



COLORADO
Department of Transportation

Division of Transportation Development
2829 W. Howard Place
Denver, CO 80204-2305

Welcome New Statewide Transportation Advisory Committee Member!

This Information Packet is to help familiarize you with your new role as a Statewide Transportation Advisory Committee (STAC) member. The STAC provides advice to the Colorado Department of Transportation (CDOT) and the Transportation Commission on the needs of the transportation system in Colorado and reviews and comments on all regional transportation plans submitted by the transportation planning regions and/or CDOT.

To assist you, the following is included in this packet:

- Roles and Responsibilities of the STAC (state law and regulations)
- STAC Bylaws
- Initial Charge of the STAC (Transportation Commission resolution in 1993)
- Web Resources for the STAC
- CDOT Contacts
- Colorado Revised Statutes, Title 43 - Transportation, Part II - Additional Transportation Planning Statutes

Links to the following materials are included in the back of the packet:

- Transportation Planning Regions (TPR) at a Glance
- Maps of:
 - CDOT Engineering Regions
 - Transportation Planning Regions
 - Transportation Commission Districts

Additional STAC information, including meeting schedule, agendas and materials, is available on the STAC webpage at:

<https://www.codot.gov/programs/planning/planning-partners/stac.html>

If you have any questions or if you need additional information, please contact Aaron Willis, CDOT MPO and Regional Planning Section, aaron.willis@state.co.us.

Statewide Transportation Advisory Committee - Roles and Responsibilities

As defined in Colorado Revised Statutes and Colorado Code of Regulations

CRS 43-1-1101. Legislative declaration

The general assembly hereby finds and declares that local government involvement in transportation planning is critical to the overall statewide transportation planning process. The general assembly recognizes that regional planning commissions and transportation planning regions are the proper forum for transportation planning and that the county hearing process is the proper forum for local government input into the five-year program of projects. However, the general assembly also recognizes that state involvement in transportation planning, through the department of transportation, is equally critical to overall statewide planning, and the general assembly recognizes the department of transportation as the proper body, in cooperation with regional planning commissions and local government officials, for developing and maintaining the state transportation planning process and the state transportation plan.

CRS 43-1-1102. Definitions

For the purposes of this part 11, unless the context otherwise requires:

- (1) "Committee" means the transportation advisory committee created by section 43-1-1104.
- (2) "County hearing process" means the process of review of highway projects in counties performed by the department.
- (3) "Department" means the department of transportation.
- (3.5) "Metropolitan area" means the area determined by agreement between a metropolitan planning organization and the governor pursuant to 23 U.S.C. sec. 134.
- (4) "Metropolitan planning organization" means a metropolitan planning organization under the "Federal Transit Act", codified at 49 U.S.C. sec. 5301 et seq.
- (5) "Regional planning commission" means a regional planning commission formed under the provisions of section 30-28-105, C.R.S.
- (6) "Regional transportation plan" means a technically based, long-range, future mobility needs assessment for any planning and management region.
- (7) "State plan" means the comprehensive statewide transportation plan formed by the commission pursuant to the provisions of section 43-1-1103 (5).
- (8)(a) "Transportation planning region" means a region of the state as defined by the rule or regulation process required by section 43-1-1103 (5). The maximum number of such regions shall be fifteen unless such number is increased pursuant to paragraph (b) of this subsection
- (8)(b) Each metropolitan planning organization's metropolitan area shall, at a minimum, comprise a transportation planning region. If any new metropolitan planning organization is designated on or after January 1, 1998, the maximum allowable number of transportation planning regions under paragraph (a) of this subsection (8) shall be increased by one region for each such new metropolitan planning organization.

CRS 43-1-1104. Transportation advisory committee

(1)(a) A transportation advisory committee is hereby created. The committee is composed of one representative from each transportation planning region, one representative of the Southern Ute tribe chosen by the Southern Ute Indian tribal council, and one representative of the Ute Mountain Ute tribe chosen by the Ute Mountain Ute tribal council. If a regional planning commission has been formed in a transportation planning region, the chairman of such commission or the chairman's designee shall be the representative for the region on the committee. If any transportation planning region has not formed a regional planning commission, then the representative shall be chosen by the boards of county commissioners of the counties contained in such region in consultation with officials of the municipalities contained in such region.

2) The committee shall provide advice to both the department and the commission on the needs of the transportation systems in Colorado, including but not limited to budgets, transportation improvement programs, the statewide transportation improvement program, transportation plans, and state transportation policies, and shall review and provide comment to both the department and the commission on all regional transportation plans submitted for the transportation planning regions. The activities of the committee shall not be construed to constrain or replace the county hearing process.

2 Code of Colorado Regulations (CCR) 601-22 - Sections 3 & 5

Rules Governing Statewide Transportation Planning Process and Transportation Planning Regions (Statewide Planning Rules)

3.00 Statewide Transportation Advisory Committee (STAC)

3.01 Duties of the Statewide Transportation Advisory Committee (STAC). Pursuant to § 43-1-1104 C.R.S. The duties of the STAC shall be to meet as necessary and provide advice to both the Department and the Commission on the needs of the transportation system in Colorado including, but not limited to: budgets, transportation improvement programs of the metropolitan planning organizations, the Statewide Transportation Improvement Program, transportation plans, and state transportation policies.

The STAC shall review and provide to both the Department and the Commission comments on:

- 3.01.1 All Regional Transportation Plans, amendments, and updates as described in these Rules.
- 3.01.2 Transportation related communication and/or conflicts which arise between RPCs or between the Department and a RPC.
- 3.01.3 The integration and consolidation of RTPs into the Statewide Transportation Plan.
- 3.01.4 Colorado's mobility requirements to move people, goods, services, and information by furnishing regional perspectives on transportation problems requiring interregional and/or statewide solutions.

- 3.01.5 Improvements to modal choice, linkages between and among modes, and transportation system balance and system continuity.
- 3.01.6 Proposed TPR boundary revisions.
- 3.02 Notification of Membership
 - 3.02.1 Each RPC and tribal government shall select its representative to the STAC pursuant to § 43-1-1104(1), C.R.S. The Ute Mountain Ute Tribal Council and the Southern Ute Indian Tribal Council each appoint one representative to the STAC. Each TPR and tribal government is also entitled to name an alternative representative who would serve as a proxy in the event their designated representative is unable to attend a STAC meeting and would be included by the Department in distributions of all STAC correspondence and notifications. The Division Director shall be notified in writing of the name, title, mailing address, telephone number, fax number and electronic mail address (if available) of the STAC representative and alternative representative from each TPR and tribal government within thirty (30) days of selection.
- 3.03 Administration of Statewide Transportation Advisory Committee
 - 3.03.1 STAC recommendations on Regional and Statewide Transportation Plans, amendments, and updates shall be documented in the STAC meeting minutes, and will be considered by the Department and Commission throughout the statewide transportation planning process.
 - 3.03.2 The STAC shall establish procedures to govern its affairs in the performance of its advisory capacity, including, but not limited to, the appointment of a chairperson and the length of the chairperson's term, meeting times, and locations.
 - 3.03.3 The Division Director will provide support to the STAC, including, but not limited to:
 - 3.03.3.1 Notification of STAC members and alternates of meeting dates.
 - 3.03.3.2 Preparation and distribution of STAC meeting agendas, supporting materials, and minutes.
 - 3.03.3.3 Allocation of Department staff support for STAC-related activities.

5.00 Updates to Regional and Statewide Transportation Plans.

- 5.01 Plan Update Process. The updates of Regional Transportation Plans and the Statewide Transportation Plan shall be completed on a periodic basis through the same process governing development of these plans pursuant to these Rules. The update cycle shall comply with federal and state law and be determined in consultation with the Transportation Commission, the Department, the STAC and the MPOs so that the respective update cycles will coincide.
- 5.02 Notice by Department of Plan Update Cycle. The Department will notify Regional Planning Commissions and the MPOs of the initiation of each plan update cycle, and the schedule for completion.

STAC Bylaws (as revised 11-13-2020)

ARTICLE I - Name

The name of this committee shall be the Statewide Transportation Advisory Committee (STAC).

ARTICLE II - Objective

The Statewide Transportation Advisory Committee provides advice to both the department and the commission on the needs of the transportation systems in Colorado, including but not limited to budgets, transportation improvement programs, the statewide transportation improvement program, transportation plans, and state transportation policies, and shall review and provide comment to both the department and the commission on all regional transportation plans submitted for the transportation planning regions. The activities of the committee shall not be construed to constrain or replace the Project Priority Programming Process (4P), formerly known as the county hearing process.

The Statewide Transportation Advisory Committee reviews and comments on all regional and statewide transportation plans submitted by the transportation planning regions and/or the Colorado Department of Transportation.

ARTICLE III - Members

Section 1. Each Transportation Planning Region (TPR) shall select a representative to the STAC pursuant to §43-1-1104 C. R. S. (1991).

Section 2. Each Transportation Planning Region shall select alternate(s) to provide representation, in the case of the absence of the STAC representative.

Section 3. The Ute Mountain Ute and Southern Ute Indian Tribes may each appoint voting members to the STAC.

Section 4. The TPR must notify the Director of the Division of Transportation Development (DTD) in writing the name, title, mailing address, telephone number, and electronic mail address of any change in STAC representation within 30 days.

ARTICLE IV - Officers

Section 1. The Offices of the STAC shall consist of a Chairperson and a Vice-Chairperson.

Section 2. The Chairperson shall preside at all meetings of the STAC. The Chairperson shall represent STAC with the Transportation Commission. The Chairperson shall work with CDOT staff on agenda-setting. The Chairperson shall be a member of the STAC and shall hold office until a successor is elected.

Section 3. The Vice-Chairperson shall, in the case of the absence or disability of the Chairperson, perform the duties of the Chairperson. The Vice-Chairperson shall be a member

of the STAC. The term of office as the Vice-Chairperson shall be until a successor is elected. In the absence of both the Chairperson and the Vice-Chairperson selection by those present shall preside.

Section 4. The officers shall perform the duties described in the parliamentary authority (Roberts Rules of Order) and these bylaws.

Section 5. The officers shall be elected by vote at a regularly scheduled STAC meeting to serve a term of 2 years or until their successors are elected. Their term of office shall begin upon adjournment of the regular meeting during which the election took place.

Section 6. Elections shall be held at the STAC meeting in October in even years.

Section 7. In the event, the Chairperson should resign from the STAC, the Vice-Chairperson shall assume the position until the end of the term.

Section 8. In the event the Vice-Chairperson also resigns, a special election will take place at the next scheduled STAC meeting.

Section 9. No person shall hold office if he/she is not a representative, and no representative shall hold more than one office at one time.

Section 10. Each TPR or Tribal Entity shall cast one vote for the Chairperson and Vice-Chairperson

ARTICLE V - Meetings

Section 1. A regular meeting of the STAC shall be held at least quarterly.

Section 2. A notice, meeting materials, and agenda will be sent to each STAC member by the Division of Transportation Development (DTD) for regular meetings at least one week in advance. Emergency agenda items may be considered with a majority vote of the STAC members.

Section 3. All meetings of the STAC shall be open to the public.

Section 4. The majority of the membership shall constitute a quorum. A majority vote of the members present shall be required to carry any motion. A representative may participate via phone, internet, or in-person.

Section 5. Meetings may be held virtually, in-person, or a combination.

ARTICLE VI - Records

The records of the STAC shall be public records and shall be open for public inspection. Minutes shall be recorded for all STAC meetings and shall be approved by the STAC. After approval by the STAC, minutes shall be made a part of the STAC record.

ARTICLE VII - Amendment

These bylaws may be amended at any regular or special meeting of the STAC by a two-thirds vote of the membership, provided that previous notice of the amendment was given to all members at least two weeks in advance.

ARTICLE VIII - Ad Hoc Committee

Ad Hoc committees can be formed by STAC or appointed by the Chairperson as necessary.

Initial Charge of the Statewide Transportation Advisory Committee

Transportation Commission Resolution #208 (8/19/1993)

WHEREAS, a transportation advisory committee (TAC) was created under 43-1-1104, C.R.S., 1992 supplement; and

WHEREAS, the statute sets forth the TAC's charge as: "The committee shall provide advice to the department on the needs of the transportation systems in Colorado and shall review and comment on all regional transportation plans submitted for the transportation planning regions. The activities of the committee shall not be construed to constrain or replace the county hearing process;" and

WHEREAS, by Resolution TC-137 the Transportation Commission of Colorado adopted rules and regulations for the statewide transportation planning process which defines the duties of the STAC regarding the regional transportation plans (RTP) and the state transportation plan (STP) as:

Review the progress of each RTP at the quarterly meetings.

Review and provide a recommendation to the Department on whether the plans, amendments, and updates to these plans meet the requirements of sections VI, VII, and VIII of the Rules.

Assist in resolving conflicts which arise between transportation planning regions (TPRs), or between the Department and a TPR.

Make recommendations to the Department concerning the integration and consolidation of RTPs into the STP.

Provide advice to the Department on Colorado's mobility requirements to move people, goods, and information by furnishing regional perspectives on transportation problems requiring statewide solutions.

Make recommendations to Planning Organizations and the Department that will improve modal choice, linkages between modes, and transportation system continuity."

NOW THEREFORE BE IT RESOLVED, that the Transportation Commission concurs that the authority stated in statute and the duties further defined by the rules and regulations of the statewide transportation planning process shall be the initial charge of the TAC.

Web Resources for the STAC

[Transportation Commission](#)

Colorado's Transportation Commission (TC) meets monthly to discuss a variety of issues. This link can be used to access the TC meeting schedule and location, the regular meeting agenda, and the Bridge Enterprise agenda. Also available are archived minutes, supporting documents from prior TC meetings, TC resolutions, and the current month's TC meeting packet of information.

[Statewide Transportation Advisory Committee](#)

Colorado's Statewide Transportation Advisory Committee (STAC) meets monthly to provide CDOT and the TC with advice on the needs of the transportation system. Each month STAC members are sent a packet of information that corresponds with that month's agenda. While these materials are transmitted via email, they can also be found on the STAC webpage. Also available on the STAC webpage are a list of STAC meeting dates, previous meeting agendas, previous meeting minutes, and previous meeting materials.

[Planning Process](#)

If you're interested in learning more about Colorado's transportation planning process, CDOT's Planning Process webpage is a great place to start. The webpage will walk you through such topics as the transportation planning process, Transportation Planning Regions, Metropolitan Planning Organizations, the Long Range Statewide Transportation Plan, Statewide Transportation Improvement Program (STIP), STAC, and the Transportation Commission. It includes a Transportation Planning Toolkit about the various steps involved from an idea for a project through construction, operation and maintenance.

[Office of Financial Management and Budget](#)

The Office of Financial Management and Budget provides mission-critical fiscal information. The Revenue Planning, Statewide Transportation Improvement Program (STIP), and CDOT Annual Budget are managed and facilitated by OFMB. Available through the webpages are the links to various CDOT budgets, the daily summary STIP report, STIP amendments, Bridge Enterprise project lists, and the CDOT project locator tool.

[Statewide Transportation Improvement Program](#)

The Statewide Transportation Improvement Program (STIP) is the planning document that identifies the transportation projects CDOT intends to fund over a four-year period. It is prepared in cooperation with local government entities throughout the State, including Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs). Available through the webpages are the links to the Project Priority Programming Process (4P) and STIP development guidelines, the latest STIP ([FY 2023-2026](#)), the daily summary STIP report, and STIP amendment procedures.

[2045 Statewide Plan](#)

The 2045 Statewide Plan (SWP), called Your Transportation Priorities, is the result of extensive public involvement to refresh transportation priorities for residents and stakeholders. The SWP had a 60-day public comment period that ended July 30, 2020, and the TC adopted the plan on August 20, 2020. Included as part of the plan is a vision document that lists transportation projects for the next 10 years, the first time in many years that the SWP has included lists of transportation projects. Also accompanying the plan is the Statewide Transit Plan and the regional transportation and transit plans. The webpage includes resources and documents, project maps, corridor profiles, fact sheets about each rural transportation planning region, and other CDOT plans.

[Risk and Resilience Program](#)

This program began in the wake of the catastrophic floods of September 2013 along the Front Range, which affected around 500 miles of road and 50 bridges and required nearly \$700 million in emergency repairs. Since then, CDOT has taken steps to help keep the transportation system functioning in natural or man-made disasters (e.g., avalanches, floods, mud slides, wildfires, and high vehicle bridge strikes). Steps CDOT has taken include a policy to direct CDOT to consider resilience in decisions about transportation assets and operations; a pilot project to assess risks along the entire length of I-70 in Colorado; an effort to standardize how risk is assessed; and mitigation measures to make disasters less injurious to the transportation system. An example of a mitigation measure is to install large culverts to increase flow capacity. The webpage also includes two fact sheets.

[Bicycle and Pedestrian Program](#)

CDOT's Bicycle and Pedestrian Program exists to facilitate bicycling and walking throughout the state of Colorado by implementing the "five Es" of design: engineering, education, enforcement, evaluation and encouragement. The program provides expertise and technical support to CDOT staff, local, regional and state organizations, MPOs, urban and rural communities, and the general public in all areas of bicycle and pedestrian issues and policies. Examples of various programs include Safe Routes to School -- a grant and education program to help children K-8 walk and bike to school; an inventory of bicycle facilities on or adjacent to state highways; the development and implementation of the High Demand Bicycle Corridors which target future planning investments; facility design trainings for engineers and planners; planning and design workshops for communities that have state highways as their main streets; public information such as the statewide Bicycle and Byways map, the Colorado Bicycling Manual and the Bicycle Friendly Motorist trainings, to name a few.

[Colorado Scenic Byways](#)

Colorado is home to 26 designated byways; 11 are among America's Byways designated by the U.S. Secretary of Transportation for their outstanding scenic and historic attributes. The byways are located in 48 of the state's 64 counties. Use this website to learn about the attractions along each route, find training materials for local byways organizations, and view the descriptions of the byways on a new website funded by History Colorado State Historical Fund. The byways are an important economic engine for the counties where they are located. Download the Scenic Byways Fact Sheet from the Elective Topics under Economic Vitality at this [site](#) to find out about their economic impact.

[CDOT Freight Office](#)

Freight plays a significant role in Colorado's economy. Industries such as agriculture, natural resources utilities, transportation, manufacturing, and wholesale and retail trade rely on Colorado's multimodal transportation system to move products, supplies, and raw materials. Anything that is grown, mined, or made needs to be moved and delivered. Freight movement plays a key role in the economic vitality of the state that is, in part, dependent on the state transportation system. At the urging of key freight stakeholders such as the Colorado Freight Advisory Council and others, CDOT established a freight office in early 2020 to help address freight related challenges and issues. The Colorado Freight Office fosters department-wide freight coordination and heightens internal and external collaboration and coordination to promote the safe and efficient movement of goods and services.

[Nonattainment Area Air Pollution Mitigation Enterprise](#)

This Enterprise was created within the Colorado Department of Transportation (CDOT) to support mitigation of the environmental and health impacts of increased air pollution from motor vehicle emissions in nonattainment areas that results from the rapid and continuing growth in retail deliveries made by motor vehicles and in prearranged rides provided by transportation network companies. Enterprise funding is for eligible projects that reduce traffic, including demand management projects that encourage alternatives to driving alone or that directly reduce air pollution, such as retrofitting of construction equipment, construction of roadside vegetation barriers, and planting trees along (CRS 43-4-1303).

[Clean Transit Enterprise](#)

The Clean Transit Enterprise was created within the Colorado Department of Transportation (CDOT) to support public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. The bill allows the enterprise to impose a clean transit retail delivery fee to fund its operations, and to issue grants, loans or rebates to support electrification of public transit.

[Statewide Bridge and Tunnel Enterprise](#)

The Colorado Bridge Enterprise was formed in 2009 as part of the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation (SB09-108). In 2021, Renamed in 2021, the Statewide Bridge and Tunnel Enterprise (BTE) operates as a government-owned business within the Colorado Department of Transportation with the Colorado Transportation Commission serving as the Statewide Bridge and Tunnel Enterprise Board of Directors. The purpose of the BTE is to finance, repair, reconstruct and replace Designated Bridges as defined by SB09-108 and repair, maintain, and more safely operate tunnels.

[Current STAC Member Contacts](#)

To access the most recent list of STAC Members, refer to [this](#) TPR at a Glance document.

Current through all laws passed during the 2019 Legislative Session.

CO - Colorado Revised Statutes Annotated
TITLE 43. TRANSPORTATION
GENERAL AND ADMINISTRATIVE
ARTICLE 1. GENERAL AND ADMINISTRATIVE
PART 11. TRANSPORTATION PLANNING

CRS 43-1-1103. Transportation planning

- (1) A twenty-year transportation plan shall be required for each transportation planning region that includes the metropolitan area of a metropolitan planning organization. Other transportation planning regions may, through intergovernmental agreements defined in section 30-28-105, C.R.S., prepare and submit such a transportation plan. A regional transportation plan shall include, but shall not be limited to, the following:
- (a) Identification of transportation facilities and services, including expansion or improvement of existing facilities and services, required to meet the estimated demand for transportation in the region over the twenty-year period;
 - (b) Time schedules for completion of transportation projects which are included in the transportation plan;
 - (c) Additional funding amount need and identification of anticipated funding sources;
 - (d) Expected environmental, social, and economic impacts of the recommendations contained in the transportation plan, including an objective evaluation of the full range of reasonable transportation alternatives, including traffic system management options, travel demand management strategies and other transportation modes, as well as improvements to the existing facilities and new facilities, in order to provide for the transportation and environmental needs of the area in a safe and efficient manner; and
 - (e) Shall assist other agencies in developing transportation control measures for utilization in accordance with state and federal statutes or regulations, and the state implementation plan, and shall identify and evaluate measures that show promise of supporting clean air objectives.
- (2) A regional transportation plan shall state the fiscal need to maintain mobility and what can be reasonably expected to be implemented with the estimated revenues which are likely to be available.
- (3)(a) Any regional planning commissions formed for the purpose of conducting regional transportation planning or any transportation planning region shall be responsible, in cooperation with the state and other governmental agencies, for carrying out necessary continuing, cooperative, and comprehensive transportation planning for the region represented by such commission and for the purpose of meeting the requirements of subsection (4) of this section.
- (b) In the absence of a locally generated regional transportation plan by a duly formed regional planning commission, the department shall include these areas in the statewide transportation plan and shall be responsible for the appropriate level of planning and analysis to incorporate the needs and recommendations of the region in an equitable and consistent manner with other regions of the state.
- (4) The regional transportation plan for any region may recommend the priority for any transportation improvements planned for such region. The commission shall consider the priorities contained in such plan in making decisions concerning transportation improvements.

(5) The department shall integrate and consolidate the regional transportation plans for the transportation planning regions into a comprehensive statewide transportation plan. The formation of the state plan shall be accomplished through a statewide planning process set by rules and regulations promulgated by the commission. The state plan shall address but shall not be limited to the following factors:

(a) An emphasis on multi-modal transportation considerations, including the connectivity between modes of transportation;

(b) An emphasis on coordination with county and municipal land use planning, including examination of the impact of land use decisions on transportation needs and the exploration of opportunities for preservation of transportation corridors;

(b.5) Coordination with federal military installations in the state to identify the transportation infrastructure needs of the installations and ensure that those needs are given full consideration during the formation of the state plan.

(c) The development of area-wide multi-modal management plans in coordination with the process of developing the elements of the state plan;

(d) The targeting of infrastructure investments, including preservation of the existing transportation system commonly known as "fixing it first" to support the economic vitality of the state and region;

(e) Safety enhancement;

(f) Strategic mobility and multimodal choice;

(g) The support of urban or rural mass transit;

(h) Environmental stewardship;

(i) Effective, efficient, and safe freight transport; and

(j) Reduction of greenhouse gas emissions.

(6) Repealed.

History

Source: L. 91: Entire part added, p. 1043, § 2, effective July 1. L. 94: (6) added, p. 1820, § 8, effective June 1. L. 97: (6) repealed, p. 161, § 3, effective March 28. L. 98: IP(1) amended, p. 463, § 2, effective April 21. L. 2009: IP(5) amended and (5)(d), (5)(e), (5)(f), (5)(g), (5)(h), (5)(i), and (5)(j) added, (SB 09-108), ch. 5, p. 54, § 15, effective March 2. L. 2016: IP(5) amended and (5)(b.5) added, (HB 16-1061), ch. 57, p. 138, § 2, effective August 10.

CRS 43-1-1105. Metropolitan planning commissions

The provisions of this part 11 shall not be construed to replace or interfere with the duties of metropolitan planning organizations.

Links to Other Information for STAC Members

[TPR at a Glance July 2020](#) includes information on each of the 15 transportation planning regions (TPR) in the state from which the STAC representatives and alternates are drawn. Ten of the TPRs are rural and five are urban; the urban ones are called metropolitan planning organizations. For each TPR, the TC district, counties, and administrative entities are listed. Other information includes the population, lane miles, and vehicle miles traveled (VMT) as of 2016. Additional information is provided on state highways, transit providers, and aviation facilities. Also included for each TPR are the TPR chairs, STAC representatives and alternates, and TPR contacts for CDOT, as well as the TC representatives and regional planners for each.

Maps useful to STAC members are:

- [The five CDOT Engineering Regions](#)
- [The 15 TPRs](#)
- [The 11 TC Districts](#)