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REVISED

MEMORANDUM

To: NFRMPO Technical Advisory Committee

From: Ryan Dusil and Medora Kealy

Date: May 16, 2018

Re: Regionally Significant Corridor (RSC) Criteria Review

Background

Regionally Significant Corridors (RSCs) were identified in the *2040 Regional Transportation Plan (RTP)* to focus limited transportation dollars on the corridors most significant to the region.

Identifying a corridor as an RSC has several implications:

- RSCs comprise the regional roadway network;
- A corridor vision is developed for each RSC in the RTP;
- Capacity projects on RSCs trigger air quality conformity requirements; and
- Projects must be on an RSC to be eligible for Surface Transportation Block Grant (STBG) and Congestion Mitigation & Air Quality (CMAQ) funds

To ensure RSCs reflect regional priorities in the *2045 RTP*, staff reviewed the RSC criteria in the *2040 RTP* and identified proposed criteria revisions. Additionally, staff considered concerns raised by Planning Council members during the development of the *2040 RTP* about RSCs, including unpaved roads. Following discussion at the April 18 TAC meeting, staff revised the proposed 2045 RSCs and criteria. The revisions include realigning proposed RSCs, incorporating the federal aid eligibility definition¹, ~~incorporating the federally recognized functional classification~~, and considering the regional nature of each segment.

The following table identifies the RSC criteria in the *2040 RTP* and the proposed RSC criteria for the *2045 RTP*.

The attached Proposed RSC Eligibility map identifies how the proposed criteria apply to the roadways in the North Front Range region.

¹ Roadways eligible for federal aid include the National Highway System, the Interstate System, and all other public roads not classified as local roads or rural minor collectors, as defined in [23 Part 470](#).

RSC Criteria in 2040 RTP	Proposed RSC Criteria for 2045 RTP
<p>1. Includes all State Highways</p> <ul style="list-style-type: none"> • Colorado Department of Transportation (CDOT) requires a corridor vision be developed for all state highways as part of the regional transportation plan. Since this is required by CDOT, and most state highways are regional in nature, this was established as the first criteria. 	<p>1. Include all Interstates, US Highways, and State Highways.</p>
<p>2. Functional Classification</p> <ul style="list-style-type: none"> • Roadways must have a functional classification of minor arterial or higher, as defined by the appropriate government agency. • The higher the functional classification, the greater the likelihood trips are longer and the roadway connects more than one community or destination. 	<p>2. Include all other roadways that meet the following criteria:</p> <ol style="list-style-type: none"> a. The Existing roadway is eligible for to receive Federal Aid and has a functional classification of minor arterial or higher for at least 25 percent of its existing length as currently classified by CDOT. b. The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045. c. It is anticipated that by 2045, all segments of the roadway designated as an RSC will be built and paved. d. The roadway serves regional traffic as determined by local knowledge.
<p>3. Connectivity</p> <ul style="list-style-type: none"> • The corridor must go through, or plan to go through, more than one governmental jurisdiction and connect activity centers. 	

Action

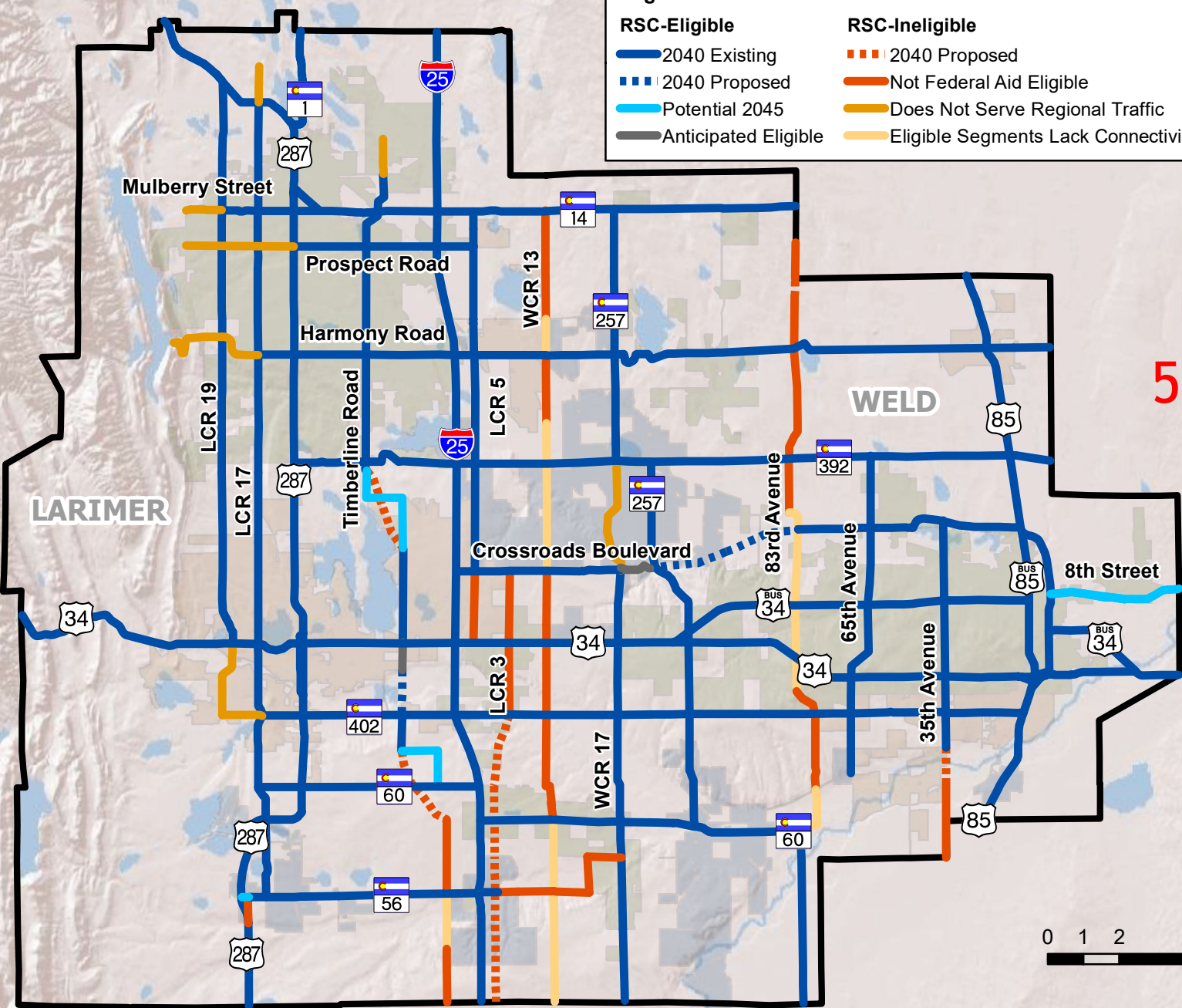
Staff requests TAC review and discuss the proposed criteria for RSCs in the 2045 RTP. After discussing the RSCs and RSC criteria, the 2045 RSCs are scheduled to return to TAC as an Action Item in June.

Proposed Regionally Significant Corridor (RSC) Eligibility

Legend

RSC-Eligible	RSC-Ineligible	NFRMPO Boundary
2040 Existing	2040 Proposed	Not Federal Aid Eligible
2040 Proposed	Does Not Serve Regional Traffic	Eligible Segments Lack Connectivity
Potential 2045		
Anticipated Eligible		

Updated
5/16/2018



0 1 2 4 6 8 Miles

May, 2018
Sources: CDOT, NFRMPO
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