operating public transit services in the Denver metropolitan area. As a result, these communities have a smaller share of projects from the 10-Year Strategic Project Pipeline.

Over the course of the 10-year Strategic Project Pipeline, there are approximately 51 projects within or proximate to census tracts with minority populations in the top quartile of all census tracts. Twelve of the 54 projects will proceed within 1-4 years. Project years 5-10 consist of approximately 39 projects. Of all projects in census tracts containing the highest minority concentrations 84 percent are considered to benefit the community.

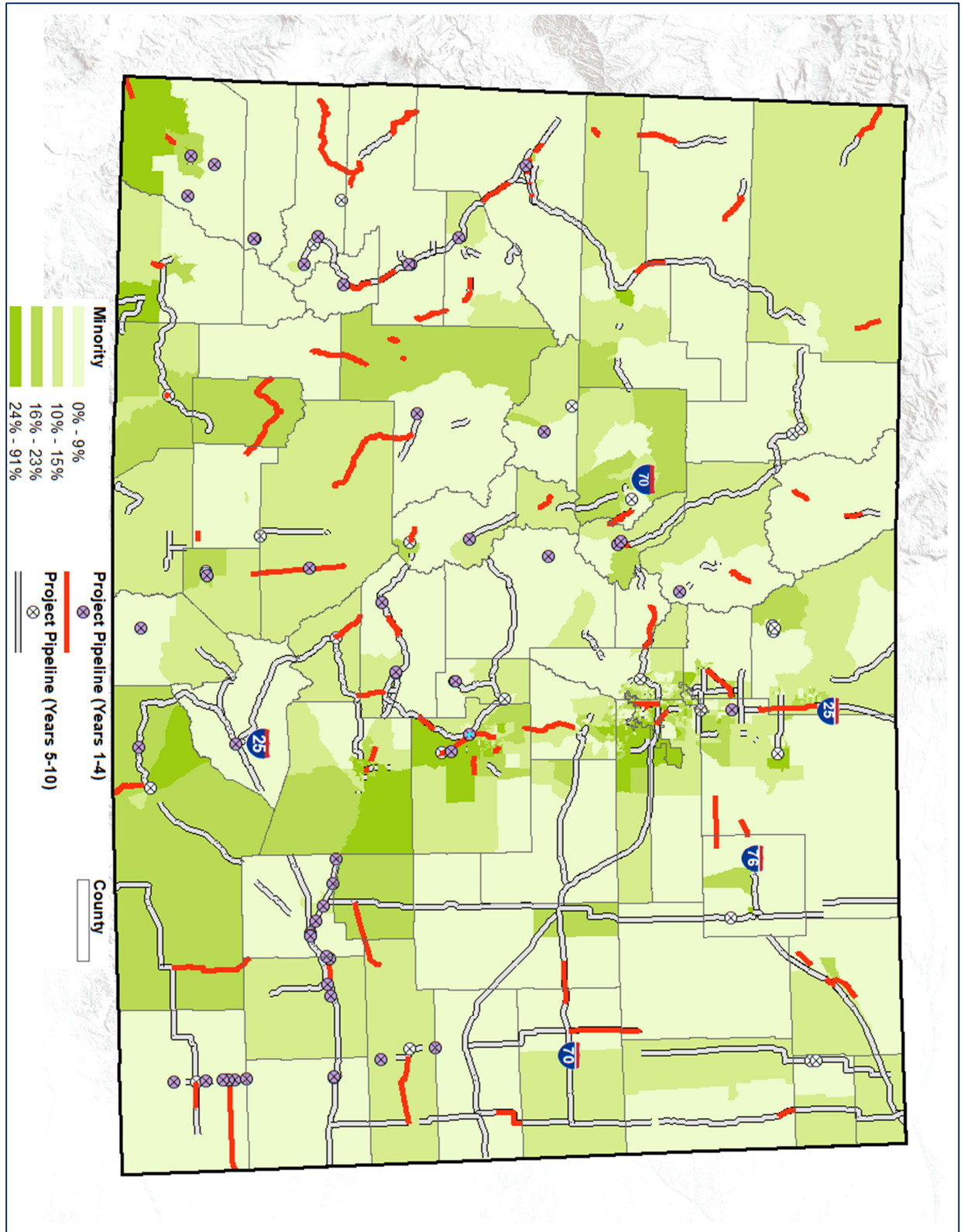


Figure 3-2
 Minority Census Tracts overlaid with Project Pipeline
 Source: American Community Survey 2013-2017 5-year Estimate; Colorado Department of Transportation, 2020.

3.3 People with Disabilities

Figure 3-3 shows census tracts based on the percentage of people with disabilities overlaid with projects from the 10-Year Strategic Project Pipeline. These communities are spread throughout urbanized and rural areas in the state.

Over the course of the 10-year Strategic Project Pipeline, there are approximately 246 projects within or proximate to census tracts with a high concentration of people with disabilities. Approximately 76 of the 246 projects will proceed within 1-4 years. Project years 5-10 consist of 170 projects. Of all projects in census tracts containing the highest concentrations of people with disabilities, 57 percent are considered to benefit the community.

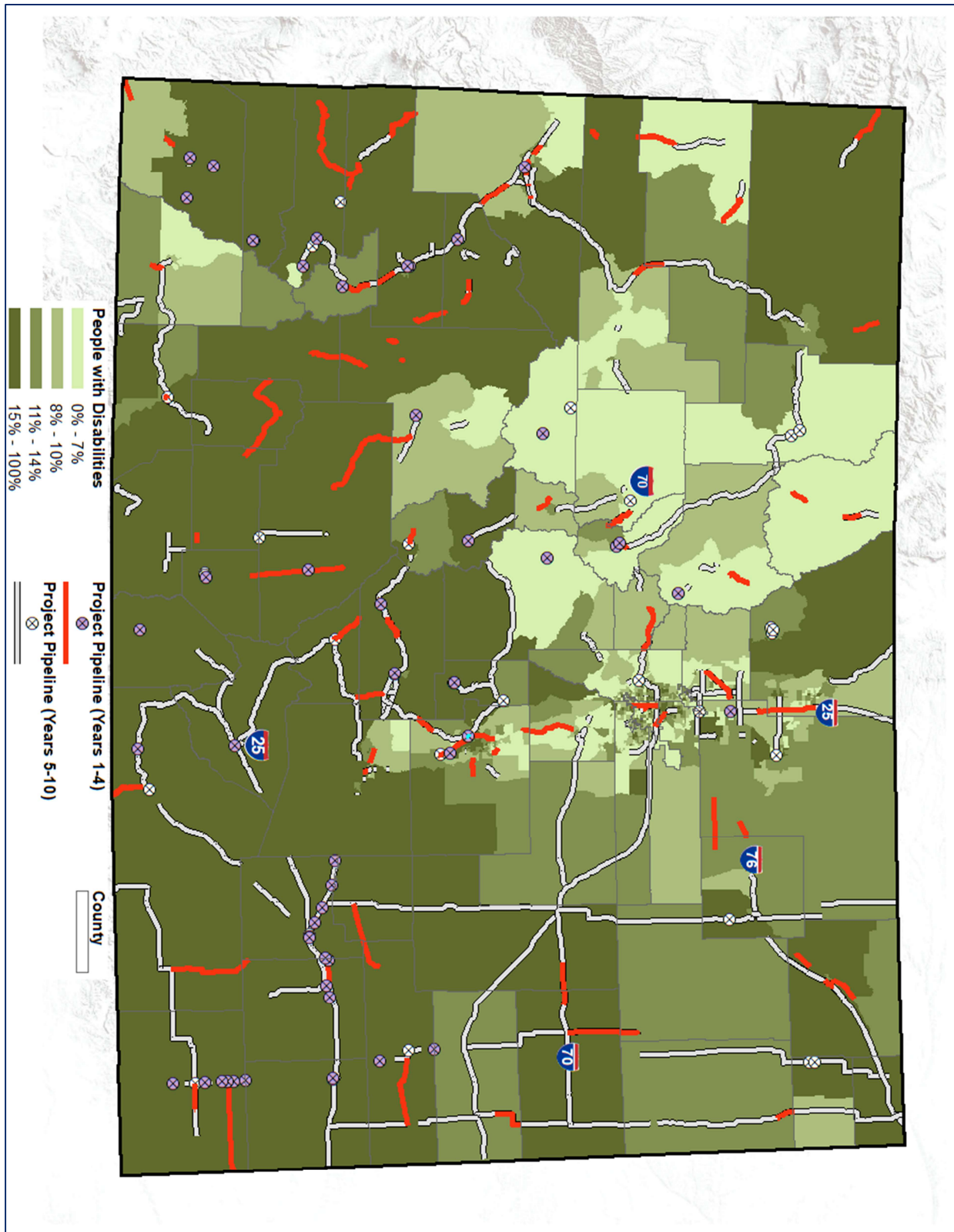


Figure 3-3
 People with Disabilities Census Tracts overlaid with Project Pipeline
 Source: American Community Survey 2013-2017 5-year Estimate; Colorado Department of Transportation, 2020.

3.4 Low-Income

Figure 3-4 shows census tracts based on the percentage of the population classified as below the HHS poverty guidelines threshold. These communities are largely found in urbanized areas in Fort Collins, Denver, Colorado Springs, and Pueblo. Other communities can be found in southern Colorado.

Over the course of the 10-year Strategic Project Pipeline, there are approximately 156 projects within or proximate to census tracts with below poverty threshold populations in the top quartile of all census tracts. Project years 1-4 consist of 52 projects, while project years 5-10 consist of 104 projects. Of all projects in the census tracts containing the highest concentrations of low-income communities, 57 percent are considered to benefit the community.

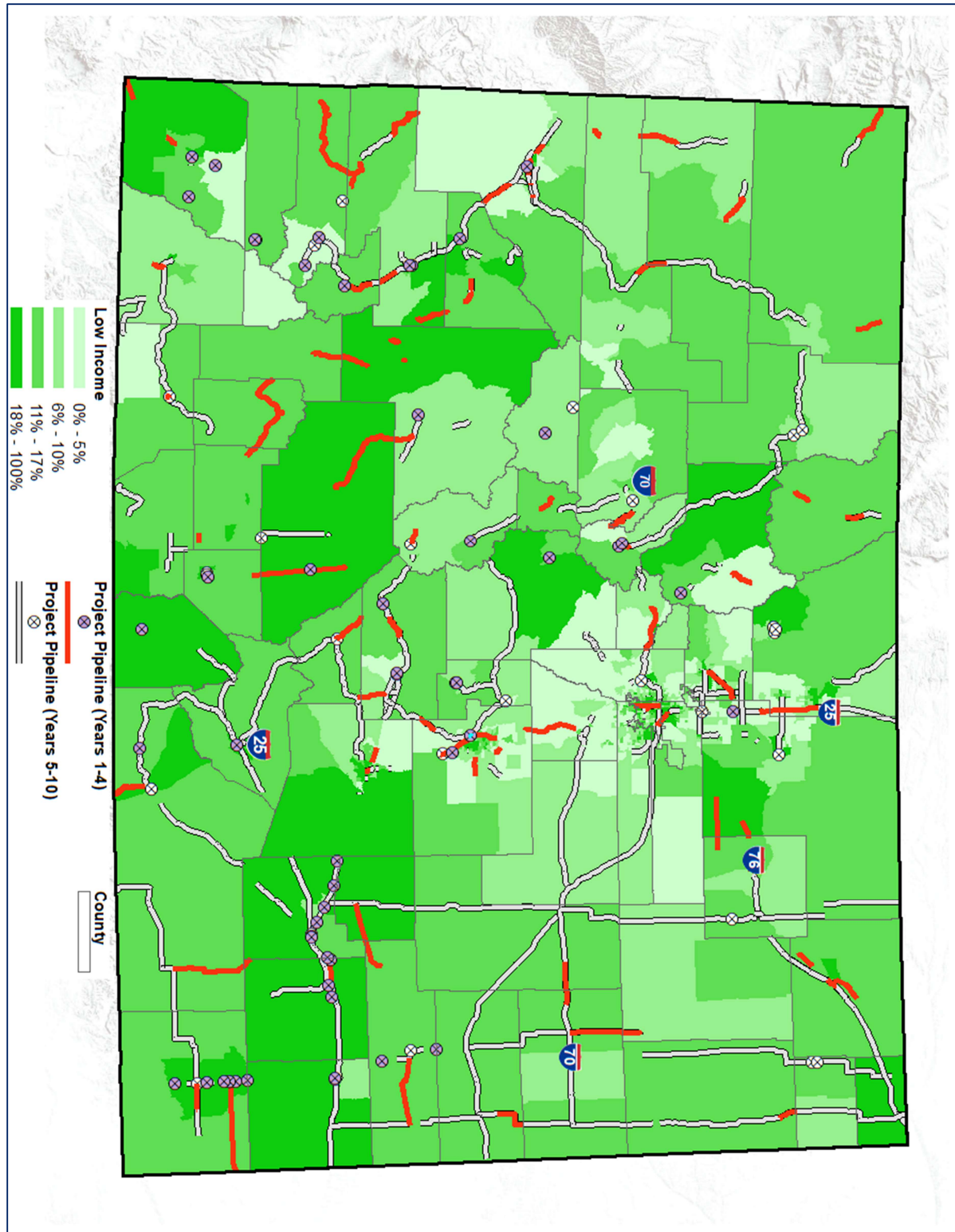


Figure 3-4
 Low-Income Census Tracts overlaid with Project Pipeline
 Source: American Community Survey 2013-2017 5-year Estimate; Colorado Department of Transportation, 2020.

3.5 All Historically Underrepresented Communities

Figure 3-5 shows all census tracts with at least one historically underrepresented population. Approximately 266 projects are located in census tracts with historically underrepresented populations in the top quartile. Of those projects, 55 percent are a mixture of transit, bridge, safety, and RRST projects which are considered to provide clear-cut benefits to the community. Table 5-1 provide a list of every census tract with a concentration of at least one historically underrepresented population and project

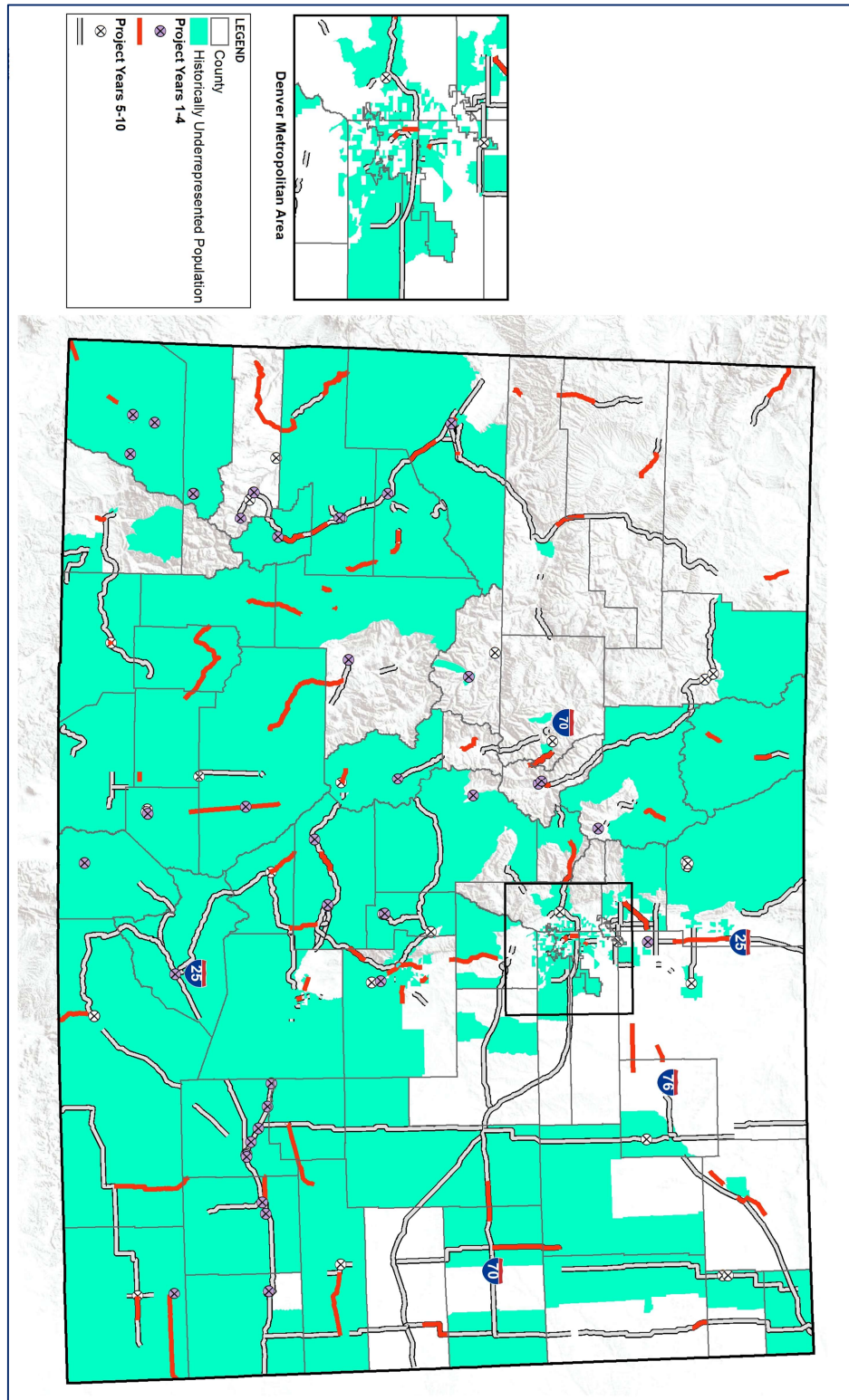


Figure 3-5
 All Historically Underrepresented Community Census Tracts overlaid with Project Pipeline
 Source: American Community Survey 2013-2017 5-year Estimate; Colorado Department of Transportation, 2020.

3.6 Statewide Transit Plan Title VI Analysis

The Colorado Statewide Transit Plan included a Title VI analysis that shared similarities with the environmental justice analysis done in this appendix. Because Title VI, which is a section of the Civil Rights Act of 1964, is focused on federal funding, this analysis for the transit plan combined the demographic analysis of historically underrepresented populations with an assessment of state and federal transit funding based on geography. This process produced two outcomes, the first of which is a statewide transit dependency index map, which displays how transit dependent Coloradans are by census tract. The second outcome is a transit funding allocation analysis, which determined which counties received high or low shares of transit funding relative to their historically underrepresented populations. For more information see Appendix J, Statewide Transit Plan.

Section 4

Public Outreach

Throughout the development the 2045 Statewide Transportation Plan, Your Transportation Plan, CDOT sought input from the public and relevant stakeholders. The public outreach program for Your Transportation Plan is the most expansive and inclusive in CDOT’s history. The outreach program utilized a range of methods to maximize input, including local elected official and community leader meetings, booths and community events, stakeholder meetings, telephone town halls, online surveying, and Transportation Planning Region meetings. The online survey platform, which played a large role in gathering input from the public, was translated into Spanish in order to better reach some of the limited-English speaking populations within Colorado.

4.1 Community Outreach

While all areas of the state were given equal opportunities to provide input, there were many public outreach events held within historically underrepresented communities. The following counties hosted public outreach events within census tracts that passed the threshold for historically underrepresented populations:

- | | | |
|---------------|--------------|--------------|
| ■ Adams | ■ Dolores | ■ Mesa |
| ■ Alamosa | ■ Douglas | ■ Montezuma |
| ■ Arapahoe | ■ El Paso | ■ Montrose |
| ■ Archuleta | ■ Fremont | ■ Morgan |
| ■ Baca | ■ Grand | ■ Otero |
| ■ Bent | ■ Hinsdale | ■ Ouray |
| ■ Boulder | ■ Huerfano | ■ Park |
| ■ Chaffee | ■ Jackson | ■ Phillips |
| ■ Clear Creek | ■ Kiowa | ■ Pueblo |
| ■ Conejos | ■ Kit Carson | ■ Rio Grande |
| ■ Costilla | ■ La Plata | ■ Saguache |
| ■ Crowley | ■ Las Animas | ■ Sedgwick |
| ■ Custer | ■ Larimer | ■ Teller |
| ■ Delta | ■ Lincoln | ■ Weld |
| ■ Denver | ■ Mineral | |

Furthermore, input sessions were held with organizations that specifically advocate for historically underrepresented communities. These include:

- Colorado Board of Veterans Affairs;
- Strategic Action Planning Group on Aging;
- Bicycle Colorado; and
- AARP Livable Communities.

4.2 Mitigation Approaches

In project work, CDOT strives to mitigate adverse effects on historically underrepresented communities. This is done primarily during the planning development phase and the NEPA process, which requires federal agency programs, policies, and activities to be evaluated for environmental justice impacts. The Environmental Justice section in the CDOT NEPA Manual provides guidance on how mitigation approaches for historically underrepresented communities.

It is important to identify these populations from the outset, so that they can become involved and have a meaningful opportunity to participate during every phase of a project. Specialized outreach may be necessary based on the extent of anticipated impacts and stakeholder concerns. In addition, the project team will need to determine whether translation services measures are needed to ensure access to the outreach process. Consideration of businesses and community facilities that are important to these populations is critical. Effective inclusion from the outset can help to identify potential adverse impacts early and provide the project team valuable time to respond.

If projects proceed that are determined to create adverse impacts on a historically underrepresented population, there are several mitigation measures that can be deployed:

- Minimizing impacts by limiting the degree or magnitude of the action
- Reducing or eliminating the impact over time by preservation or maintenance operations that consistently take place during the lifetime of the action
- Compensating for the impact by providing substitute resources
- Following the Uniform Relocation Assistance and Real Property Act for residential and commercial right of way acquisition.

4.3 Link to Public Health

Not all Coloradans have equal access to different modes of transportation, including several of the historically underrepresented populations outlined in this report. Many people do not want to, are unable, or cannot afford to drive a personal vehicle. Furthermore, the lack of travel options, including access to biking and walking facilities, was one of the leading transportation needs identified in CDOT's public outreach program.

There are a range of plans and programs designed to mitigate these concerns. CDOT is developing mobility hubs throughout the state to provide multiple transportation options in one location. These hubs will connect regional Bustang services and local transit in both rural and

urban areas. In order to promote sustainable transportation, CDOT has planned for over \$290 million in bike and pedestrian improvements to be implemented by 2045. And lastly, Colorado has 16 mobility management programs throughout the state that provide staff to help identify the most convenient, reliable and affordable transportation options that are targeted to assist these populations. More programs have been proposed in order to expand these efforts to more communities.

Section 5

Appendix

Table 5-1 provide a list of every census tract with a concentration of at least one historically underrepresented population and project. There are approximately 226 census tracts in Colorado that contain at least one historically underserved community and at least one project from the 10-Year Strategic Project Pipeline.

Table 5-1 Every Census Tract with a Historically Underrepresented Population and Project

County	Census Tract
Adams	Census Tract 83.08
Adams	Census Tract 83.09
Adams	Census Tract 83.53
Adams	Census Tract 85.41
Adams	Census Tract 86.03
Adams	Census Tract 87.05
Adams	Census Tract 87.09
Adams	Census Tract 89.01
Adams	Census Tract 90.01
Adams	Census Tract 92.03
Adams	Census Tract 97.51
Adams	Census Tract 150
Alamosa	Census Tract 9600
Alamosa	Census Tract 9601
Alamosa	Census Tract 9602
Arapahoe	Census Tract 68.58
Arapahoe	Census Tract 71.03
Arapahoe	Census Tract 71.04
Arapahoe	Census Tract 71.05
Arapahoe	Census Tract 830
Arapahoe	Census Tract 832
Archuleta	Census Tract 9404
Archuleta	Census Tract 9742
Archuleta	Census Tract 9743
Archuleta	Census Tract 9744
Baca	Census Tract 9646
Baca	Census Tract 9647
Bent	Census Tract 9667
Boulder	Census Tract 122.02
Boulder	Census Tract 125.07
Boulder	Census Tract 125.11

County	Census Tract
Boulder	Census Tract 126.05
Boulder	Census Tract 127.07
Boulder	Census Tract 127.08
Boulder	Census Tract 127.10
Boulder	Census Tract 129.04
Boulder	Census Tract 129.05
Boulder	Census Tract 129.07
Boulder	Census Tract 132.01
Boulder	Census Tract 133.02
Boulder	Census Tract 133.08
Boulder	Census Tract 134.01
Boulder	Census Tract 134.02
Boulder	Census Tract 135.03
Boulder	Census Tract 135.05
Broomfield	Census Tract 314
Chaffee	Census Tract 2
Chaffee	Census Tract 3
Chaffee	Census Tract 4.01
Chaffee	Census Tract 4.02
Clear	Census Tract 149
Conejos	Census Tract 9749
Costilla	Census Tract 9726
Costilla	Census Tract 9727
Crowley	Census Tract 9696
Custer	Census Tract 9701
Delta	Census Tract 9647
Delta	Census Tract 9648
Delta	Census Tract 9649
Delta	Census Tract 9650
Delta	Census Tract 9651
Delta	Census Tract 9652
Denver	Census Tract 15
Denver	Census Tract 19.01
Denver	Census Tract 2.02
Denver	Census Tract 35
Denver	Census Tract 41.01
Denver	Census Tract 41.02
Denver	Census Tract 41.07
Denver	Census Tract 5.02
Denver	Census Tract 6
Denver	Census Tract 68.04
Denver	Census Tract 7.02

County	Census Tract
Denver	Census Tract 8
Denver	Census Tract 83.12
Dolores	Census Tract 1
Douglas	Census Tract 146.02
Eagle	Census Tract 5.01
Eagle	Census Tract 7.02
El Paso	Census Tract 11.01
El Paso	Census Tract 16
El Paso	Census Tract 23
El Paso	Census Tract 24
El Paso	Census Tract 28
El Paso	Census Tract 29
El Paso	Census Tract 3.02
El Paso	Census Tract 31
El Paso	Census Tract 33.03
El Paso	Census Tract 33.05
El Paso	Census Tract 33.07
El Paso	Census Tract 33.08
El Paso	Census Tract 34
El Paso	Census Tract 44.01
El Paso	Census Tract 44.03
El Paso	Census Tract 45.01
El Paso	Census Tract 45.06
El Paso	Census Tract 46.03
El Paso	Census Tract 51.11
El Paso	Census Tract 55.01
El Paso	Census Tract 65.01
El Paso	Census Tract 67
El Paso	Census Tract 71.01
Elbert	Census Tract 9612.05
Fremont	Census Tract 9781
Fremont	Census Tract 9782
Fremont	Census Tract 9783
Fremont	Census Tract 9785
Fremont	Census Tract 9786
Fremont	Census Tract 9788
Fremont	Census Tract 9790
Fremont	Census Tract 9791
Fremont	Census Tract 9792
Fremont	Census Tract 9794
Grand	Census Tract 1
Grand	Census Tract 2.01

County	Census Tract
Gunnison	Census Tract 9637
Gunnison	Census Tract 9639
Hinsdale	Census Tract 9731
Huerfano	Census Tract 9606
Huerfano	Census Tract 9609
Jackson	Census Tract 9556
Jefferson	Census Tract 105.03
Jefferson	Census Tract 105.04
Jefferson	Census Tract 116.01
Jefferson	Census Tract 117.20
Jefferson	Census Tract 98.07
Jefferson	Census Tract 98.45
Jefferson	Census Tract 98.46
Jefferson	Census Tract 98.48
Jefferson	Census Tract 98.50
Kiowa	Census Tract 9601
Kit Carson	Census Tract 9621
Kit Carson	Census Tract 9623
La Plata	Census Tract 9403
La Plata	Census Tract 9711
Larimer	Census Tract 17.06
Larimer	Census Tract 24.01
Larimer	Census Tract 24.02
Larimer	Census Tract 28.01
Larimer	Census Tract 28.02
Las Animas	Census Tract 1
Las Animas	Census Tract 2
Las Animas	Census Tract 3
Las Animas	Census Tract 4
Las Animas	Census Tract 8
Lincoln	Census Tract 9617
Lincoln	Census Tract 9618
Logan	Census Tract 9661
Logan	Census Tract 9662
Mesa	Census Tract 10.01
Mesa	Census Tract 10.02
Mesa	Census Tract 11.01
Mesa	Census Tract 11.02
Mesa	Census Tract 12
Mesa	Census Tract 13.01
Mesa	Census Tract 13.02
Mesa	Census Tract 14.02

County	Census Tract
Mesa	Census Tract 14.03
Mesa	Census Tract 14.04
Mesa	Census Tract 16
Mesa	Census Tract 17.02
Mesa	Census Tract 17.05
Mesa	Census Tract 17.06
Mesa	Census Tract 17.07
Mesa	Census Tract 18
Mesa	Census Tract 19
Mesa	Census Tract 2
Mesa	Census Tract 3
Mesa	Census Tract 7
Mesa	Census Tract 9
Mineral	Census Tract 9736
Montezuma	Census Tract 9411
Montezuma	Census Tract 9690
Montezuma	Census Tract 9691
Montezuma	Census Tract 9693
Montezuma	Census Tract 9696
Montrose	Census Tract 9661
Montrose	Census Tract 9662.01
Montrose	Census Tract 9662.02
Montrose	Census Tract 9663
Montrose	Census Tract 9664
Montrose	Census Tract 9665.01
Montrose	Census Tract 9666.02
Morgan	Census Tract 7
Morgan	Census Tract 8
Otero	Census Tract 9680
Otero	Census Tract 9681
Otero	Census Tract 9682
Otero	Census Tract 9683
Otero	Census Tract 9684
Otero	Census Tract 9685
Otero	Census Tract 9686
Ouray	Census Tract 9676
Park	Census Tract 1
Park	Census Tract 4
Park	Census Tract 5
Phillips	Census Tract 9677
Pitkin	Census Tract 4.01
Prowers	Census Tract 2

County	Census Tract
Prowers	Census Tract 6
Prowers	Census Tract 7
Pueblo	Census Tract 28.02
Pueblo	Census Tract 28.06
Pueblo	Census Tract 29.01
Pueblo	Census Tract 29.03
Pueblo	Census Tract 29.12
Pueblo	Census Tract 29.13
Pueblo	Census Tract 32
Pueblo	Census Tract 35
Pueblo	Census Tract 36
Pueblo	Census Tract 5
Rio Grande	Census Tract 9770
Routt	Census Tract 1
Saguache	Census Tract 9776
Saguache	Census Tract 9777
Sedgwick	Census Tract 9683
Teller	Census Tract 101.05
Teller	Census Tract 101.06
Teller	Census Tract 102.01
Teller	Census Tract 102.02
Washington	Census Tract 9241
Weld	Census Tract 10.03
Weld	Census Tract 10.04
Weld	Census Tract 10.05
Yuma	Census Tract 9632

Table 5-2 lists the results of the Midpoint Report – a survey of over 9,000 Colorado community members. Table 5-2 further breaks down the results by respondents who self-identify as being a member of a historically unrepresented community. The full results of the Midpoint Report can be found in Appendix B.

Table 5-2 Survey Results¹

Midpoint Report	For self-identified 65+	For self-identified non-white	For self-identified disabled
9,079 survey	885 surveys (9.7%)	848 surveys (9.3%)	227 surveys (2.5%)
Top 3 concerns:	Top 3 concerns:	Top 3 concerns:	Top 3 concerns:
1. Road condition and safety 2. Growth and congestion 3. Lack of travel options	1. Road condition and safety 2. Growth and congestion 3. Lack of travel options	1. Growth and congestion 2. Road condition and safety 3. Lack of travel options	1. Road condition and safety 2. Growth and congestion 3. Aging and disabilities
Priorities	Priorities	Priorities	Priorities
<u>Economic Vitality</u>	<u>Economic Vitality</u>	<u>Economic Vitality</u>	<u>Economic Vitality</u>
1. Main Streets 2. Jobs 3. Freight 4. Tourism	1. Main streets 2. Freight 3. Jobs 4. Tourism	1. Main streets 2. Jobs 3. Freight 4. Tourism	1. Main streets 2. Freight 3. Jobs 4. Tourism
<u>Environmental</u>	<u>Environmental</u>	<u>Environmental</u>	<u>Environmental</u>
1. Travel options 2. Improve air quality 3. Resilience 4. Electric vehicles	1. Resilience 2. Improve air quality 3. Travel options 4. Electric vehicles	1. Resilience 2. Improve air quality 3. Travel options 4. Electric vehicles	1. Resilience 2. Travel options 3. Improve air quality 4. Electric vehicles
<u>Safety</u>	<u>Safety</u>	<u>Safety</u>	<u>Safety</u>
1. Maintenance first 2. Safety improvements 3. Passing lanes 4. Education 5. Technology	1. Maintenance first 2. Safety improvements 3. Passing lanes 4. Education 5. Technology	1. Maintenance first 2. Safety improvements 3. Passing lanes 4. Education 5. Technology	1. Maintenance first 2. Safety improvements 3. Passing lanes 4. Education 5. Technology
<u>Travel Options</u>	<u>Travel Options</u>	<u>Travel Options</u>	<u>Travel Options</u>
1. Expand intercity transit 2. Bicycle and pedestrian 3. Local regional transit 4. Multimodal hubs 5. Travel time reliability	1. Expand intercity transit 2. Local and regional transit 3. Multimodal hubs 4. Bicycle and pedestrian 5. Travel time reliability	1. Expand intercity transit 2. Local and regional transit 3. Multimodal hubs 4. Travel time reliability 5. Bicycle and pedestrian	1. Expand intercity transit 2. Local and regional transit 3. Multimodal hubs 4. Travel time reliability 5. Bicycle and pedestrian

¹ Red text indicates top priorities which are ranked differently from Midpoint Report top priority rankings.



To Learn More
YourTransportationPlan.com