

DRCOG Regionally Significant Project Criteria for Regional Air Quality Conformity March 23, 2017

The Colorado Air Quality Control Commission's Regulation 10, in accordance with Title 40, Code of Federal Regulations (40 CFR), states that the Interagency Consultation Group (ICG) shall determine which transportation projects should be considered Regionally significant projects (RSPs) for the purpose of regional emissions analysis. The descriptions below serve as the Denver Regional Council of Government's (DRCOG's) definition of a RSP.

RSPs must be reflected on the roadway and transit system identified in the Fiscally Constrained Regional Transportation Plan (RTP) and be depicted in the regional travel model networks. The system includes all principal arterial roadways, major regional arterial roadways and freeways/tollways on the DRCOG designated Regional Roadway System (RRS), as well as rapid transit facilities, such as light rail and commuter rail lines, Bus/Bus Rapid Transit (BRT)/High Occupancy Vehicle (HOV) facilities, managed lanes, and transit stations. The RRS includes both state and non-state highways.

1. Regionally significant roadway projects (additions or deletions) include:

- A new RRS roadway segment of at least one-centerline mile in length. A centerline mile is measured from the start of the project to the terminus of the project.
- A new RRS roadway segment less than a mile that completes a missing connection to another roadway on the RRS or provides access to major activity centers, planned developments, or transportation terminals. Intersection improvements (such as the addition of turn lanes or other auxiliary lanes at an intersection, or median improvements) are not regionally significant.
- A roadway-widening project (via construction or restriping) of one general purpose through lane-mile or more in length.
- A new or converted managed lane (e.g. HOV, toll-express, BRT) of one lane-mile or more in length. Major operational changes (e.g. vehicle occupancy requirements for free use, or time period of operation changes of more than 5 hours).
- Freeway or tollway acceleration/deceleration/climbing/auxiliary lanes that connect an on-ramp from one interchange to an on-ramp of a second interchange at least one mile away. Acceleration/deceleration/turning lanes on arterial roadways are not regionally significant.
- RRS roadway grade separated interchanges. Railroad grade separations are not regionally significant.
- Modification to an existing interchange that adds or deletes a ramp which permits a new directional travel movement between a freeway and roadway. Interchange operational improvements that widen ramps, provide cross-arterial turning lanes, reconfigure existing movements, or solve drainage problems are not regionally significant.

2. Regionally significant transit projects (additions or deletions) include:

- A rail rapid transit guideway corridor, or an extension of an existing rail line to a new station. Operational improvements (such as rail vehicle passing tracks, vehicle storage and maintenance tracks, and maintenance facilities) are not regionally significant.
- A rail rapid transit station.
- A bus rapid transit guideway corridor or guideway segment extension of at least one mile.

For unique situations not addressed in this document, new and emerging technologies, or where the interpretation is unclear, the ICG will determine the course of action. In making a regionally significant project determination, the overall project plan of the implementing agency will be considered. For example, a shorter roadway project segment than indicated in the entire project plan (if entire project will be constructed in the same RTP staging period) may be declared regionally significant. The ICG fulfills the responsibility of air quality interagency coordination between regional, state, and federal air quality and transportation agencies for the Denver Metropolitan Planning Organization planning area.