MOVE SKAGIT

# Move Skagit 2050 Appendix C: Regionally Significant Criteria

MOVE SKAGIT
REGIONAL TRANSPORTATION PLAN

# Regionally Significant Projects

Determinations of regional significance are made on a project-by-project basis by the Skagit Council of Governments, consistent with federal requirements. A project can only be considered Regionally Significant in Skagit 2050 if that project is on the regional transportation system, or includes a proposed expansion of the system. Projects that are not part of the regional transportation system are not considered Regionally Significant. Projects that are Regionally Significant must be included in the RTP prior to being programmed in the Regional Transportation Improvement Program.

The following categories classify Regionally Significant projects as **Roadway, Non-motorized, Transit, Ferry, Planning and Corridor Studies, Intelligent Transportation Systems, Transportation Safety, and Transportation Resilience**. Examples of projects that are Regionally Significant, and projects that are not Regionally Significant, are included within each category.

## Roadway: Capacity Expansion Projects on the Regional Roadway System

Roadway projects anywhere on the roadway system that add or alter capacity (including by operational means such as signal coordination) are regionally significant because they alter the throughput and performance of the entire system. Because the system is interconnected, such changes anywhere within SCOG's planning boundary can affect other facilities, thus the "wide net" of including such projects in the RTP regardless of where they occur.

### Examples of projects that are Regionally Significant:

- New roadway;
- Added travel lane for the length of roadway between at least two modeled intersections;
- Continuous two-way left turn lane from one modeled intersection to another;
- Multi-lane roundabout;
- Street realignment or relocation;
- New interchange or reconstruction of interchange, including addition of new turning movement;
- New managed lane or converted managed lane (e.g., high-occupancy vehicle lane, express toll lane);
- Interstate and state route acceleration, deceleration or climbing lane; and
- Grade separation.

### Examples of projects that are not Regionally Significant:

- Lane widening (e.g., 10 ft. to 12 ft.);

- Reconstruction, maintenance or preservation project that does not add modeled capacity;
- Environmental project that does not add modeled capacity; and
- Project that upgrades facility to different standard that is not modeled (e.g., major collector to minor arterial upgrade).

## Non-motorized: Shared Use Paths and Bicycle Lanes on the Regional Non-Motorized System

Shared use paths, separate from roads anywhere in the region and bicycle or pedestrian provisions on the regional roadway system are considered regionally significant because they increase the ability to travel throughout the region by walking or rolling, which can reduce per capita VMT and contribute to regional priorities. Separate paths are important regardless of the jurisdiction in which they occur because they often form the "backbone" of the non-motorized system by providing completely safe and easily-traversed "main lines." On-road support for rolling and walking on facilities not locally owned and operated is regionally significant because such provisions can provide key connections between cities through unincorporated areas.

### Examples of projects that are Regionally Significant:

- New shared use path separated from a roadway;
- Added capacity to an existing shared use path, excluding path improvements (e.g., dirt to gravel, or gravel to asphalt); and
- Adding designated bicycle lanes to a roadway on the regional non-motorized system.

### Examples of projects that are not Regionally Significant:

- Other than a bicycle lane on the regional non-motorized system, any project within roadway right of way or adjacent to a roadway, except where a shared use path is part of the regional non-motorized system and shares right of way with a roadway.
- Sidewalk or walkway project that does not include a shared use path;
- Bike sharrow or bike box; and
- Shared use path improvements (e.g., dirt to gravel, or gravel to asphalt).

## Transit: Capacity Expansion Projects

### Examples of projects that are Regionally Significant:

- New park-and-ride lot with 50 or more stalls;
- New or proposed transit center, station or maintenance-operation base;
- Dedicated transit right of way; and
- Bus purchase that expands fleet capacity.

**Examples of projects that are not Regionally Significant:**

- Transportation Demand Management project (e.g., ridesharing/vanpooling);
- New bus route or service increase;
- Replacement bus purchase that does not expand fleet capacity; and
- Bus flyer stop.

## Ferry: Vessel Additions and Replacements; Terminals that are New, Relocated, or Replaced

Ferry projects that add system capacity either via capital (boat and facility capacity) or service (the number of ferry runs) are regionally significant because they alter system throughput. Ferry projects that require significant or special financial capacity (e.g., entirely new vessels, vessel replacements, and terminal rebuilds or relocations) are regionally significant because of their impacts on the ability to fund RTP investments.

**Examples of projects that are Regionally Significant:**

- Additional vessel, not including seasonal service change;
- Added service (that changes the total vehicle and people throughput of the service configuration);
- Vessel replacement;
- New or relocated terminal;
- New parking facilities with 50 or more stalls; and
- Terminal replacement that adds capacity or constitutes a significant re-build or relocation. This excludes regular maintenance

**Examples of projects that are not Regionally Significant:**

- Change to existing ferry service; and
- Regular preservation and maintenance of existing vessel or terminal.

## Planning and Corridor Studies: Planning and Corridor Studies that are Part of a Broader Project Classified as Regionally Significant

Planning and corridor studies that could lead to a regionally significant project as otherwise defined in this appendix are considered regionally significant because they help advance a regionally significant project toward a future phase. They are also significant because such projects have the potential to affect performance on parts of the system that other agencies own and operate.

**Examples of projects that are Regionally Significant:**

- Planning or corridor study that is part of a broader project with an anticipated future phase(s) (e.g., preliminary engineering, right of way, construction) may be Regionally

Significant if the project meets applicable criteria in other Regionally Significant categories.

**Examples of projects that are not Regionally Significant:**

- Planning or corridor study that is a stand-alone project without any anticipated future phase.

## Intelligent Transportation Systems: Intelligent Transportation Systems Projects with an Estimated Cost of $10 Million and Over

Large ITS investments are regionally significant because they will likely notably add to or alter the regional ITS architecture, for which SCOG as the MPO has mandated coordination responsibilities.

**Examples of projects that are Regionally Significant:**

- Intelligent Transportation Systems projects with an estimated cost of $10 million and over.

**Examples of projects that are not Regionally Significant:**

- Intelligent Transportation Systems projects with an estimated cost under $10 million.

## Transportation Safety: Capacity Expansion Projects

Initially identified in the RSAP, SCOG will approach regional significance for roadway safety projects using criteria designed to identify impactful safety interventions within Skagit County. SCOG will determine regionally significant roadway safety projects using criteria related to project location with a nexus to observed crash history by using the High Injury Network (HIN), as well as the content of the project proposal, including the use of federally recognized proven safety countermeasures, or strategies to reduce the quantity or severity of fatal or serious injury-producing crashes.

**Examples of projects that are Regionally Significant:**

- The proposed roadway safety project is located on a section of HIN (> 1.5 KSI Per Mile); AND
- The proposed roadway project is aligned with observed crash history and reflects USDOT proven safety countermeasures or harm reduction strategies.

**Examples of projects that are not Regionally Significant:**

- The proposed roadway safety project is not located on a section of the HIN;
- The proposed roadway safety project does not include USDOT proven safety countermeasures or harm reductions strategies related to the observed crash history.

## Transportation Resilience Projects

Initially identified in the TRIP, SCOG will approach a project evaluation and prioritization framework with the goal that the most impactful resilience interventions within the Skagit region are advanced. SCOG will evaluate and prioritize projects using criteria related to project location and exposure to natural hazards, which can be determined by screening project locations against the vulnerability and risk assessment performed for the TRIP, as well as content included in the project proposal such as strategies to reduce the quantity or intensity of hazard impacts, as referenced in the TRIP.

### Examples of projects that are Regionally Significant:

- The project is located on the regional roadway system within an area identified as exposed to natural hazards (landslides, flooding (coastal, fluvial, dam or levee failure), seismic, liquefaction, or severe storms) and provides project components to mitigate one or more of those hazards.
- The project creates transportation system redundancy for communities without reliable alternative routes and/or addresses the needs of populations at risk of isolation during hazard events.

### Examples of projects that are not Regionally Significant:

- Transportation resilience projects that are not exposed to any of the listed hazards, including landslides, flooding (coastal, fluvial, dam or levee failure), seismic, liquefaction, and severe storms; and
- Transportation resilience projects that are not located on the regional roadway system and do not provide transportation system redundancy; and
- Transportation resilience projects that do not mitigate any of the listed hazards.