

## Appendix 9.24



# Definition of Regionally Significant Roadway System

**Dallas-Fort Worth Metropolitan Planning Organization**



North Central Texas Council of Governments

# Definition of Regionally Significant Roadways

The following summarizes the North Central Texas Council of Governments (NCTCOG) identification of regionally significant roadways in the Dallas-Fort Worth nonattainment area. This definition is based on the one provided in federal regulations. This definition will be used to determine the format in which arterial roadways are documented in the metropolitan transportation plan and air quality conformity analysis.

## **23 CFR § 450.104:**

*Regionally significant project* means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

## **Regionally Significant Roadways include:**

- Freeways and tollways documented in the Metropolitan Transportation Plan
- Roadways included in the federally-adopted National Highway System (NHS)
- Roadways included as intermodal connectors in the NHS
- Roadways identified as principal arterials in the Federal Regional Functional Classification System
- Roadways identified as Regional Arterials on the NCTCOG Regional Thoroughfare Plan
- Grade-separated interchange projects on regionally significant roadways where no access existed previously
- Frontage roads.

For Regionally Significant Roadways, the MTP documentation will include the number of lanes for each air quality conformity analysis year. Design concept and scope modifications to these roadways will require an air quality conformity analysis. For non-regionally significant roadways, the MTP will document the number of lanes recommended in proposed improvements only and are not subject to conformity determination.