

2018 Transportation Conformity

Appendix 12.22: Definition of Regionally Significant Roadway System

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 projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

Regionally Significant Roadways include:

- Freeways and tollways documented in the Metropolitan Transportation Plan
- Grade-separated interchange projects on regionally significant roadways where no access existed previously
- Regionally Significant Arterials, as defined by the following criteria:

Criteria	Explanation
FFCS Principal	Roadways identified as principal arterials in the Federal Functional Classification System (FFCS)
NHS/Intermodal	Roadways and intermodal connectors included in the federally-adopted National Highway System (NHS)
Other Highways	Roads designated as SH or US routes
Community Connection	On-System roadways that provide direct, continuously-signed connections between nearby or adjacent census-defined urbanized areas, urban clusters, and population centers with more than 5000 people.
Activity Center	Roadways that serve as primary regional connector to an otherwise unserved regional activity center.
Staged Facilities	Roadways serving regional transportation needs within a limited-access corridor until mainlanes are constructed.
Route Completion	Extension of RSA with non-connecting termini to a nearby junction with a Regionally Significant Roadway, where feasible; or, extension over continuous roadway to population center or freeway

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.