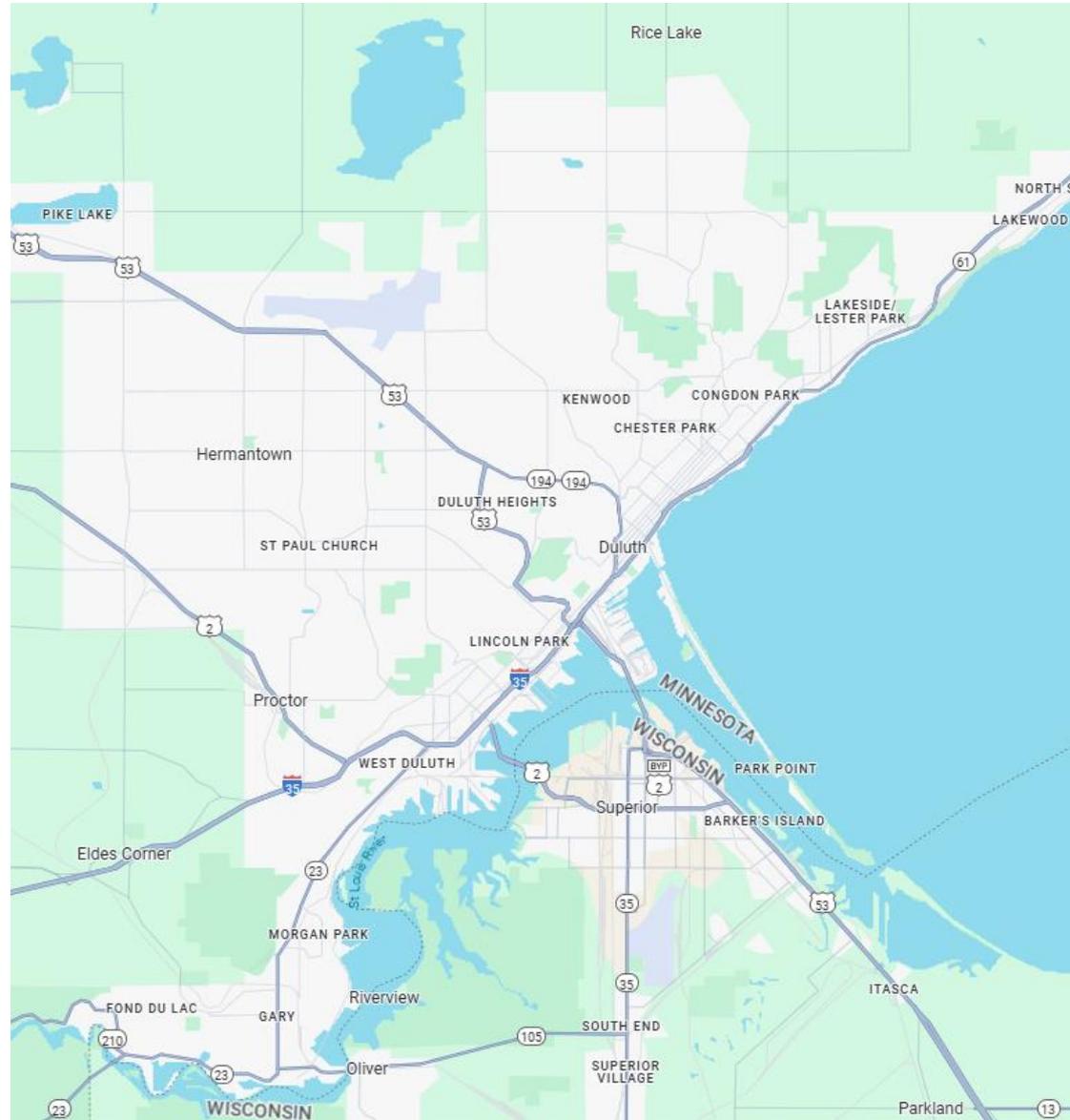


Revised Definition of “Regionally Significant”



Post TAC Meeting Summary
June 17, 2025

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Federally Required

23 CFR 450.326(f) & (i) - Development & Content of TIP

- “... the TIP shall include all regionally significant projects”, regardless of funding source
- The TIP is a requirement of MPOs
- Each Project included in the TIP shall be consistent with the MTP

23 CFR 450.104 – Definition

- The minimum required definition
- MPOs can craft their own definitions – must meet the minimum

Why Revise?

- **Current MIC definition is broader than it needs to be**
 - Includes more projects to be added to the TIP
 - Relates to the MTP development meeting in 2024 of what goes into the MTP project list and fiscal constraint
- **MIC staff found key documents (MTP and TIP) have different definitions**
 - Need one consistent definition
- **MIC definition is out-of-date**
 - Makes reference to the no longer required air quality conformity analysis

Why Revise?

- **The definition of “Regionally Significant” is important to MIC work**
 - Will be included in the updated TIP and future documents

Federal Definition

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 regulations ([40 CFR part 93, subpart A](#))) that is on a facility that 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 an alternative to regional highway travel.

23 CFR 450.104

Existing MIC Definition in Current TIP

MIC area “regionally significant” projects are roadway, transit, and bicycle/pedestrian projects that occur on facilities that serve regional transportation needs (such as access to and from the area outside the region and major activity centers within the region), or that connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals).

A roadway project is generally considered regionally significant if it adds one or more travel lanes for over one mile or involves the addition or reconfiguration of an interchange such that a movement is added or eliminated (e.g., a new turning movement at an intersection) and would normally be included in the modeling of the MIC area’s transportation network and in the air quality conformity analysis for the MTP and TIP and amendments to the MTP and TIP.

These facilities include all interstates, freeways, principal arterial highways, principal arterials, National Highway System (NHS), NHS intermodal connectors, and all fixed guideway transit facilities that offer an alternative to regional highway travel. (Approved by the MIC Policy Board 5/21/14)

Existing MIC Definition in MTP

The MIC defines regionally significant projects as roadway, transit, and bicycle/pedestrian projects that occur on facilities that serve regional transportation needs (such as access to and from the area outside the region and major activity centers within the region), or that connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals).

Proposed MIC Definition

MIC area “regionally significant” projects are roadway, transit, pedestrian, bicycle, and other active transportation projects (other than a grouped or exempt project), regardless of how they are funded, that occur on facilities that serve regional transportation needs and/or connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals). ~~and that would normally be included in the modeling of a metropolitan area’s transportation network.~~ These facilities include, ~~as a minimum,~~ all interstate, principal, and minor arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.*

** = Projects grouped in the STIP/TIP pursuant to 23 CFR 450.216 and 23 CFR 450.324 or exempt per US EPA’s transportation conformity regulations (40 CFR part 93, subpart A)*

Does the proposed definition work?

Comments?

Questions?

Suggestions?

Summary of TAC Meeting Discussion

- **TAC members agree with the proposed definition, with the following additional revisions:**
 - Remove “Interstate” as it is a subset of Principal Arterials
 - Add “preventative maintenance” and “landscaping” to the ‘other than’ list
 - Add “Other non-federally funded projects consistent with the current MTP may be considered regionally significant at the MIC’s discretion.”
- **This revised definition will be included in the draft TIP to go out for public comment**

Summary of TAC Meeting Discussion

- **MIC staff will provide guidance for this definition that includes helpful information such as:**
 - What “grouped” projects are
 - Where and how regionally significant projects will be listed
 - When regionally significant projects will be submitted to the MIC
 - Non-federally funded regionally significant projects are not in the STIP
 - Non-federally funded regionally significant projects are listed to demonstrate projects important to carrying out the vision of the MTP

Final MIC Definition

MIC area “regionally significant” projects are roadway, transit, pedestrian, bicycle, and other active transportation projects (other than a grouped or exempt project or a project solely for preventative maintenance or landscaping), regardless of how they are funded, that occur on facilities that serve regional transportation needs and/or connect to major transportation assets (including transit, seaport, airport, and passenger rail terminals). These facilities include all principal and minor arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. Other non-federally funded projects consistent with the current Metropolitan Transportation Plan (MTP) may be considered regionally significant at the MIC’s discretion.*

** = Projects grouped in the STIP/TIP pursuant to 23 CFR 450.216 and 23 CFR 450.324 or exempt per US EPA’s transportation conformity regulations (40 CFR part 93, subpart A)*