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 definition, 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.

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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

1. **Includes all State Highways**
   - 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.

2. **Functional Classification**
   - 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.

3. **Connectivity**
   - The corridor must go through, or plan to go through, more than one governmental jurisdiction and connect activity centers.

### Proposed RSC Criteria for 2045 RTP

1. **Include all Interstates, US Highways, and State Highways.**

2. **Include all other roadways that meet the following criteria:**
   - The **Existing roadway is eligible for 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.
   - The roadway goes through more than one governmental jurisdiction or connects to an activity center by 2045.
   - It is anticipated that by 2045, all segments of the roadway designated as an RSC will be built and paved.
   - The roadway serves regional traffic as determined by local knowledge.

### 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.