

Examples of Non-Exempt Projects that are not Regionally Significant

- Addition of thru traffic lanes on arterial roads that do not extend the full distance between major intersections
- Addition of thru traffic lanes on roads that are not functionally classified as an arterial or higher and do not serve regional transportation needs
- New collector roads that serve minor developments
- New or expanded park-and-ride lots that do not serve regional transportation needs
- New collector road overpasses

Regional Significance Screening Criteria

The proposed screening process is in two parts. Part 1 includes seven questions that should be addressed prior as part of the consultation process. Part 2 is applying the threshold criteria in Table 1(below) to determine if the project is regionally-significant, non-regionally significant, or requires consultation.

Part 1 – Initial Project Review

- 1.) What are the Exempt status and Functional Classification of the roadway project?
 - A non-exempt project on a roadway facility classified as an Other Principal Arterial¹ or higher, and in some cases minor arterials will generally be considered Regionally Significant.
 - A project determined to be Exempt under 40 CFR 93.126 or 93.127 (see Appendix A) will generally be considered Non-Regionally Significant unless the IACG group determines that it will have regional impacts for any reason.
- 2.) Is the facility either included in the Regional Travel Demand Forecasting Model, or would it be if it does not currently exist?
 - It is the practice of the MRMPO to include most “major” roadways (most major collectors and above) in order to improve model performance so if a roadway is not modeled it can generally be considered to be Non-Regionally Significant.
- 3.) Does the facility provide direct connection between two roadways classified as a Principal Arterial or higher?

¹ Other Principal Arterials serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways. For the most part, roadways that fall into the top three functional classification categories (Interstate, Other Freeways & Expressways and Other Principal Arterials) provide similar service in both urban and rural areas. The primary difference is that there are usually multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In contrast, an expanse of a rural area of equal size would be served by a single Arterial. (FHWA: *Highway Functional Classification Concepts, Criteria and Procedures*).

