

Regionally Significant Projects Definition

Regionally significant roads are identified as: interstate/toll roads, other urban freeways or expressways, rural principal arterials, and urban minor arterial roads or streets. Regionally significant projects are defined as:

1. The project must be a non-exempt roadway project which meets the following criteria:
 - a. Proposed roads that will likely meet federal criteria for all-arterial or higher functional classification.
 - b. Upgrade to arterial or higher functional classification.
 - c. An added capacity project being constructed on new alignments as a bypass to a principal arterial/interstate.
 - d. Addition of through traffic lanes of 1 mile or more on roads that are functionally classified as an arterial or higher as defined in the travel model.
 - e. New interchanges on roads that are functionally classified as an arterial or higher, that represent new connections.
 - f. Adding or extending freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange.
2. As traffic conditions change in the future, the MPO's in consultation with the interagency consultation group, will consider regional significant all future roadways facilities that carry an average of 11,000 vehicles per day for a 2 lane facility and 20,000 vehicles per day for a 4 lane or greater facility between logical termini.
3. Any fixed guideway transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way (including barrier separated HOV lanes) shall be considered regionally significant.
4. Non-exempt projects not addressed in the above statements will be decided on a case-by-case basis through the interagency consultation process. The consultation will occur before taking the plan to TPC (either plan or TIP revision), and prior to the environmental determination.